

Appendix 3.7

Emission Inventory and Source Locations
for PTIs and Heavy Good Vehicle/Coach
Parking

Annex - 1

Idling Emission Factors for Year 2048

Age Population Profile

| FirstReg Year | Age | % by Age | | | | | | | | | | | | | | | | |
|---------------|-----|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|---------|-----------|-----------|-----------|-------------------------|-------------------------------|------------------------------|
| | | 14 - FBSD | 15 - FBDD | 11 - NFB6 | 12 - NFB7 | 13 - NFB8 | 18 - NFB9 | 06 - HGV7 | 07 - HGV8 | 17 - HGV9 | 18 - NFB9 | 01 - PC | 03 - LGV3 | 04 - LGV4 | 05 - LGV6 | 08 - Public Light Buses | 09 - Private Light Bus <=3.5t | 10 - Private Light Bus >3.5t |
| 2048 | 1 | 19.64% | 3.78% | 8.72% | 8.51% | 7.74% | 10.41% | 8.17% | 7.64% | 7.43% | 10.41% | 7.51% | 7.25% | 8.21% | 8.42% | 8.53% | 9.05% | 8.88% |
| 2047 | 2 | 17.82% | 4.81% | 8.27% | 8.23% | 7.48% | 9.36% | 8.79% | 7.96% | 8.35% | 9.36% | 7.56% | 7.57% | 8.10% | 8.96% | 7.84% | 8.75% | 8.57% |
| 2046 | 3 | 13.09% | 3.03% | 7.84% | 7.93% | 7.48% | 7.99% | 8.61% | 8.22% | 9.28% | 7.99% | 7.62% | 7.27% | 8.26% | 9.09% | 7.72% | 8.70% | 8.40% |
| 2045 | 4 | 16.72% | 0.80% | 7.50% | 7.74% | 7.70% | 6.48% | 10.94% | 9.52% | 10.88% | 6.48% | 7.61% | 9.73% | 9.03% | 10.14% | 7.17% | 8.62% | 8.70% |
| 2044 | 5 | 3.64% | 0.77% | 7.35% | 7.72% | 8.11% | 5.00% | 10.15% | 9.64% | 9.96% | 5.00% | 7.51% | 10.77% | 9.30% | 9.20% | 6.62% | 8.40% | 8.64% |
| 2043 | 6 | 2.91% | 1.10% | 7.32% | 7.50% | 8.24% | 3.79% | 5.36% | 6.20% | 6.86% | 3.79% | 7.29% | 7.28% | 6.75% | 5.66% | 6.07% | 7.79% | 7.97% |
| 2042 | 7 | 3.27% | 1.88% | 7.51% | 7.48% | 8.45% | 4.37% | 5.07% | 5.89% | 6.69% | 4.37% | 6.96% | 7.46% | 6.60% | 5.20% | 5.85% | 7.34% | 7.79% |
| 2041 | 8 | 1.82% | 0.84% | 7.73% | 7.55% | 8.54% | 6.11% | 5.08% | 5.84% | 6.63% | 6.11% | 6.54% | 7.39% | 6.43% | 4.99% | 5.93% | 7.13% | 7.45% |
| 2040 | 9 | 0.00% | 3.01% | 7.84% | 7.48% | 8.33% | 7.50% | 5.10% | 5.73% | 6.40% | 7.50% | 6.03% | 7.13% | 6.24% | 4.84% | 6.36% | 6.60% | 6.93% |
| 2039 | 10 | 0.00% | 3.25% | 7.76% | 7.37% | 7.83% | 8.78% | 5.43% | 5.88% | 6.08% | 8.78% | 5.49% | 6.77% | 6.27% | 5.08% | 7.20% | 6.12% | 6.39% |
| 2038 | 11 | 0.00% | 5.51% | 7.32% | 7.12% | 6.96% | 9.36% | 6.30% | 6.57% | 5.82% | 9.36% | 4.94% | 5.94% | 6.35% | 5.93% | 7.21% | 5.79% | 5.85% |
| 2037 | 12 | 0.00% | 5.05% | 6.36% | 6.38% | 5.73% | 8.81% | 6.81% | 7.01% | 5.48% | 8.81% | 4.43% | 5.43% | 6.31% | 6.61% | 7.58% | 5.13% | 5.10% |
| 2036 | 13 | 0.00% | 11.09% | 4.49% | 4.64% | 3.95% | 6.45% | 5.29% | 5.41% | 4.18% | 6.45% | 3.95% | 4.22% | 4.83% | 5.41% | 6.97% | 4.28% | 4.00% |
| 2035 | 14 | 1.82% | 11.60% | 2.68% | 2.84% | 2.30% | 3.76% | 4.82% | 4.62% | 3.21% | 3.76% | 3.51% | 3.09% | 4.02% | 5.69% | 4.92% | 3.54% | 2.91% |
| 2034 | 15 | 0.00% | 14.29% | 1.31% | 1.50% | 1.15% | 1.84% | 4.05% | 3.85% | 2.75% | 1.84% | 3.07% | 2.64% | 3.26% | 4.78% | 4.01% | 2.75% | 2.20% |
| 2033 | 16 | 10.18% | 14.08% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 2.62% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2032 | 17 | 0.00% | 7.56% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 2.15% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2031 | 18 | 9.09% | 7.53% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.68% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2030 | 19 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 1.23% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2029 | 20 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.85% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2028 | 21 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.56% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2027 | 22 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.35% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2026 | 23 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.21% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2025 | 24 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.12% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2024 | 25 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.07% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2023 | 26 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.03% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2022 | 27 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.02% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2021 | 28 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2020 | 29 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2019 | 30 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2018 | 31 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2017 | 32 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.04% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2016 | 33 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2015 | 34 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2014 | 35 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2013 | 36 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.02% | 0.01% | 0.02% | 0.00% | 0.00% | 0.04% | 0.03% | 0.01% | 0.00% | 0.00% | 0.17% |
| 2012 | 37 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.01% | 0.00% | 0.01% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.05% |
| 2011 | 38 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2010 | 39 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2009 | 40 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2008 | 41 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2007 | 42 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2006 | 43 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2005 | 44 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| 2004 | 45 | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |

Note
 1. Only diesel vehicles are presented.
 2. Population, Age and Technology Group Fraction are default figures from Emfac 4.3.

Population of Light Buses (Based on Emfac 4.3)

Assessment Year : 2048

Table with 11 columns: FirstRegYear, Age, 08 - Public Light Buses (Petrol), 09 - Private Light Bus <=3.5t (Petrol), 10 - Private Light Bus >3.5t (Petrol), 08 - Public Light Buses (Diesel), 09 - Private Light Bus <=3.5t (Diesel), 10 - Private Light Bus >3.5t (Diesel), 08 - Public Light Buses (LPG), 09 - Private Light Bus <=3.5t (LPG), 10 - Private Light Bus >3.5t (LPG). Rows range from 2048 to 2004.

Age Population Profile

Table with 11 columns: FirstReg Year, Age, 08 - Public Light Buses (Petrol), 09 - Private Light Bus <=3.5t (Petrol), 10 - Private Light Bus >3.5t (Petrol), 08 - Public Light Buses (Diesel), 09 - Private Light Bus <=3.5t (Diesel), 10 - Private Light Bus >3.5t (Diesel), 08 - Public Light Buses (LPG), 09 - Private Light Bus <=3.5t (LPG), 10 - Private Light Bus >3.5t (LPG). Rows range from 2048 to 2004.

Note
1. Population, Age and Technology Group Fraction are default figures from Emfac 4.3.

Warm Idling

Summary of Engine Type Distribution (Year 2048)

| Euro Standard | Estimated engine type distribution | | | | | | | | |
|---------------|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | FBSD | FBDD | NFB6 | NFB7 | NFB8 | NFB9 | HGV7 | HGV8 | HGV9 |
| pre-Euro | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro I | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro II | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro III | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro IV | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro V | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.02% | 0.01% | 0.02% |
| Euro VI | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 99.98% | 99.98% | 99.98% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

Basic Idling Emission Factors

| Euro Standard | Truck/bus | | Light Duty | |
|---------------|-----------|----------|------------|----------|
| | NOx (g/h) | PM (g/h) | NOx (g/h) | PM (g/h) |
| pre-Euro | 40.56 | 6.62 | 6.52 | 1.59 |
| Euro I | 32.6 | 5.53 | 5.88 | 0.63 |
| Euro II | 40.58 | 1.43 | 5.53 | 0.54 |
| Euro III | 42.08 | 1.29 | 4.12 | 0.1 |
| Euro IV | 7.51 | 0.2 | 3.62 | 0.16 |
| Euro V | 11.71 | 0.1 | 3.6 | 0.02 |
| Euro VI | 1.75 | 0.01 | 1.28 | 0.02 |

Source : Road tunnels: Vehicle emission and air demand for ventilation, PIARC, 2019

Mass Factors

| Pollutant | Mass Factor | | |
|-----------|-------------|-----|-----|
| | 15t | 23t | 32t |
| NOx | 0.9 | 1 | 1.2 |
| PM | 0.9 | 1 | 1.2 |

Source : Road tunnels: Vehicle emission and air demand for ventilation, PIARC, 2019

Composite Idling Emission Factors

| Euro Standard | Composite Idling Emission Factors (g/h) | | | | | | | | | | | | | | | | | | |
|---|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | FBSD | | FBDD | | NFB6 | | NFB7 | | NFB8 | | NFB9 | | HGV7 | | HGV8 | | HGV9 | | |
| | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | |
| pre-Euro | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Euro I | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Euro II | 0.00E+00 | 0.00E+00 | 8.16E-11 | 2.88E-12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Euro III | 2.60E-10 | 7.97E-12 | 2.15E-10 | 6.59E-12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| Euro IV | 1.88E-10 | 5.02E-12 | 1.81E-11 | 4.83E-13 | 2.02E-07 | 5.38E-09 | 3.05E-05 | 8.13E-07 | 2.70E-05 | 7.18E-07 | 0.00E+00 | 0.00E+00 | 1.83E-04 | 4.88E-06 | 1.14E-04 | 3.03E-06 | 2.31E-04 | 6.14E-06 | |
| Euro V | 7.84E-10 | 6.69E-12 | 8.77E-10 | 7.49E-12 | 1.58E-06 | 1.35E-08 | 3.82E-04 | 3.26E-06 | 3.00E-04 | 2.57E-06 | 0.00E+00 | 0.00E+00 | 2.20E-03 | 1.87E-05 | 1.76E-03 | 1.50E-05 | 2.44E-03 | 2.08E-05 | |
| Euro VI | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 | 1.00E-02 | 1.75E+00 |
| <i>Composite Emission Factors(g/h)</i> | <i>1.75E+00</i> | <i>1.00E-02</i> | <i>2.10E+00</i> | <i>1.20E-02</i> | <i>1.58E+00</i> | <i>9.00E-03</i> | <i>1.58E+00</i> | <i>9.00E-03</i> | <i>1.75E+00</i> | <i>1.00E-02</i> | <i>2.10E+00</i> | <i>1.20E-02</i> | <i>1.58E+00</i> | <i>9.02E-03</i> | <i>1.75E+00</i> | <i>1.00E-02</i> | <i>2.10E+00</i> | <i>1.20E-02</i> | <i>1.20E-02</i> |
| <i>Composite Emission Factors (g/s)</i> | <i>4.86E-04</i> | <i>2.78E-06</i> | <i>5.83E-04</i> | <i>3.33E-06</i> | <i>4.38E-04</i> | <i>2.50E-06</i> | <i>4.38E-04</i> | <i>2.50E-06</i> | <i>4.86E-04</i> | <i>2.78E-06</i> | <i>5.83E-04</i> | <i>3.33E-06</i> | <i>4.38E-04</i> | <i>2.51E-06</i> | <i>4.87E-04</i> | <i>2.78E-06</i> | <i>5.84E-04</i> | <i>3.34E-06</i> | |

Mass influence factor for 32t is assumed for NFB (9) and HGV(9) for conservative assessment.

Mass influence factor for 23t is assumed for NFB (8) and HGV(8) for conservative assessment.

Mass influence factor for 15t is assumed for HGV(7), NFB(6) and NFB(7) for conservative assessment.

For conservative assessment, mass factor of 1 and 1.2 are used for FBSD (assuming >15 ton) and FBDD (assuming >23 ton) respectively.

Cold Idling for diesel vehicles with SCR

Summary of Engine Type Distribution (Year 2048)

| Euro Standard | Estimated engine type distribution | | | | | | | | |
|---------------|------------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|
| | FBSD | FBDD | NFB6 | NFB7 | NFB8 | NFB9 | HGV7 | HGV8 | HGV9 |
| pre-Euro | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro I | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro II | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro III | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro IV | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro V | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.02% | 0.01% | 0.02% |
| Euro VI | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 99.98% | 99.98% | 99.98% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% | 100.00% |

Basic Idling Emission Factors

| Euro Standard | FBSD | | FBDD | | NFB6 | | NFB7 | | NFB8 | | NFB9 | | HGV7 | | HGV8 | | HGV9 | |
|---------------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|-----------|----------|
| | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) |
| pre-Euro | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro I | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro II | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro III | 0.0737 | - | 0.0737 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro IV | 0.0573 | - | 0.1535 | - | 0.0573 | - | 0.0573 | - | 0.0573 | - | 0.0573 | - | 0.0144 | - | 0.0144 | - | 0.0144 | - |
| Euro V | 0.0474 | - | 0.1535 | - | 0.0474 | - | 0.0474 | - | 0.0474 | - | 0.0474 | - | 0.0059 | - | 0.023 | - | 0.023 | - |
| Euro VI | 0.0077 | - | 0.0225 | - | 0.0010 | - | 0.0077 | - | 0.0077 | - | 0.0077 | - | 0.0059 | - | 0.0037 | - | 0.0037 | - |

Source : EPD Technical Note on "Calculation of Start Emissions in Air Quality Impact Assessment" (https://www.epd.gov.hk/epd/sites/default/files/epd/Technical_Note_on_Calculation_of_Start_Emissions_in_Air_Quality_Impact_Assessment.pdf.)

For Euro III of FBSD, no emission factor has been provided, emission factor is assumed the same as FBDD for conservative assessments.

For Euro IV and V of NFB6, no emission factor has been provided, emission factor is assumed the same as NFB8/9 for conservative assessments.

For Euro V of NFB7, no emission factor has been provided, emission factor is assumed the same as NFB8/9 for conservative assessments.

For Euro IV of HGV7, no emission factor has been provided, emission factor is assumed the same as HGV8/9 for conservative assessments.

Composite Idling Emission Factors

| Euro Standard | Composite Idling Emission Factors (g/s) | | | | | | | | | | | | | | | | | |
|--|---|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|
| | FBSD | | FBDD | | NFB6 | | NFB7 | | NFB8 | | NFB9 | | HGV7 | | HGV8 | | HGV9 | |
| | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM |
| pre-Euro | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro I | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro II | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro III | 4.56E-13 | - | 3.77E-13 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro IV | 1.44E-12 | - | 3.70E-13 | - | 1.54E-09 | - | 2.33E-07 | - | 2.06E-07 | - | 0.00E+00 | - | 3.51E-07 | - | 2.18E-07 | - | 4.42E-07 | - |
| Euro V | 3.17E-12 | - | 1.15E-11 | - | 6.42E-09 | - | 1.55E-06 | - | 1.22E-06 | - | 0.00E+00 | - | 1.11E-06 | - | 3.45E-06 | - | 4.79E-06 | - |
| Euro VI | 7.70E-03 | - | 2.25E-02 | - | 1.00E-03 | - | 7.70E-03 | - | 7.70E-03 | - | 7.70E-03 | - | 5.90E-03 | - | 3.70E-03 | - | 3.70E-03 | - |
| Composite Emission Factors(g/s) | 7.70E-03 | - | 2.25E-02 | - | 1.00E-03 | - | 7.70E-03 | - | 7.70E-03 | - | 7.70E-03 | - | 5.90E-03 | - | 3.70E-03 | - | 3.70E-03 | - |

Warm Idling

Summary of Engine Type Distribution (Year 2048)

| Euro Standard | Estimated engine type distribution | | | | | | | | |
|---------------|------------------------------------|----------------|----------------|----------------|--------------|----------------|--------------|----------------|----------------|
| | PLB-Diesel | PV4-Diesel | PV5-Diesel | PLB-LPG | PV4-LPG | PV5-LPG | PLB-Petrol | PV4-Petrol | PV5-Petrol |
| pre-Euro | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro I | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro II | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro III | 0.00% | 0.00% | 0.00% | 0.72% | 0.00% | 4.43% | 0.00% | 10.52% | 0.00% |
| Euro IV | 0.00% | 0.00% | 0.02% | 0.67% | 0.00% | 19.06% | 0.00% | 45.79% | 20.01% |
| Euro V | 0.00% | 0.00% | 0.20% | 98.61% | 0.00% | 76.51% | 0.00% | 43.69% | 74.26% |
| Euro VI | 100.00% | 100.00% | 99.79% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 5.72% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | 100.00% | 100.00% |

Basic Idling Emission Factors

| Euro Standard | Petrol | | Diesel | |
|---------------|-----------|----------|-----------|----------|
| | NOx (g/h) | PM (g/h) | NOx (g/h) | PM (g/h) |
| pre-Euro | 0.66 | 0.01 | 6.52 | 1.59 |
| Euro I | 1.69 | 0.01 | 5.88 | 0.63 |
| Euro II | 0.6 | 0.01 | 5.53 | 0.54 |
| Euro III | 0.34 | 0 | 4.12 | 0.1 |
| Euro IV | 0.17 | 0 | 3.62 | 0.16 |
| Euro V | 0.06 | 0 | 3.6 | 0.02 |
| Euro VI | 0.07 | 0 | 1.28 | 0.02 |

Source : Road tunnels: Vehicle emission and air demand for ventilation, PIARC, 2019

Composite Idling Emission Factors

| Euro Standard | Composite Idling Emission Factors (g/h) | | | | | | | | | | | | | | | | | | |
|---|---|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | PLB-Diesel | | PV4-Diesel | | PV5-Diesel | | PLB-LPG | | PV4-LPG | | PV5-LPG | | PLB-Petrol | | PV4-Petrol | | PV5-Petrol | | |
| | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | |
| pre-Euro | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - | 0.000 | - | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Euro I | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - | 0.000 | - | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Euro II | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - | 0.000 | - | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Euro III | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.000 | 0.004 | 0.000 | 0.000 | 0.036 | 0.000 | 0.000 | 0.000 | 0.000 |
| Euro IV | 0.000 | 0.000 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.001 | 0.000 | 0.000 | 0.001 | 0.030 | 0.000 | 0.000 | 0.078 | 0.000 | 0.034 | 0.000 | 0.000 |
| Euro V | 0.000 | 0.000 | 0.000 | 0.000 | 0.007 | 0.000 | 0.004 | 0.020 | 0.000 | 0.000 | 0.003 | 0.015 | 0.000 | 0.000 | 0.026 | 0.000 | 0.045 | 0.000 | 0.000 |
| Euro VI | 1.280 | 0.020 | 1.280 | 0.020 | 1.277 | 0.020 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.004 | 0.000 | 0.000 |
| <i>Composite Emission Factors(g/h)</i> | <i>1.280</i> | <i>0.02</i> | <i>1.280</i> | <i>0.02</i> | <i>1.285</i> | <i>0.02</i> | <i>0.004</i> | <i>0.02</i> | <i>0.000</i> | <i>0.00</i> | <i>0.004</i> | <i>0.05</i> | <i>0.000</i> | <i>0.000</i> | <i>0.140</i> | <i>0.000</i> | <i>0.083</i> | <i>0.00</i> | <i>0.00</i> |
| Composite Emission Factors (g/s) | 3.56E-04 | 5.56E-06 | 3.56E-04 | 5.56E-06 | 3.57E-04 | 5.56E-06 | 1.09E-06 | 5.98E-06 | 0.00E+00 | 0.00E+00 | 1.15E-06 | 1.40E-05 | 0.00E+00 | 0.00E+00 | 3.88E-05 | 0.00E+00 | 2.29E-05 | 0.00E+00 | 0.00E+00 |

NOx cold idling emission factors for are adopted as hot idling emission factors for LPG vehicles (Ref.: EIA for Revised Trunk Road T4 in Sha Tin (Register No.: AEIAR-231/2021))

PM idling emission factors for Diesel vehicles are adopted for LPG vehicles (Ref.: EIA for Revised Trunk Road T4 in Sha Tin (Register No.: AEIAR-231/2021))

Cold Idling for diesel vehicles with SCR

Summary of Engine Type Distribution (Year 2048)

| Euro Standard | Estimated engine type distribution | | | | | | | | |
|---------------|------------------------------------|----------------|----------------|----------------|--------------|----------------|--------------|----------------|----------------|
| | PLB-Diesel | PV4-Diesel | PV5-Diesel | PLB-LPG | PV4-LPG | PV5-LPG | PLB-Petrol | PV4-Petrol | PV5-Petrol |
| pre-Euro | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro I | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro II | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% |
| Euro III | 0.00% | 0.00% | 0.00% | 0.72% | 0.00% | 4.43% | 0.00% | 10.52% | 0.00% |
| Euro IV | 0.00% | 0.00% | 0.02% | 0.67% | 0.00% | 19.06% | 0.00% | 45.79% | 20.01% |
| Euro V | 0.00% | 0.00% | 0.20% | 98.61% | 0.00% | 76.51% | 0.00% | 43.69% | 74.26% |
| Euro VI | 100.00% | 100.00% | 99.79% | 0.00% | 0.00% | 0.00% | 0.00% | 0.00% | 5.72% |
| Total | 100.00% | 100.00% | 100.00% | 100.00% | 0.00% | 100.00% | 0.00% | 100.00% | 100.00% |

Basic Idling Emission Factors

| Euro Standard | PLB-Diesel | | PV4-Diesel | | PV5-Diesel | | PLB-LPG | | PV4-LPG | | PV5-LPG | | PLB-Petrol | | PV4-Petrol | | PV5-Petrol | |
|---------------|------------|----------|------------|----------|------------|----------|-----------|----------|-----------|----------|-----------|----------|------------|----------|------------|----------|------------|----------|
| | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) | NOx (g/s) | PM (g/s) |
| pre-Euro | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro I | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro II | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro III | 0.001 | - | 0.001 | - | 0.001 | - | 0.0092 | - | 0.0092 | - | 0.0092 | - | - | - | - | - | - | - |
| Euro IV | 0.001 | - | 0.001 | - | 0.001 | - | 0.0039 | - | 0.0039 | - | 0.0039 | - | - | - | - | - | - | - |
| Euro V | 0.001 | - | 0.001 | - | 0.001 | - | 0.0039 | - | 0.0039 | - | 0.0039 | - | - | - | - | - | - | - |
| Euro VI | 0.001 | - | 0.001 | - | 0.001 | - | 0.0039 | - | 0.0039 | - | 0.0039 | - | - | - | - | - | - | - |

Source : EPD Technical Note on "Calculation of Start Emissions in Air Quality Impact Assessment" (https://www.epd.gov.hk/epd/sites/default/files/epd/Technical_Note_on_Calculation_of_Start_Emissions_in_Air_Quality_Impact_Assessment.pdf.)

For Euro III, Euro IV and Euro V of PLB-Diesel, no emission factor has been provided, emission factor for warm idling is adopted. (Ref.: EIA for Revised Trunk Road T4 in Sha Tin (Register No.: AEIAR-231/2021))

For Euro III, Euro IV and Euro V of PV5-Diesel, no emission factor has been provided, , emission factor for warm idling is adopted. (Ref.: EIA for Revised Trunk Road T4 in Sha Tin (Register No.: AEIAR-231/2021))

For PV4-Diesel, no emission factor has been provided, emission factor is assumed the same as PV5-Diesel for conservative assessments.

For PV4-LPG and PV5-LPG, no emission factor has been provided, emission factor is assumed the same as PLB-LPG for conservative assessments.

Composite Idling Emission Factors

| Euro Standard | Composite Idling Emission Factors (g/s) | | | | | | | | | | | | | | | | | |
|--|---|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|-----------------|----------|
| | PLB-Diesel | | PV4-Diesel | | PV5-Diesel | | PLB-LPG | | PV4-LPG | | PV5-LPG | | PLB-Petrol | | PV4-Petrol | | PV5-Petrol | |
| | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM | NOx | PM |
| pre-Euro | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro I | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro II | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| Euro III | 0.00E+00 | - | 0.00E+00 | - | 0.00E+00 | - | 6.63E-05 | - | 0.00E+00 | - | 4.08E-04 | - | - | - | - | - | - | - |
| Euro IV | 2.74E-11 | - | 0.00E+00 | - | 1.66E-07 | - | 2.63E-05 | - | 0.00E+00 | - | 7.43E-04 | - | - | - | - | - | - | - |
| Euro V | 3.05E-10 | - | 3.45E-08 | - | 1.98E-06 | - | 3.85E-03 | - | 0.00E+00 | - | 2.98E-03 | - | - | - | - | - | - | - |
| Euro VI | 1.00E-03 | - | 1.00E-03 | - | 9.98E-04 | - | 0.00E+00 | - | 0.00E+00 | - | 0.00E+00 | - | - | - | - | - | - | - |
| Composite Emission Factors(g/s) | 1.00E-03 | - | 1.00E-03 | - | 1.00E-03 | - | 3.94E-03 | - | 0.00E+00 | - | 4.13E-03 | - | 0.00E+00 | - | 0.00E+00 | - | 0.00E+00 | - |

Annex - 2

Source Locations for PTIs and HGV/
Coach Parking
(Lam Tei Area)

HCP02b

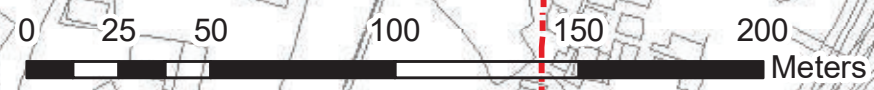
| Routing (m) | |
|-----------------------------|-----|
| Starting inside PTI/Carpark | 80 |
| Access Road | 120 |
| Running inside PTI/Carpark | 170 |

Route C
(2048: 29%)

Route B
(2048: 12%)

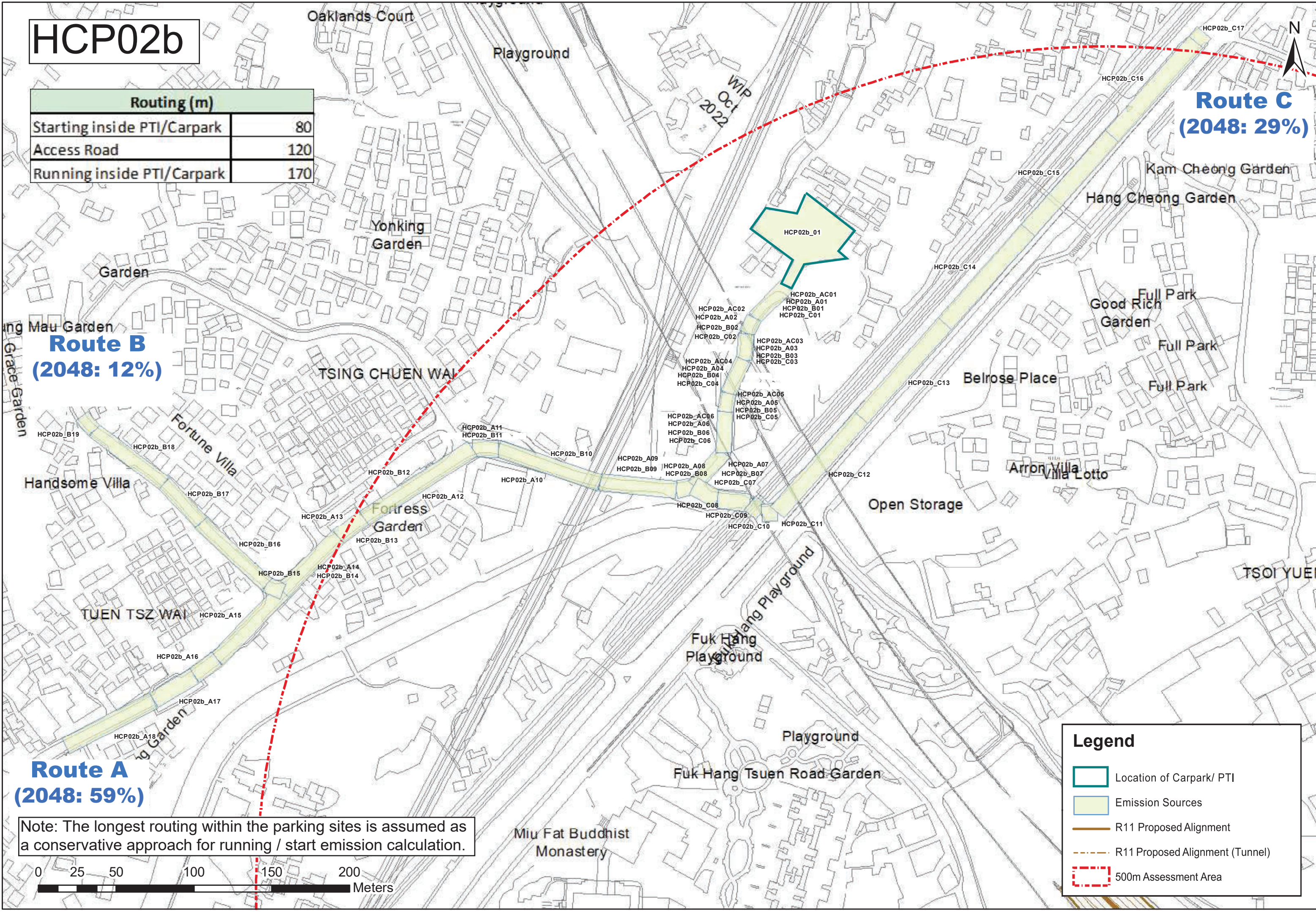
Route A
(2048: 59%)

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Location of Carpark/ PTI
- Emission Sources
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)
- 500m Assessment Area



HCP04

| Routing (m) | |
|-----------------------------|-----|
| Starting inside PTI/Carpark | 150 |
| Access Road | 40 |
| Running inside PTI/Carpark | 265 |

Route C (2048: 50%)

Route A (2048: 33%)

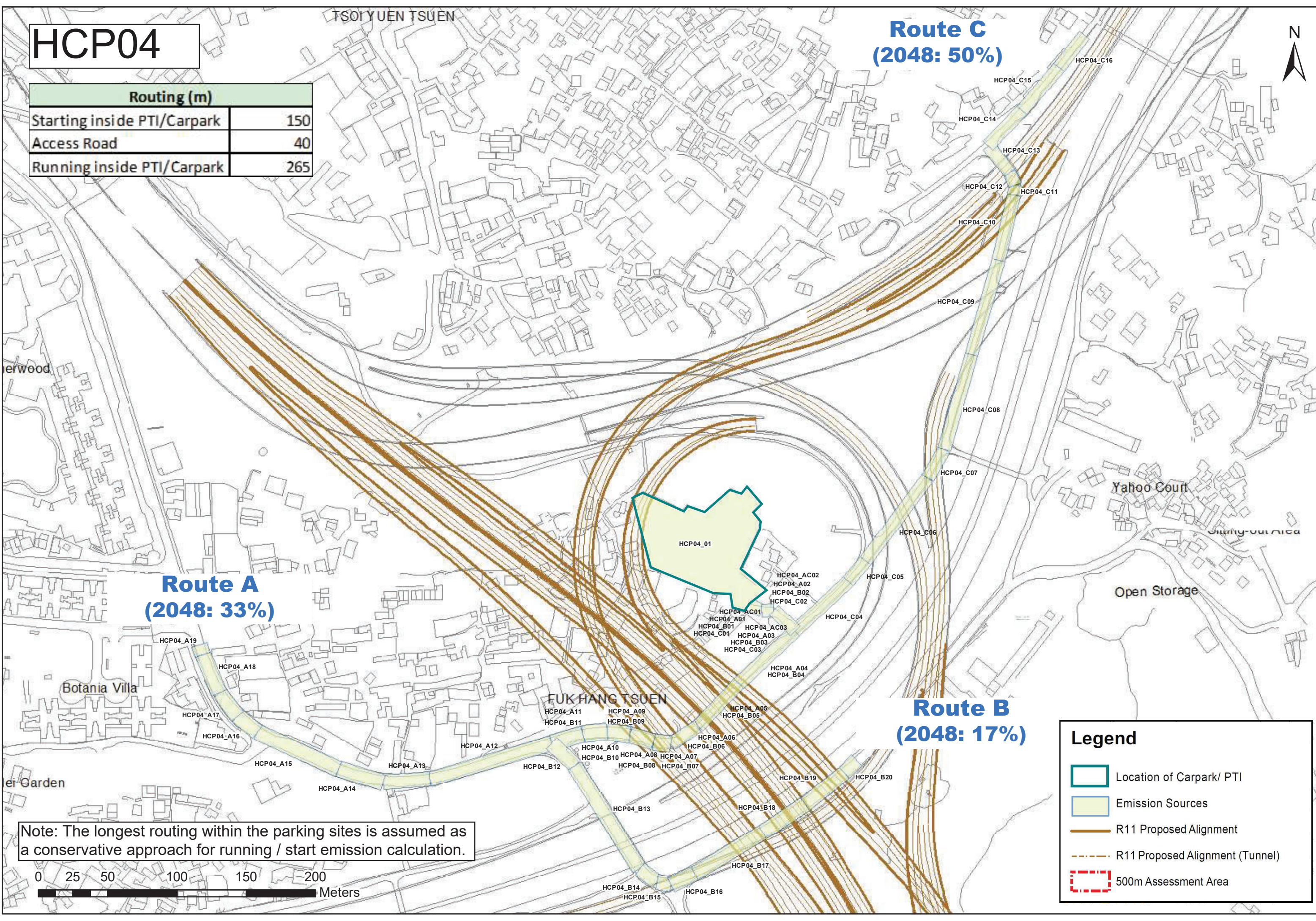
Route B (2048: 17%)

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Location of Carpark/ PTI
- Emission Sources
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)
- 500m Assessment Area



HCP09

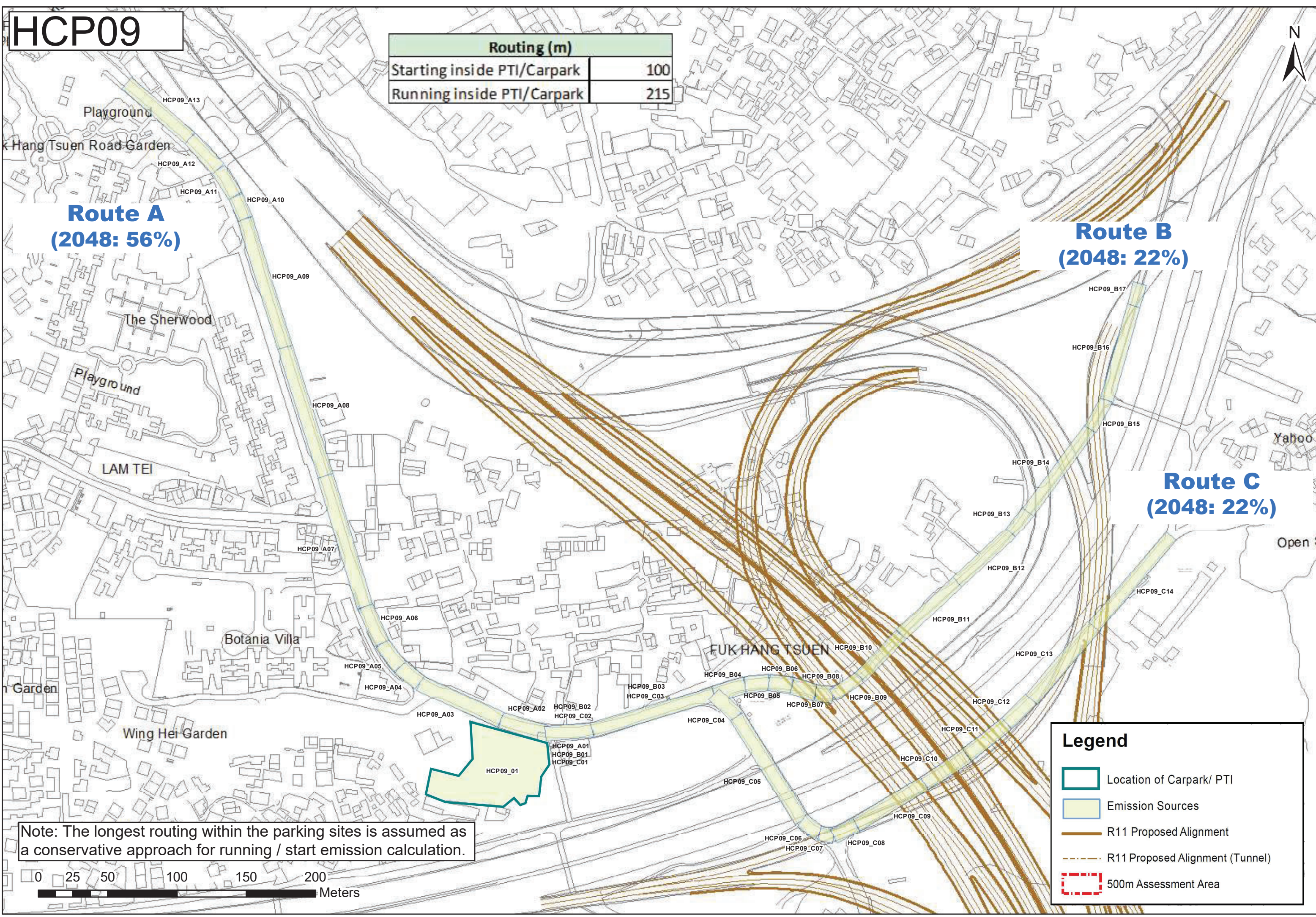
| Routing (m) | |
|-----------------------------|-----|
| Starting inside PTI/Carpark | 100 |
| Running inside PTI/Carpark | 215 |



Route A
(2048: 56%)

Route B
(2048: 22%)

Route C
(2048: 22%)



Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Location of Carpark/ PTI
- Emission Sources
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)
- 500m Assessment Area

HCP11

Route C
(2048: 0.6%)

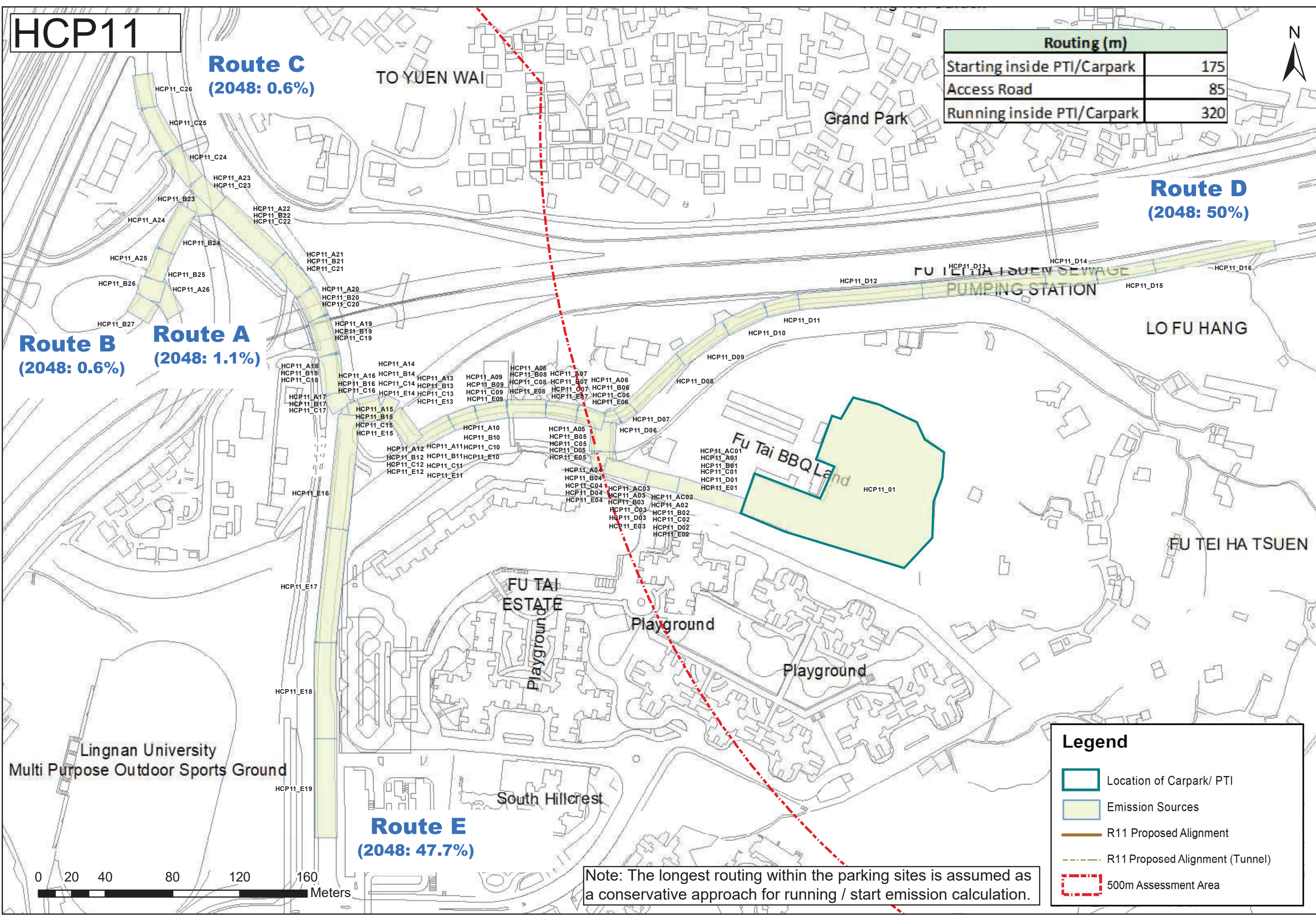
Route B
(2048: 0.6%)

Route A
(2048: 1.1%)

Route E
(2048: 47.7%)

Route D
(2048: 50%)

| Routing (m) | |
|-----------------------------|-----|
| Starting inside PTI/Carpark | 175 |
| Access Road | 85 |
| Running inside PTI/Carpark | 320 |



Legend

- Location of Carpark/ PTI
- Emission Sources
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)
- 500m Assessment Area

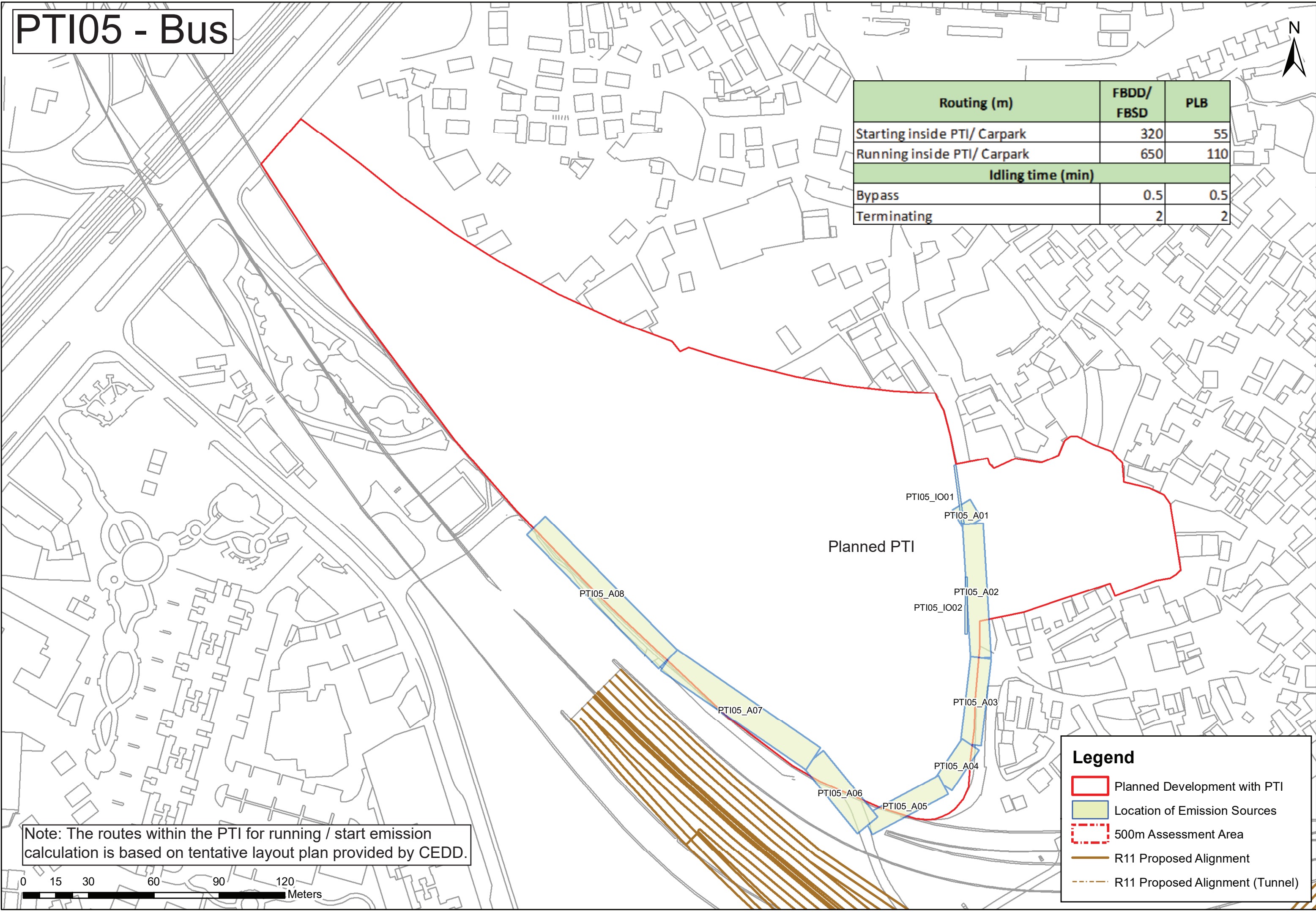


Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.

PTI05 - Bus



| Routing (m) | FBDD/ FBSD | PLB |
|------------------------------|---------------|-----|
| Starting inside PTI/ Carpark | 320 | 55 |
| Running inside PTI/ Carpark | 650 | 110 |
| Idling time (min) | | |
| Bypass | 0.5 | 0.5 |
| Terminating | 2 | 2 |



Planned PTI

PTI05_A08

PTI05_A07

PTI05_A06

PTI05_A05

PTI05_A04

PTI05_A03

PTI05_IO02

PTI05_A02

PTI05_A01

PTI05_IO01

Note: The routes within the PTI for running / start emission calculation is based on tentative layout plan provided by CEDD.



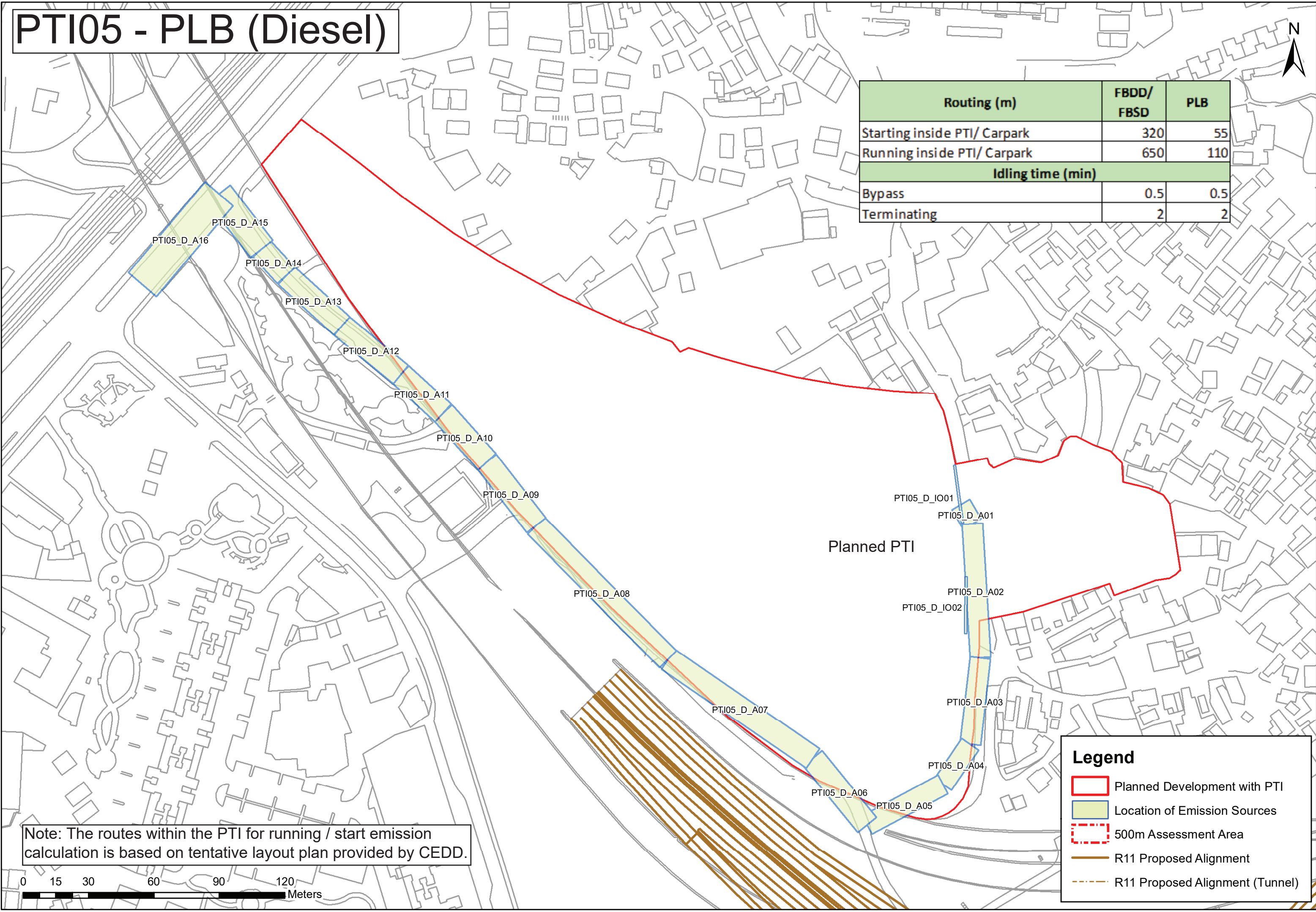
Legend

- Planned Development with PTI
- Location of Emission Sources
- 500m Assessment Area
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)

PTI05 - PLB (Diesel)



| Routing (m) | FBDD/ FBSD | PLB |
|------------------------------|---------------|-----|
| Starting inside PTI/ Carpark | 320 | 55 |
| Running inside PTI/ Carpark | 650 | 110 |
| Idling time (min) | | |
| Bypass | 0.5 | 0.5 |
| Terminating | 2 | 2 |



Note: The routes within the PTI for running / start emission calculation is based on tentative layout plan provided by CEDD.

Legend

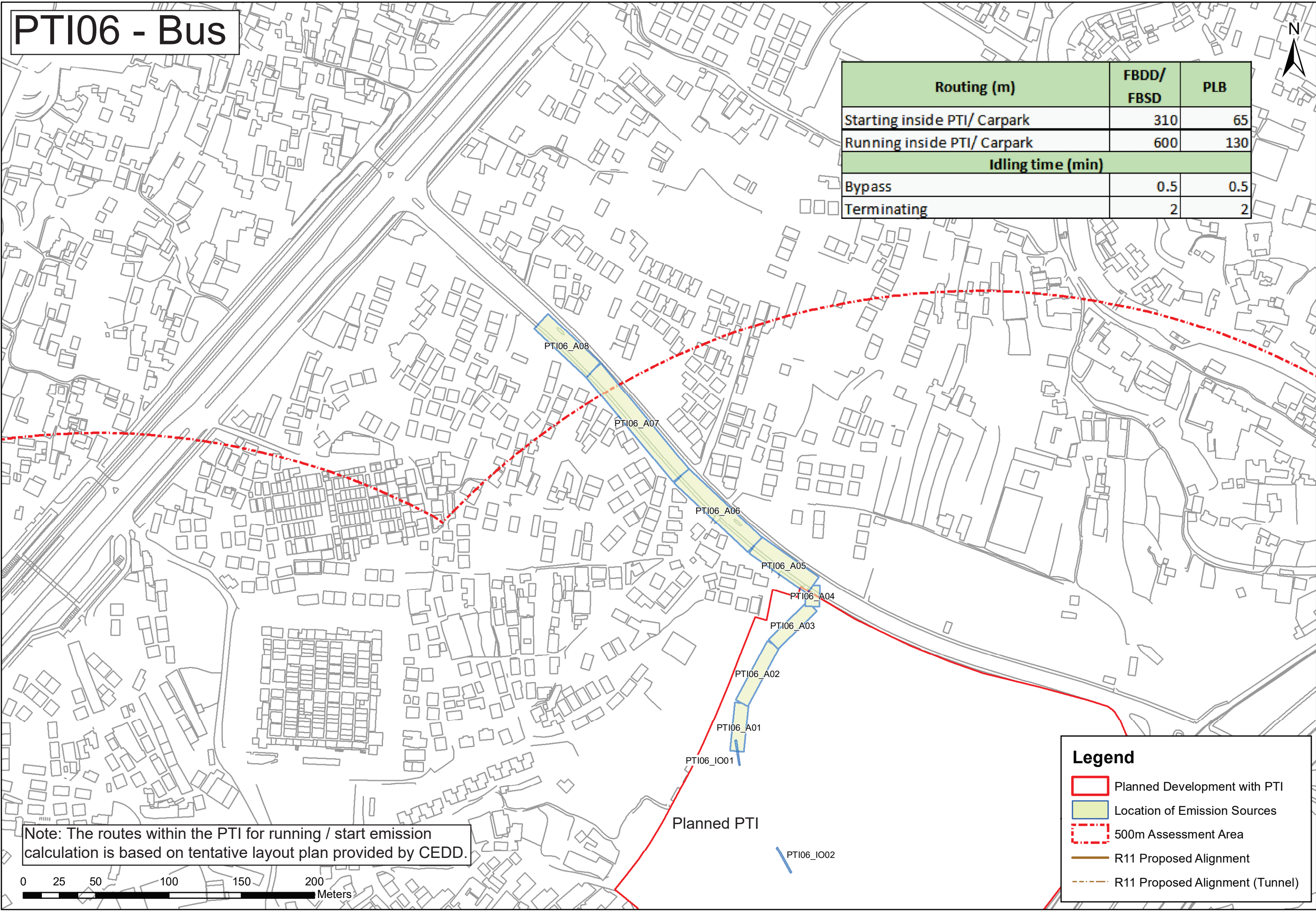
- Planned Development with PTI
- Location of Emission Sources
- 500m Assessment Area
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)



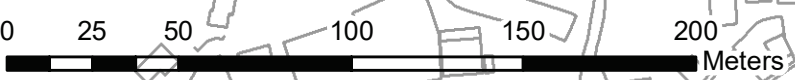
PTI06 - Bus



| Routing (m) | FBDD/ FBSD | PLB |
|------------------------------|---------------|-----|
| Starting inside PTI/ Carpark | 310 | 65 |
| Running inside PTI/ Carpark | 600 | 130 |
| Idling time (min) | | |
| Bypass | 0.5 | 0.5 |
| Terminating | 2 | 2 |



Note: The routes within the PTI for running / start emission calculation is based on tentative layout plan provided by CEDD.



Legend

- Planned Development with PTI
- Location of Emission Sources
- 500m Assessment Area
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)

Planned PTI

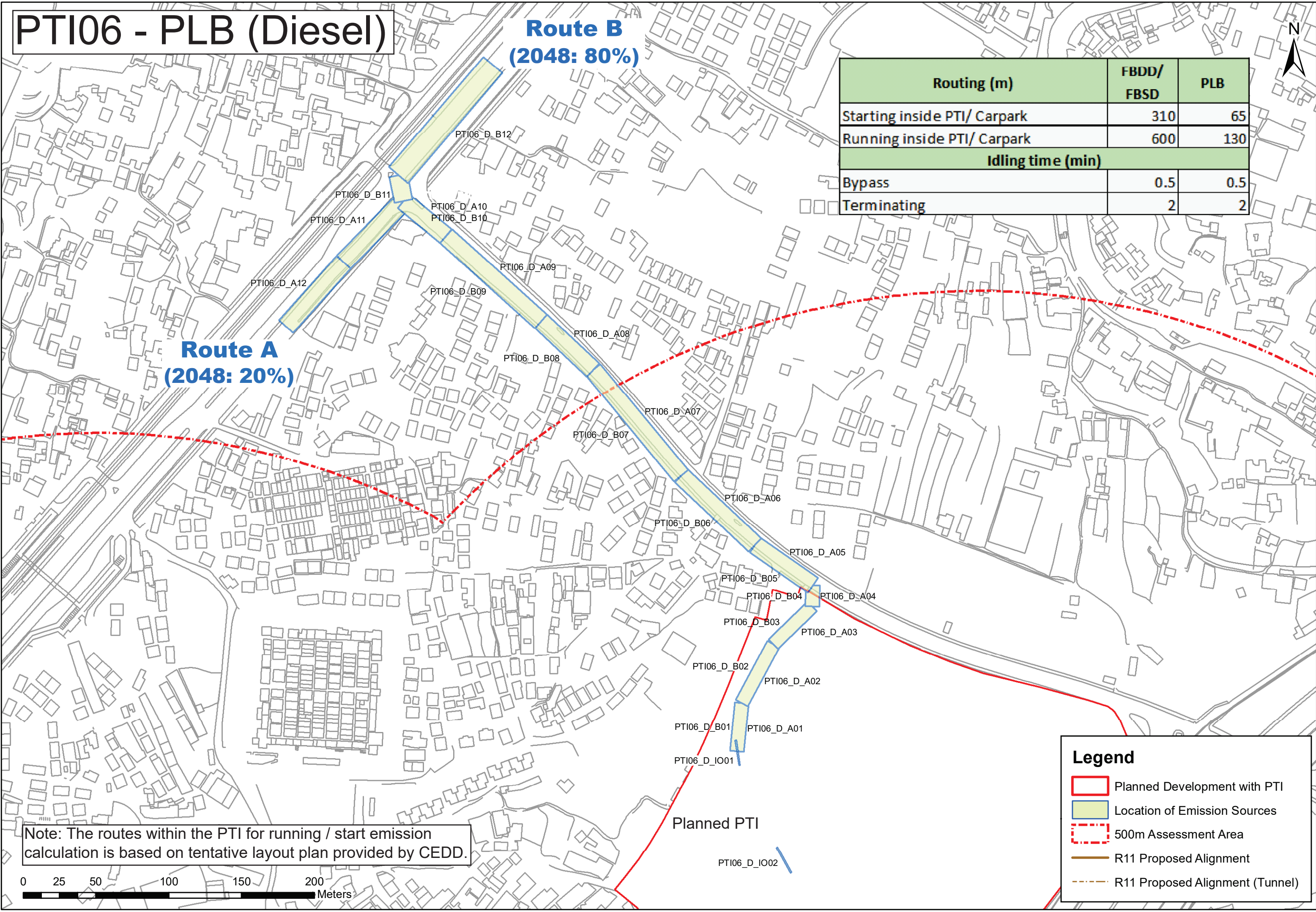
PTI06_IO02

PTI06 - PLB (Diesel)

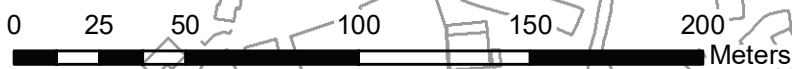
**Route B
(2048: 80%)**

**Route A
(2048: 20%)**

| Routing (m) | FBDD/ FBSD | PLB |
|------------------------------|---------------|-----|
| Starting inside PTI/ Carpark | 310 | 65 |
| Running inside PTI/ Carpark | 600 | 130 |
| Idling time (min) | | |
| Bypass | 0.5 | 0.5 |
| Terminating | 2 | 2 |



Note: The routes within the PTI for running / start emission calculation is based on tentative layout plan provided by CEDD.



Legend

- Planned Development with PTI
- Location of Emission Sources
- 500m Assessment Area
- R11 Proposed Alignment
- R11 Proposed Alignment (Tunnel)

Annex - 3a

Emission Inventory for PTIs and HGV/
Coach Parking
(Lam Tei Area, Year 2048, Long Term)

HCP02b

INDEX

Vehicle Type: NFB8 13

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 1 | 2 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 2 | 3 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 3 | 4 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 4 | 5 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 5 | 6 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 6 | 7 | | | | | | | 1 | 1 | | | | | | | | | | | | |
| 7 | 8 | | | | | | | | | | | | | | | | | | | | 2 |
| 8 | 9 | | | | | | | | | | | | | | | | | | | | 3 |
| 9 | 10 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 10 | 11 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 11 | 12 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 12 | 13 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 13 | 14 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 14 | 15 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 15 | 16 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 16 | 17 | | | | | | | 1 | | 1 | | | | | | | | | | | 1 |
| 17 | 18 | | | | | | | | 1 | | | | | | | | | | | | |
| 18 | 19 | | | | | | | | 1 | | | | | | | | | | | | |
| 19 | 20 | | | | | | | | 1 | 1 | | | | | | | | | | | 1 |
| 20 | 21 | | | | | | | | 1 | 1 | | | | | | | | | | | |
| 21 | 22 | | | | | | | | 1 | 1 | | | | | | | | | | | |
| 22 | 23 | | | | | | | | 1 | 1 | | | | | | | | | | | |
| 23 | 0 | | | | | | | | 1 | 1 | | | | | | | | | | | |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 14 | 61 |
| 2 | 13 | 63 |
| 3 | 13 | 63 |
| 4 | 13 | 63 |
| 5 | 13 | 62 |
| 6 | 13 | 61 |
| 7 | 12 | 61 |
| 8 | 13 | 59 |
| 9 | 14 | 53 |
| 10 | 15 | 49 |
| 11 | 17 | 44 |
| 12 | 18 | 42 |
| 13 | 18 | 42 |
| 14 | 18 | 44 |
| 15 | 19 | 44 |
| 16 | 18 | 45 |
| 17 | 17 | 48 |
| 18 | 16 | 54 |
| 19 | 15 | 58 |
| 20 | 15 | 59 |
| 21 | 15 | 60 |
| 22 | 15 | 61 |
| 23 | 14 | 61 |
| 24 | 14 | 62 |

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 80 | 11% | Bypass route |
| Starting on Public Road | 500 | 71% | Running inside PTI/ Carpark ^[1] |
| Access Road - Arrival | 120 | 17% | |
| Access Road - Departure | 120 | | |
| Total Distance | 700 | | |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 2.56E-04 | 3.65E-05 | 4.16E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.26E-04 | 1.80E-05 | 2.05E-04 | 1.12E-04 |
| 2 | 0.00E+00 | 0.00E+00 | 2.57E-04 | 3.65E-05 | 4.18E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 1.80E-05 | 2.06E-04 | 1.12E-04 |
| 3 | 0.00E+00 | 0.00E+00 | 2.57E-04 | 3.65E-05 | 4.18E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 1.80E-05 | 2.06E-04 | 1.12E-04 |
| 4 | 0.00E+00 | 0.00E+00 | 2.57E-04 | 3.65E-05 | 4.18E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 1.80E-05 | 2.06E-04 | 1.12E-04 |
| 5 | 0.00E+00 | 0.00E+00 | 2.57E-04 | 3.65E-05 | 4.18E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 1.80E-05 | 2.06E-04 | 1.12E-04 |
| 6 | 0.00E+00 | 0.00E+00 | 2.58E-04 | 3.65E-05 | 4.19E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 1.80E-05 | 2.06E-04 | 1.12E-04 |
| 7 | 0.00E+00 | 0.00E+00 | 2.59E-04 | 3.65E-05 | 4.21E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.28E-04 | 1.80E-05 | 2.07E-04 | 1.12E-04 |
| 8 | 0.00E+00 | 0.00E+00 | 2.59E-04 | 1.69E-04 | 6.19E-04 | 1.06E-03 | 0.00E+00 | 0.00E+00 | 1.27E-04 | 8.34E-05 | 3.05E-04 | 5.21E-04 |
| 9 | 0.00E+00 | 0.00E+00 | 3.89E-04 | 2.54E-04 | 9.30E-04 | 1.59E-03 | 0.00E+00 | 0.00E+00 | 1.92E-04 | 1.25E-04 | 4.58E-04 | 7.82E-04 |
| 10 | 0.00E+00 | 0.00E+00 | 3.90E-04 | 1.17E-04 | 7.26E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.92E-04 | 5.79E-05 | 3.58E-04 | 3.62E-04 |
| 11 | 0.00E+00 | 0.00E+00 | 3.89E-04 | 1.17E-04 | 7.25E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.91E-04 | 5.79E-05 | 3.57E-04 | 3.62E-04 |
| 12 | 0.00E+00 | 0.00E+00 | 3.88E-04 | 1.17E-04 | 7.24E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.91E-04 | 5.79E-05 | 3.57E-04 | 3.62E-04 |
| 13 | 0.00E+00 | 0.00E+00 | 3.88E-04 | 1.17E-04 | 7.24E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.91E-04 | 5.79E-05 | 3.57E-04 | 3.62E-04 |
| 14 | 0.00E+00 | 0.00E+00 | 3.86E-04 | 1.17E-04 | 7.22E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.90E-04 | 5.79E-05 | 3.55E-04 | 3.62E-04 |
| 15 | 0.00E+00 | 0.00E+00 | 3.84E-04 | 1.17E-04 | 7.18E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.89E-04 | 5.79E-05 | 3.54E-04 | 3.62E-04 |
| 16 | 0.00E+00 | 0.00E+00 | 3.86E-04 | 1.17E-04 | 7.21E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.90E-04 | 5.79E-05 | 3.55E-04 | 3.62E-04 |
| 17 | 0.00E+00 | 0.00E+00 | 3.86E-04 | 1.17E-04 | 7.21E-04 | 7.34E-04 | 0.00E+00 | 0.00E+00 | 1.90E-04 | 5.79E-05 | 3.55E-04 | 3.62E-04 |
| 18 | 0.00E+00 | 0.00E+00 | 1.28E-04 | 1.48E-05 | 2.03E-04 | 9.26E-05 | 0.00E+00 | 0.00E+00 | 6.30E-05 | 7.30E-06 | 9.99E-05 | 4.56E-05 |
| 19 | 0.00E+00 | 0.00E+00 | 1.28E-04 | 1.48E-05 | 2.03E-04 | 9.26E-05 | 0.00E+00 | 0.00E+00 | 6.29E-05 | 7.30E-06 | 9.98E-05 | 4.56E-05 |
| 20 | 0.00E+00 | 0.00E+00 | 3.83E-04 | 1.21E-04 | 7.22E-04 | 7.57E-04 | 0.00E+00 | 0.00E+00 | 1.89E-04 | 5.97E-05 | 3.56E-04 | 3.73E-04 |
| 21 | 0.00E+00 | 0.00E+00 | 2.55E-04 | 3.65E-05 | 4.14E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.25E-04 | 1.80E-05 | 2.04E-04 | 1.12E-04 |
| 22 | 0.00E+00 | 0.00E+00 | 2.54E-04 | 3.65E-05 | 4.14E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.25E-04 | 1.80E-05 | 2.04E-04 | 1.12E-04 |
| 23 | 0.00E+00 | 0.00E+00 | 2.56E-04 | 3.65E-05 | 4.16E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.26E-04 | 1.80E-05 | 2.05E-04 | 1.12E-04 |
| 24 | 0.00E+00 | 0.00E+00 | 2.56E-04 | 3.65E-05 | 4.16E-04 | 2.28E-04 | 0.00E+00 | 0.00E+00 | 1.26E-04 | 1.80E-05 | 2.05E-04 | 1.12E-04 |

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

Table with columns: PTI ID, Route, Source ID, Type, X, Y, X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing, and 24 columns for Hourly Emission Rate (g/s or g/s/sq. m). The table is organized into sections for Route A, Route B, Route C, and Access road, each containing multiple line items (HCP02b_A01 to HCP02b_A18, B01 to B18, C01 to C17, and AC01 to AC06).

Note:
1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height / 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP02b | Carpark near Tung Lei Path | HCP02b_01 | AREAPOLY | 816541.6 | 831588.5 | 9.2 | 3.9 | 1881.4 | 816541.6 831588.5 816533.2 831574.6 816527.0 831577.9 816535.1 831593.1 816508.2 831612.2 816516.1 831626.5 816537.0 831623.9 816543.0 831637.1 816573.8 831613.6 816563.9 831598.8 816569.5 831594.5 816551.7 831593.1 816541.6 831588.5 | 13 | 3.64 | 1.56E-07 | 1.56E-07 | 1.56E-07 | 1.56E-07 | 1.56E-07 | 1.56E-07 | 1.57E-07 | 2.27E-07 | 3.42E-07 | 2.70E-07 | 2.69E-07 | 2.69E-07 | 2.68E-07 | 2.66E-07 | 2.67E-07 | 2.67E-07 | 7.58E-08 | 7.58E-08 | 2.68E-07 | 1.55E-07 | 1.55E-07 | 1.56E-07 | 1.55E-07 | |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP02b | Carpark near Tung Lei Path | HCP02b_01 | AREAPOLY | 816541.6 | 831588.5 | 9.2 | 3.9 | 1881.4 | 816541.6 831588.5 816533.2 831574.6 816527.0 831577.9 816535.1 831593.1 816508.2 831612.2 816516.1 831626.5 816537.0 831623.9 816543.0 831637.1 816573.8 831613.6 816563.9 831598.8 816569.5 831594.5 816551.7 831593.1 816541.6 831588.5 | 13 | 3.64 | 7.66E-08 | 7.68E-08 | 7.68E-08 | 7.68E-08 | 7.69E-08 | 7.70E-08 | 7.74E-08 | 1.12E-07 | 1.68E-07 | 1.33E-07 | 1.32E-07 | 1.32E-07 | 1.32E-07 | 1.31E-07 | 1.32E-07 | 1.32E-07 | 3.74E-08 | 3.73E-08 | 1.32E-07 | 7.62E-08 | 7.61E-08 | 7.66E-08 | 7.65E-08 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP04

INDEX

Vehicle Type: NFB6 11

Table with columns: Hour (Start, End), No. of Trip (0-720). Shows trip counts for each hour from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows temperature and humidity data for each hour from 0 to 24.

Routing (m) table showing distances for Starting inside PTI/ Carpark (150m, 21%), Starting on Public Road (510m, 73%), Access Road - Arrival (40m, 6%), Access Road - Departure (40m), and Total Distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with rows for Bypass (0), Terminating (0), and Max Adjustment (1).

Large table with columns: Hour, Residual Nox (g/s) (Idling, Running, Start inside, Start and Run on Access Road, Start on Public Road), and Initial NO2 (g/s) (Idling, Running, Start inside, Start and Run on Access Road, Start on Public Road). Contains detailed emissions data for 24 hours.

INDEX

Vehicle Type: NFB7 12

Table with columns: Hour (Start, End), No. of Trip (0-720). Shows trip counts for each hour from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows temperature and humidity data for each hour from 0 to 24.

Routing (m) table showing distances for Starting inside PTI/ Carpark (150m, 21%), Starting on Public Road (510m, 73%), Access Road - Arrival (40m, 6%), Access Road - Departure (40m), and Total Distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with rows for Bypass (0), Terminating (0), and Max Adjustment (1).

Large table with columns: Hour, Residual Nox (g/s) (Idling, Running, Start inside, Start and Run on Access Road, Start on Public Road), and Initial NO2 (g/s) (Idling, Running, Start inside, Start and Run on Access Road, Start on Public Road). Contains detailed emissions data for 24 hours.

INDEX

Vehicle Type: NFB8 13

Table with columns: Hour, Start, End, and No. of Trip. Rows show trip counts for each hour from 0 to 23. Total trips are 13.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). Shows weather data for Day 1 from 0 to 24 hours.

Routing (m) summary table. Rows include: Starting inside PTI/ Carpark (150, 21%, Bypass route, 0), Starting on Public Road (510, 73%, Running inside PTI/ Carpark, 265), Access Road - Arrival (40, 6%), Access Road - Departure (40), Total Distance (700).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) summary table. Rows include: Bypass (0), Terminating (0), Max Adjustment (1).

Main Residual Nox and Initial NO2 data table for NFB8. Columns include: Hour, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road, and Initial NO2 (g/s) for each category.

INDEX

Vehicle Type: HGV8 7

Table with columns: Hour, Start, End, and No. of Trip. Rows show trip counts for each hour from 0 to 23. Total trips are 7.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). Shows weather data for Day 1 from 0 to 24 hours.

Routing (m) summary table. Rows include: Starting inside PTI/ Carpark (150, 21%, Bypass route, 0), Starting on Public Road (510, 73%, Running inside PTI/ Carpark, 265), Access Road - Arrival (40, 6%), Access Road - Departure (40), Total Distance (700).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) summary table. Rows include: Bypass (0), Terminating (0), Max Adjustment (1).

Main Residual Nox and Initial NO2 data table for HGV8. Columns include: Hour, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road, and Initial NO2 (g/s) for each category.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nov - Road)

| PTI ID | Route | Line Source | | | | | Area/Polyarea/Line | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------|-------------|---------|-----------|----------|-----------|--------------------|------------|----------------|--------------------|--------------------------|-----------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | Source ID | Type | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | |
| | | | | (m) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | (m) | (m) | (m) | | | |
| HCP04 | Route A | HCP04_A01 | LINE | 817123.1 | 830968.3 | 817133.1 | 830962.8 | 9.5 | 19.9 | 1.7 | 1.58 | 33% | 3.41E-08 | 3.41E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.48E-07 | 0.00E+00 | 1.58E-07 | 1.75E-08 | 1.60E-07 | 6.81E-08 | 6.81E-08 | 0.00E+00 | 2.13E-09 | 1.60E-07 | 8.09E-08 | 1.75E-07 | 5.45E-08 | 1.42E-07 | 3.41E-08 | 3.41E-08 | 3.41E-08 | | | | | | |
| | | HCP04 | Route B | HCP04_B01 | LINE | 817123.1 | 830968.3 | 817133.1 | 830962.8 | 9.5 | 19.9 | 1.7 | 1.58 | 17% | 1.76E-08 | 1.76E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.79E-07 | 0.00E+00 | 8.15E-08 | 9.00E-09 | 8.26E-08 | 3.51E-08 | 3.51E-08 | 0.00E+00 | 1.10E-09 | 8.26E-08 | 4.17E-08 | 9.02E-08 | 2.81E-08 | 7.33E-08 | 1.76E-08 | 1.76E-08 | 1.76E-08 | | | | |
| | | | | HCP04 | Route C | HCP04_C01 | LINE | 817123.1 | 830968.3 | 817133.1 | 830962.8 | 9.5 | 19.9 | 1.7 | 1.58 | 50% | 5.16E-08 | 5.16E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.27E-07 | 0.00E+00 | 2.40E-07 | 2.65E-08 | 2.43E-07 | 1.03E-07 | 1.03E-07 | 0.00E+00 | 3.23E-09 | 2.43E-07 | 1.23E-07 | 2.65E-07 | 8.26E-08 | 2.16E-07 | 5.16E-08 | 5.16E-08 | 5.16E-08 | | |
| | | | | | | HCP04 | Access road | HCP04_AC01 | LINE | 817123.1 | 830968.3 | 817133.1 | 830962.8 | 9.5 | 19.9 | 1.7 | 1.58 | 100% | 2.60E-07 | 2.60E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.48E-06 | 0.00E+00 | 1.07E-06 | 3.64E-07 | 1.34E-06 | 5.22E-07 | 5.21E-07 | 0.00E+00 | 3.13E-07 | 1.38E-06 | 8.64E-07 | 1.46E-06 | 9.31E-07 | 1.21E-06 | 2.59E-07 | 2.60E-07 | 2.59E-07 |

Note:
1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Number of Points | Vertical Dim. (m) ^[2] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|-------|-------|----------|----------|----------|------------------|----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | | | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 817041.1 831045.1 817047.2 831048.9 817065.6 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 831030.6 817041.1 831045.1 | 24 | 3.26 | 6.97E-08 | 6.99E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.68E-07 | 0.00E+00 | 2.89E-07 | 9.45E-08 | 3.59E-07 | 1.40E-07 | 1.40E-07 | 0.00E+00 | 7.99E-08 | 3.68E-07 | 2.29E-07 | 3.91E-07 | 2.43E-07 | 3.22E-07 | 6.95E-08 | 6.97E-08 | 6.97E-08 | | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 817041.1 831045.1 817047.2 831048.9 817065.6 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 831030.6 817041.1 831045.1 | 24 | 3.26 | 3.43E-08 | 3.44E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.23E-07 | 0.00E+00 | 1.39E-07 | 4.65E-08 | 1.74E-07 | 6.91E-08 | 6.89E-08 | 0.00E+00 | 3.94E-08 | 1.78E-07 | 1.13E-07 | 1.93E-07 | 1.20E-07 | 1.59E-07 | 3.42E-08 | 3.43E-08 | 3.43E-08 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP09

INDEX

Vehicle Type: NFB8 13

Table with 13 columns for soaking times (0-720) and 24 rows for hours. Shows number of trips at different soaking times.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV8 7

Table with 13 columns for soaking times (0-720) and 24 rows for hours. Shows number of trips at different soaking times.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with 3 columns: Hour, Temperature (°C), Relative Humidity (%). Shows environmental data for 24 hours.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Large table with 16 columns: Hour, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road. Shows Residual Nox and Initial NO2 (g/s).

Idling time (min) table showing values for Bypass, Terminating, and Max Adjustment.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Large table with 16 columns: Hour, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road, Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road. Shows Residual Nox and Initial NO2 (g/s).

Idling time (min) table showing values for Bypass, Terminating, and Max Adjustment.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Number of Points | Vertical Dim. (St) ^[2] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|---------------------|----------|--------------------|-----------------------------------|------------------|---|-------|-------|----------|----------|----------|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|
| | | | | X (m) | Y (m) | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | | | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 1.10E-07 | 1.11E-07 | 1.11E-07 | 1.11E-07 | 1.11E-07 | 1.11E-07 | 1.12E-07 | 6.05E-07 | 8.29E-07 | 7.77E-07 | 7.76E-07 | 7.74E-07 | 7.74E-07 | 7.72E-07 | 7.67E-07 | 7.70E-07 | 7.70E-07 | 1.90E-07 | 1.90E-07 | 1.10E-07 | 1.10E-07 | 1.10E-07 | 1.10E-07 | 1.10E-07 | 1.10E-07 | | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 5.44E-08 | 5.45E-08 | 5.45E-08 | 5.45E-08 | 5.46E-08 | 5.47E-08 | 5.50E-08 | 2.98E-07 | 4.08E-07 | 3.83E-07 | 3.82E-07 | 3.81E-07 | 3.81E-07 | 3.80E-07 | 3.78E-07 | 3.79E-07 | 3.79E-07 | 9.34E-08 | 9.33E-08 | 5.42E-08 | 5.41E-08 | 5.40E-08 | 5.44E-08 | 5.43E-08 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP11

INDEX

Vehicle Type: NFB6 11

Table with columns: Hour, No. of Trip, Start, End, 0-720. Shows trip counts for various hours.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: NFB7 12

Table with columns: Hour, No. of Trip, Start, End, 0-720. Shows trip counts for various hours.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature, Relative Humidity. Shows weather data for 24 hours.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing Bypass, Terminating, and Max Adjustment values.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Contains detailed emission data for 24 hours.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing Bypass, Terminating, and Max Adjustment values.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Contains detailed emission data for 24 hours.

INDEX

Vehicle Type: HGV8

7

Table with columns: Hour, Start, End, No. of Trip (0-720). Shows trip counts for HGV8 across 24 hours.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows weather data for Day 1.

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with columns: Bypass, Terminating, Max Adjustment.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Contains detailed emissions data for HGV8.

INDEX

Vehicle Type: HGV9

17

Table with columns: Hour, Start, End, No. of Trip (0-720). Shows trip counts for HGV9 across 24 hours.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows weather data for Day 1.

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with columns: Bypass, Terminating, Max Adjustment.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Contains detailed emissions data for HGV9.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

Table with columns: PTI ID, Route, Source ID, Type, X (m), Y (m), X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing, Hourly Emission Rate (g/s or g/sq. m), Hr 00 to Hr 23. The table lists various PTI IDs (HCP11) across different routes (Route A, Route B, Route C, Route D, Route E) and access roads, providing detailed emission data for each.

1. According to Appendix I of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission occurring on public roads outside PTI/carpark has been adopted.

2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 3.69E-08 | 3.71E-08 | 2.40E-07 | 2.40E-07 | 2.40E-07 | 2.40E-07 | 2.40E-07 | 2.41E-07 | 8.98E-07 | 6.17E-07 | 4.60E-07 | 4.53E-08 | 4.39E-07 | 6.92E-08 | 3.71E-08 | 6.43E-07 | 1.05E-07 | 8.11E-08 | 1.63E-07 | 6.42E-08 | 0.00E+00 | 3.67E-08 | 3.67E-08 | 3.69E-08 | 3.69E-08 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 1.82E-08 | 1.82E-08 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.19E-07 | 4.39E-07 | 3.01E-07 | 2.26E-07 | 2.23E-08 | 2.12E-07 | 3.41E-08 | 1.83E-08 | 3.16E-07 | 5.19E-08 | 3.99E-08 | 7.89E-08 | 3.16E-08 | 0.00E+00 | 1.81E-08 | 1.81E-08 | 1.82E-08 | 1.82E-08 | | | |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.02E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.25E-04 | 3.29E-04 | 4.15E-04 | 3.08E-04 | 3.09E-04 | 2.57E-04 | 1.54E-04 | 1.54E-04 | 1.53E-04 | 1.53E-04 | 1.53E-04 | 2.55E-04 | 3.05E-04 | 3.05E-04 | 3.04E-04 | 2.53E-04 | 1.52E-04 | 1.53E-04 | 1.52E-04 | |
| | | PTI05_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.02E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.25E-04 | 3.29E-04 | 4.15E-04 | 3.08E-04 | 3.09E-04 | 2.57E-04 | 1.54E-04 | 1.54E-04 | 1.53E-04 | 1.53E-04 | 1.53E-04 | 2.55E-04 | 3.05E-04 | 3.05E-04 | 3.04E-04 | 2.53E-04 | 1.52E-04 | 1.53E-04 | 1.52E-04 | |

- Note:
1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 4.15E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.20E-05 | 1.34E-04 | 1.70E-04 | 1.26E-04 | 1.26E-04 | 1.05E-04 | 6.28E-05 | 6.28E-05 | 6.26E-05 | 6.23E-05 | 6.25E-05 | 1.04E-04 | 1.25E-04 | 1.24E-04 | 1.24E-04 | 1.03E-04 | 6.20E-05 | 6.23E-05 | 6.22E-05 |
| | | PTI05_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 4.15E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.20E-05 | 1.34E-04 | 1.70E-04 | 1.26E-04 | 1.26E-04 | 1.05E-04 | 6.28E-05 | 6.28E-05 | 6.26E-05 | 6.23E-05 | 6.25E-05 | 1.04E-04 | 1.25E-04 | 1.24E-04 | 1.24E-04 | 1.03E-04 | 6.20E-05 | 6.23E-05 | 6.22E-05 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix 1 of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | | |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.47E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.81E-06 | 5.31E-06 | 6.29E-06 | 4.95E-06 | 4.95E-06 | 3.96E-06 | 2.47E-06 | 2.47E-06 | 2.47E-06 | 2.46E-06 | 2.46E-06 | 3.94E-06 | 4.91E-06 | 4.91E-06 | 4.90E-06 | 3.92E-06 | 2.45E-06 | 2.46E-06 | 2.45E-06 | | | |
| | | PTI05_D_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.47E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.81E-06 | 5.31E-06 | 6.29E-06 | 4.95E-06 | 4.95E-06 | 3.96E-06 | 2.47E-06 | 2.47E-06 | 2.47E-06 | 2.46E-06 | 2.46E-06 | 3.94E-06 | 4.91E-06 | 4.91E-06 | 4.90E-06 | 3.92E-06 | 2.45E-06 | 2.46E-06 | 2.45E-06 | | | |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 5.73E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.48E-06 | 2.07E-06 | 2.45E-06 | 1.93E-06 | 1.93E-06 | 1.54E-06 | 9.61E-07 | 9.61E-07 | 9.59E-07 | 9.55E-07 | 9.57E-07 | 1.53E-06 | 1.91E-06 | 1.91E-06 | 1.91E-06 | 1.52E-06 | 9.52E-07 | 9.55E-07 | 9.54E-07 | |
| | | PTI05_D_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 5.73E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.48E-06 | 2.07E-06 | 2.45E-06 | 1.93E-06 | 1.93E-06 | 1.54E-06 | 9.61E-07 | 9.61E-07 | 9.59E-07 | 9.55E-07 | 9.57E-07 | 1.53E-06 | 1.91E-06 | 1.91E-06 | 1.91E-06 | 1.52E-06 | 9.52E-07 | 9.55E-07 | 9.54E-07 | |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | | |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_I001 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.01E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-04 | 3.04E-04 | 4.03E-04 | 3.06E-04 | 3.06E-04 | 2.55E-04 | 1.53E-04 | 1.53E-04 | 1.52E-04 | 1.51E-04 | 1.52E-04 | 2.53E-04 | 3.02E-04 | 3.02E-04 | 3.02E-04 | 2.51E-04 | 1.50E-04 | 1.51E-04 | 1.51E-04 | | | |
| | | PTI06_I002 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.01E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-04 | 3.04E-04 | 4.03E-04 | 3.06E-04 | 3.06E-04 | 2.55E-04 | 1.53E-04 | 1.53E-04 | 1.52E-04 | 1.51E-04 | 1.52E-04 | 2.53E-04 | 3.02E-04 | 3.02E-04 | 3.02E-04 | 2.51E-04 | 1.50E-04 | 1.51E-04 | 1.51E-04 | | | |

- Note:
- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 - According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 4.12E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.22E-05 | 1.24E-04 | 1.65E-04 | 1.25E-04 | 1.25E-04 | 1.04E-04 | 6.23E-05 | 6.23E-05 | 6.21E-05 | 6.18E-05 | 6.20E-05 | 1.03E-04 | 1.23E-04 | 1.23E-04 | 1.23E-04 | 1.03E-04 | 6.14E-05 | 6.18E-05 | 6.17E-05 |
| | | PTI06_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 4.12E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.22E-05 | 1.24E-04 | 1.65E-04 | 1.25E-04 | 1.25E-04 | 1.04E-04 | 6.23E-05 | 6.23E-05 | 6.21E-05 | 6.18E-05 | 6.20E-05 | 1.03E-04 | 1.23E-04 | 1.23E-04 | 1.23E-04 | 1.03E-04 | 6.14E-05 | 6.18E-05 | 6.17E-05 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 2.35E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.08E-06 | 8.46E-06 | 1.22E-05 | 7.89E-06 | 7.90E-06 | 6.31E-06 | 3.94E-06 | 3.94E-06 | 3.93E-06 | 3.91E-06 | 3.92E-06 | 6.28E-06 | 7.82E-06 | 7.82E-06 | 7.81E-06 | 6.24E-06 | 3.90E-06 | 3.91E-06 | 3.91E-06 | | | |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 2.35E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.08E-06 | 8.46E-06 | 1.22E-05 | 7.89E-06 | 7.90E-06 | 6.31E-06 | 3.94E-06 | 3.94E-06 | 3.93E-06 | 3.91E-06 | 3.92E-06 | 6.28E-06 | 7.82E-06 | 7.82E-06 | 7.81E-06 | 6.24E-06 | 3.90E-06 | 3.91E-06 | 3.91E-06 | | | |

- Note:
- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 - According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 9.13E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.36E-06 | 3.29E-06 | 4.73E-06 | 3.07E-06 | 3.07E-06 | 2.45E-06 | 1.53E-06 | 1.53E-06 | 1.53E-06 | 1.52E-06 | 1.53E-06 | 2.44E-06 | 3.04E-06 | 3.04E-06 | 3.04E-06 | 3.04E-06 | 2.43E-06 | 1.52E-06 | 1.52E-06 | 1.52E-06 |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 9.13E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.36E-06 | 3.29E-06 | 4.73E-06 | 3.07E-06 | 3.07E-06 | 2.45E-06 | 1.53E-06 | 1.53E-06 | 1.53E-06 | 1.52E-06 | 1.53E-06 | 2.44E-06 | 3.04E-06 | 3.04E-06 | 3.04E-06 | 3.04E-06 | 2.43E-06 | 1.52E-06 | 1.52E-06 | 1.52E-06 |

- Note:
- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 - According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Annex - 3b

Emission Inventory for PTIs and HGV/
Coach Parking
(Lam Tei Area, Year 2048, Short Term)

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | | | |
| HCP02b | Carpark near Tung Lei Path | HCP02b_01 | AREAPOLY | 816541.6 | 831588.5 | 9.2 | 3.9 | 1881.4 | 816541.6 831588.5 816533.2 831574.6 816527.0 831577.9 816535.1 831593.1 816508.2 831612.2 816516.1 831626.5 816537.0 831623.9 816543.0 831637.1 816573.8 831613.6 816563.9 831598.8 816569.5 831594.5 816551.7 831593.1 816541.6 831588.5 | 13 | 3.64 | 1.65E-07 | 1.66E-07 | 1.66E-07 | 1.66E-07 | 1.66E-07 | 1.66E-07 | 1.66E-07 | 2.36E-07 | 3.55E-07 | 2.82E-07 | 2.82E-07 | 2.84E-07 | 2.83E-07 | 2.83E-07 | 2.83E-07 | 2.83E-07 | 2.82E-07 | 8.11E-08 | 8.09E-08 | 2.83E-07 | 1.65E-07 | 1.65E-07 | 1.65E-07 | 1.65E-07 | | | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP02b | Carpark near Tung Lei Path | HCP02b_01 | AREAPOLY | 816541.6 | 831588.5 | 9.2 | 3.9 | 1881.4 | 816541.6 831588.5 816533.2 831574.6 816527.0 831577.9 816535.1 831593.1 816508.2 831612.2 816516.1 831626.5 816537.0 831623.9 816543.0 831637.1 816573.8 831613.6 816563.9 831598.8 816569.5 831594.5 816551.7 831593.1 816541.6 831588.5 | 13 | 3.64 | 8.15E-08 | 8.17E-08 | 8.17E-08 | 8.17E-08 | 8.17E-08 | 8.15E-08 | 8.17E-08 | 1.16E-07 | 1.75E-07 | 1.39E-07 | 1.39E-07 | 1.40E-07 | 1.39E-07 | 1.39E-07 | 1.39E-07 | 1.39E-07 | 1.39E-07 | 4.00E-08 | 3.98E-08 | 1.40E-07 | 8.13E-08 | 8.14E-08 | 8.11E-08 | 8.12E-08 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark).

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [Sz] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | (m) | (m) | (m) | | | | | | | | | | | | | | | | | | | | |
| HCP02b | Carpark near Tung Lei Path | HCP02b_01 | AREAPOLY | 816541.6 | 831588.5 | 9.2 | 3.9 | 1881.4 | 816541.6 831588.5 816533.2 831574.6 816527.0 831577.9 816535.1 831593.1 816508.2 831612.2 816516.1 831626.5 816537.0 831623.9 816543.0 831637.1 816573.8 831613.6 816563.9 831598.8 816569.5 831594.5 816551.7 831593.1 816541.6 831588.5 | 13 | 3.64 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 6.78E-09 | 2.26E-09 | 2.26E-09 | 6.78E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | 4.52E-09 | |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

Table with columns: PTI ID, Route, Source ID, Type, Line Source (X, Y, X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing), Area/Polyarea/Line, and Hourly Emission Rate (g/s or g/s/sq. m) for hours Hr 00 to Hr 23.

Note:

- 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 817041.1 831045.1 817047.2 831048.9 817065.6 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 831030.6 817041.1 831045.1 | 24 | 3.26 | 7.26E-08 | 7.27E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.90E-07 | 0.00E+00 | 2.98E-07 | 9.95E-08 | 3.74E-07 | 1.46E-07 | 1.46E-07 | 0.00E+00 | 8.57E-08 | 3.84E-07 | 2.41E-07 | 4.09E-07 | 2.58E-07 | 3.37E-07 | 7.25E-08 | 7.24E-08 | 7.24E-08 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 817041.1 831045.1 817047.2 831048.9 817065.6 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 831030.6 817041.1 831045.1 | 24 | 3.26 | 3.57E-08 | 3.58E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.34E-07 | 0.00E+00 | 1.44E-07 | 4.90E-08 | 1.81E-07 | 7.17E-08 | 7.18E-08 | 0.00E+00 | 4.22E-08 | 1.86E-07 | 1.19E-07 | 2.01E-07 | 1.27E-07 | 1.66E-07 | 3.57E-08 | 3.56E-08 | 3.57E-08 |

Note:

- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 | 24 | 3.26 | 1.40E-09 | 1.40E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.37E-08 | 0.00E+00 | 5.76E-09 | 2.81E-09 | 7.54E-09 | 2.81E-09 | 2.81E-09 | 0.00E+00 | 2.81E-09 | 8.57E-09 | 5.61E-09 | 8.42E-09 | 7.01E-09 | 7.01E-09 | 1.40E-09 | 1.40E-09 | 1.40E-09 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP04 | Carpark near Tat Fuk Road | HCP04_01 | AREAPOLY | 817041.1 | 831045.1 | 18.5 | 3.5 | 5137.6 | 817041.1 831045.1 817047.2 831048.9 817065.6 831041.3 817075.9 831035.3 817079.1 831039.5 817091.8 831034.2 817110.4 831051.2 817117.5 831047.2 817123.1 831052.2 817132.1 831039.9 817127.1 831035.0 817132.1 831027.7 817130.9 831026.1 817130.8 831021.3 817117.3 830993.0 817136.7 830978.7 817123.9 830968.9 817120.4 830962.1 817111.6 830964.1 817110.8 830974.9 817099.6 830975.0 817052.5 830993.6 817043.0 831030.6 817041.1 831045.1 | 24 | 3.26 | 1.29E-09 | 1.29E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.26E-08 | 0.00E+00 | 5.30E-09 | 2.58E-09 | 6.94E-09 | 2.58E-09 | 2.58E-09 | 0.00E+00 | 2.58E-09 | 7.89E-09 | 5.16E-09 | 7.75E-09 | 6.45E-09 | 6.45E-09 | 1.29E-09 | 1.29E-09 | 1.29E-09 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP09

INDEX

Vehicle Type: NFB8 13

Table with columns: Hour, Start, End, and No. of Trip (0-720). Shows trip counts for various hours.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). Shows temperature and humidity data for each hour.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing Bypass, Terminating, and Max Adjustment values.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). Contains detailed emissions data for each hour.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGVB 7

Table with columns: Hour, Start, End, and No. of Trip (0-720). Shows trip counts for various hours.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). Shows temperature and humidity data for each hour.

Routing (m) table showing distances for Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing Bypass, Terminating, and Max Adjustment values.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). Contains detailed emissions data for each hour.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

HCP09

INDEX

Vehicle Type: NFB8 13

Table showing No. of Trip for vehicle type NFB8 across 24 hours (0 to 23). The table has columns for Start/End hour and 24 trip categories (0-23). Trip counts are 1 for trips 1-16 and 2 for trips 17-24.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Main data table for NFB8 vehicle type on Day 1. Columns include Hour, Temperature (°C), Relative Humidity (%), and RSP/FSP categories: Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, and Start on Public Road. Values are in scientific notation.

INDEX

Vehicle Type: HGVB 7

Table showing No. of Trip for vehicle type HGVB across 24 hours (0 to 23). The table has columns for Start/End hour and 24 trip categories (0-23). Trip counts are 1 for trips 1-16 and 2 for trips 17-24.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Main data table for HGVB vehicle type on Day 1. Columns include Hour, Temperature (°C), Relative Humidity (%), and RSP/FSP categories: Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, and Start on Public Road. Values are in scientific notation.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 1.17E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 1.18E-07 | 6.27E-07 | 8.59E-07 | 8.17E-07 | 8.17E-07 | 8.22E-07 | 8.19E-07 | 8.20E-07 | 8.20E-07 | 8.19E-07 | 8.17E-07 | 2.03E-07 | 2.03E-07 | 1.17E-07 | 1.17E-07 | 1.17E-07 | 1.17E-07 | 1.17E-07 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [m] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 5.79E-08 | 5.80E-08 | 5.80E-08 | 5.80E-08 | 5.80E-08 | 5.79E-08 | 5.80E-08 | 3.09E-07 | 4.23E-07 | 4.02E-07 | 4.02E-07 | 4.05E-07 | 4.03E-07 | 4.04E-07 | 4.03E-07 | 4.03E-07 | 4.02E-07 | 1.00E-07 | 9.98E-08 | 5.78E-08 | 5.78E-08 | 5.78E-08 | 5.76E-08 | 5.76E-08 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 9.75E-09 | 1.29E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 1.78E-08 | 4.84E-09 | 4.84E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 | 3.49E-09 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|--------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP09 | Carpark near To Lai Road | HCP09_01 | AREAPOLY | 816806.1 | 830848.6 | 16.1 | 3.4 | 3346.8 | 816806.1 830848.6 816861.9 830832.3 816862.7 830816.6 816856.9 830807.7 816857.0 830801.1 816855.4 830794.4 816846.7 830793.5 816846.1 830788.7 816842.4 830787.5 816836.3 830792.4 816830.4 830786.7 816783.8 830791.5 816773.8 830795.1 816778.0 830814.3 816791.8 830810.0 816798.4 830809.6 816807.1 830821.3 816807.9 830832.9 816806.1 830848.6 | 19 | 3.18 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 8.97E-09 | 1.19E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 1.64E-08 | 4.45E-09 | 4.45E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 | 3.22E-09 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox-Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 3.96E-08 | 3.97E-08 | 2.49E-07 | 2.49E-07 | 2.49E-07 | 2.49E-07 | 2.49E-07 | 2.49E-07 | 9.28E-07 | 6.38E-07 | 4.75E-07 | 4.77E-08 | 4.59E-07 | 7.35E-08 | 3.98E-08 | 6.77E-07 | 1.11E-07 | 8.63E-08 | 1.75E-07 | 6.89E-08 | 0.00E+00 | 3.95E-08 | 3.95E-08 | 3.94E-08 | 3.94E-08 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2-Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 1.95E-08 | 1.95E-08 | 1.23E-07 | 1.23E-07 | 1.23E-07 | 1.22E-07 | 1.23E-07 | 4.54E-07 | 3.11E-07 | 2.34E-07 | 2.35E-08 | 2.21E-07 | 3.62E-08 | 1.96E-08 | 3.33E-07 | 5.46E-08 | 4.25E-08 | 8.47E-08 | 3.39E-08 | 0.00E+00 | 1.94E-08 | 1.95E-08 | 1.94E-08 | 1.94E-08 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 1.30E-09 | 1.30E-09 | 3.72E-09 | 3.72E-09 | 3.72E-09 | 3.72E-09 | 3.72E-09 | 3.72E-09 | 1.37E-08 | 1.02E-08 | 7.70E-09 | 1.30E-09 | 1.07E-08 | 1.65E-09 | 1.30E-09 | 1.28E-08 | 2.60E-09 | 2.60E-09 | 6.07E-09 | 1.54E-09 | 0.00E+00 | 1.30E-09 | 1.30E-09 | 1.30E-09 | 1.30E-09 | | |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | |
| HCP11 | Carpark near Fu Hang Road | HCP11_01 | AREAPOLY | 816550.1 | 830599.7 | 10.0 | 3.1 | 6682.6 | 816550.1 830599.7 816553.1 830603.0 816565.8 830600.0 816574.2 830595.4 816589.6 830589.6 816595.9 830578.8 816606.4 830571.4 816605.5 830552.6 816601.5 830542.8 816600.0 830521.1 816583.8 830502.5 816517.7 830522.4 816486.7 830534.6 816493.7 830558.0 816532.5 830542.8 816541.6 830561.6 816531.2 830567.8 816540.5 830592.0 816545.5 830590.3 816550.1 830599.7 | 20 | 2.84 | 1.20E-09 | 1.20E-09 | 3.42E-09 | 3.42E-09 | 3.42E-09 | 3.42E-09 | 3.42E-09 | 3.42E-09 | 1.26E-08 | 9.37E-09 | 7.08E-09 | 1.20E-09 | 9.85E-09 | 1.52E-09 | 1.20E-09 | 1.17E-08 | 2.40E-09 | 2.40E-09 | 5.59E-09 | 1.41E-09 | 0.00E+00 | 1.20E-09 | 1.20E-09 | 1.20E-09 | 1.20E-09 | | |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.08E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.35E-04 | 3.44E-04 | 4.34E-04 | 3.25E-04 | 3.25E-04 | 2.70E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 2.70E-04 | 3.25E-04 | 3.24E-04 | 3.23E-04 | 2.69E-04 | 1.62E-04 | 1.61E-04 | 1.61E-04 |
| | | PTI05_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.08E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.35E-04 | 3.44E-04 | 4.34E-04 | 3.25E-04 | 3.25E-04 | 2.70E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 1.63E-04 | 2.70E-04 | 3.25E-04 | 3.24E-04 | 3.23E-04 | 2.69E-04 | 1.62E-04 | 1.61E-04 | 1.61E-04 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 4.41E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.61E-05 | 1.40E-04 | 1.77E-04 | 1.33E-04 | 1.33E-04 | 1.10E-04 | 6.66E-05 | 6.64E-05 | 6.65E-05 | 6.65E-05 | 6.64E-05 | 1.10E-04 | 1.33E-04 | 1.32E-04 | 1.32E-04 | 1.10E-04 | 6.61E-05 | 6.58E-05 | 6.59E-05 |
| | | PTI05_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 4.41E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.61E-05 | 1.40E-04 | 1.77E-04 | 1.33E-04 | 1.33E-04 | 1.10E-04 | 6.66E-05 | 6.64E-05 | 6.65E-05 | 6.65E-05 | 6.64E-05 | 1.10E-04 | 1.33E-04 | 1.32E-04 | 1.32E-04 | 1.10E-04 | 6.61E-05 | 6.58E-05 | 6.59E-05 |

Note:

- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
- According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_I001 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.12E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.95E-06 | 3.07E-06 | 3.77E-06 | 3.35E-06 | 3.35E-06 | 2.79E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 2.79E-06 | 3.35E-06 | 3.35E-06 | 3.35E-06 | 2.79E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 |
| | | PTI05_I002 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.12E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.95E-06 | 3.07E-06 | 3.77E-06 | 3.35E-06 | 3.35E-06 | 2.79E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 | 2.79E-06 | 3.35E-06 | 3.35E-06 | 3.35E-06 | 2.79E-06 | 1.67E-06 | 1.67E-06 | 1.67E-06 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_Bus | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.03E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.80E-06 | 2.82E-06 | 3.46E-06 | 3.08E-06 | 3.08E-06 | 2.56E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 2.56E-06 | 3.08E-06 | 3.08E-06 | 3.08E-06 | 2.56E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 |
| | | PTI05_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.03E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.80E-06 | 2.82E-06 | 3.46E-06 | 3.08E-06 | 3.08E-06 | 2.56E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 | 2.56E-06 | 3.08E-06 | 3.08E-06 | 3.08E-06 | 2.56E-06 | 1.54E-06 | 1.54E-06 | 1.54E-06 |

Note:

- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
- According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_I001 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.54E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.93E-06 | 5.47E-06 | 6.49E-06 | 5.14E-06 | 5.13E-06 | 4.11E-06 | 2.58E-06 | 2.57E-06 | 2.57E-06 | 2.57E-06 | 2.57E-06 | 4.11E-06 | 5.13E-06 | 5.12E-06 | 5.12E-06 | 4.09E-06 | 2.56E-06 | 2.55E-06 | 2.56E-06 |
| | | PTI05_D_I002 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.54E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.93E-06 | 5.47E-06 | 6.49E-06 | 5.14E-06 | 5.13E-06 | 4.11E-06 | 2.58E-06 | 2.57E-06 | 2.57E-06 | 2.57E-06 | 2.57E-06 | 4.11E-06 | 5.13E-06 | 5.12E-06 | 5.12E-06 | 4.09E-06 | 2.56E-06 | 2.55E-06 | 2.56E-06 |

Note:

- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
- According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 5.98E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.53E-06 | 2.13E-06 | 2.53E-06 | 2.00E-06 | 2.00E-06 | 1.60E-06 | 1.00E-06 | 9.99E-07 | 1.00E-06 | 1.00E-06 | 9.99E-07 | 1.60E-06 | 2.00E-06 | 1.99E-06 | 1.99E-06 | 1.59E-06 | 9.95E-07 | 9.93E-07 | 9.94E-07 |
| | | PTI05_D_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 5.98E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.53E-06 | 2.13E-06 | 2.53E-06 | 2.00E-06 | 2.00E-06 | 1.60E-06 | 1.00E-06 | 9.99E-07 | 1.00E-06 | 1.00E-06 | 9.99E-07 | 1.60E-06 | 2.00E-06 | 1.99E-06 | 1.99E-06 | 1.59E-06 | 9.95E-07 | 9.93E-07 | 9.94E-07 | |

Note:

- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
- According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.13E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.25E-07 | 3.38E-07 | 4.13E-07 | 3.76E-07 | 3.76E-07 | 3.00E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 3.00E-07 | 3.76E-07 | 3.76E-07 | 3.76E-07 | 3.00E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 |
| | | PTI05_D_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.13E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.25E-07 | 3.38E-07 | 4.13E-07 | 3.76E-07 | 3.76E-07 | 3.00E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 | 3.00E-07 | 3.76E-07 | 3.76E-07 | 3.76E-07 | 3.00E-07 | 1.88E-07 | 1.88E-07 | 1.88E-07 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| PTI05_PLBD | Planned PTI at Proposed Public Housing at Nai Wai | PTI05_D_IO01 | AREA | 816881.6 | 831305.9 | 12.6 | 3.0 | 26.9 | 1.0 | 82.3 | 2.80 | 1.05E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.09E-07 | 3.14E-07 | 3.83E-07 | 3.48E-07 | 3.48E-07 | 2.79E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 2.79E-07 | 3.48E-07 | 3.48E-07 | 3.48E-07 | 2.79E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 |
| | | PTI05_D_IO02 | AREA | 816886.7 | 831228.7 | 12.7 | 3.0 | 1.0 | 26.2 | 0.3 | 2.80 | 1.05E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.09E-07 | 3.14E-07 | 3.83E-07 | 3.48E-07 | 3.48E-07 | 2.79E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 2.79E-07 | 3.48E-07 | 3.48E-07 | 3.48E-07 | 2.79E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 | 1.74E-07 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| PTI ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|-------------------------------|-------------------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height ^[1] | Initial Vertical Dim ^[2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_Bus | Route A | PTI06_A01 | LINE | 817176.2 | 831511.7 | 817179.6 | 831544.9 | 9.5 | 14 | 1.7 | 1.58 | 100% | 1.95E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.57E-07 | 7.52E-07 | 1.11E-06 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 4.88E-07 | 5.86E-07 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | |
| | | PTI06_A02 | LINE | 817179.6 | 831544.9 | 817201.1 | 831585.2 | 9.5 | 13.9 | 1.7 | 1.58 | 100% | 1.95E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.57E-07 | 7.52E-07 | 1.11E-06 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 4.88E-07 | 5.86E-07 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 |
| | | PTI06_A03 | LINE | 817201.1 | 831585.2 | 817227.8 | 831611.2 | 9.5 | 13.7 | 1.7 | 1.58 | 100% | 1.95E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.57E-07 | 7.52E-07 | 1.11E-06 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 4.88E-07 | 5.86E-07 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 |
| | | PTI06_A04 | LINE | 817227.8 | 831611.2 | 817228.4 | 831625.8 | 9.5 | 14.5 | 1.7 | 1.58 | 100% | 1.95E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.57E-07 | 7.52E-07 | 1.11E-06 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 4.88E-07 | 5.86E-07 | 5.86E-07 | 5.86E-07 | 4.88E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 | 2.93E-07 |
| | | PTI06_A05 | LINE | 817228.4 | 831625.8 | 817188.6 | 831653.4 | 14 | 15.4 | 1.7 | 1.58 | 100% | 1.32E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.78E-07 | 5.10E-07 | 7.56E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 3.31E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 |
| | | PTI06_A06 | LINE | 817188.6 | 831653.4 | 817137.9 | 831700.9 | 14 | 15 | 1.7 | 1.58 | 100% | 1.32E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.78E-07 | 5.10E-07 | 7.56E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 3.31E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 |
| | | PTI06_A07 | LINE | 817137.9 | 831700.9 | 817077.6 | 831773.6 | 14 | 14.4 | 1.7 | 1.58 | 100% | 1.32E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.78E-07 | 5.10E-07 | 7.56E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 3.31E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 |
| | | PTI06_A08 | LINE | 817077.6 | 831773.6 | 817041.8 | 831806.8 | 14 | 14 | 1.7 | 1.58 | 100% | 1.32E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.78E-07 | 5.10E-07 | 7.56E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 3.31E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.97E-07 | 3.31E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 | 1.99E-07 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light duty and heavy duty traffic. A generalized weighted vehicle height of 2.0m for modelling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.07E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.11E-04 | 3.18E-04 | 4.21E-04 | 3.22E-04 | 3.22E-04 | 2.68E-04 | 1.62E-04 | 1.61E-04 | 1.61E-04 | 1.61E-04 | 1.61E-04 | 2.68E-04 | 3.22E-04 | 3.21E-04 | 3.21E-04 | 2.67E-04 | 1.60E-04 | 1.60E-04 | 1.60E-04 | | | |
| | | PTI06_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.07E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.11E-04 | 3.18E-04 | 4.21E-04 | 3.22E-04 | 3.22E-04 | 2.68E-04 | 1.62E-04 | 1.61E-04 | 1.61E-04 | 1.61E-04 | 1.61E-04 | 2.68E-04 | 3.22E-04 | 3.21E-04 | 3.21E-04 | 2.67E-04 | 1.60E-04 | 1.60E-04 | 1.60E-04 | | | |

- Note:
- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 - According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 4.37E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.60E-05 | 1.30E-04 | 1.72E-04 | 1.31E-04 | 1.31E-04 | 1.10E-04 | 6.60E-05 | 6.58E-05 | 6.59E-05 | 6.59E-05 | 6.58E-05 | 1.10E-04 | 1.31E-04 | 1.31E-04 | 1.31E-04 | 1.09E-04 | 6.55E-05 | 6.53E-05 | 6.53E-05 | | | |
| | | PTI06_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 4.37E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.60E-05 | 1.30E-04 | 1.72E-04 | 1.31E-04 | 1.31E-04 | 1.10E-04 | 6.60E-05 | 6.58E-05 | 6.59E-05 | 6.59E-05 | 6.58E-05 | 1.10E-04 | 1.31E-04 | 1.31E-04 | 1.31E-04 | 1.09E-04 | 6.55E-05 | 6.53E-05 | 6.53E-05 | | | |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| Area Source | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------------|---|------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|-----|
| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.10E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.83E-06 | 2.93E-06 | 3.66E-06 | 3.29E-06 | 3.29E-06 | 2.75E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 2.75E-06 | 3.29E-06 | 3.29E-06 | 3.29E-06 | 2.75E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | | |
| | | PTI06_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.10E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.83E-06 | 2.93E-06 | 3.66E-06 | 3.29E-06 | 3.29E-06 | 2.75E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 2.75E-06 | 3.29E-06 | 3.29E-06 | 3.29E-06 | 2.75E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | 1.65E-06 | | |

- Note:
- The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 - According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| PTI06_Bus | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.01E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.68E-06 | 2.69E-06 | 3.37E-06 | 3.03E-06 | 3.03E-06 | 2.52E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 2.52E-06 | 3.03E-06 | 3.03E-06 | 3.03E-06 | 2.52E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | | | |
| | | PTI06_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.01E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.68E-06 | 2.69E-06 | 3.37E-06 | 3.03E-06 | 3.03E-06 | 2.52E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | 2.52E-06 | 3.03E-06 | 3.03E-06 | 3.03E-06 | 2.52E-06 | 1.51E-06 | 1.51E-06 | 1.51E-06 | | | |

Note:
 1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
 3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type | X | Y | Base Elevation | Release Height [1] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) [2] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|------|----------|----------|----------------|--------------------|--------|--------|----------------|------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 2.45E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.27E-06 | 8.74E-06 | 1.25E-05 | 8.20E-06 | 8.20E-06 | 6.56E-06 | 4.12E-06 | 4.10E-06 | 4.11E-06 | 4.11E-06 | 4.11E-06 | 6.56E-06 | 8.20E-06 | 8.18E-06 | 8.18E-06 | 6.54E-06 | 4.09E-06 | 4.08E-06 | 4.08E-06 |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 2.45E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.27E-06 | 8.74E-06 | 1.25E-05 | 8.20E-06 | 8.20E-06 | 6.56E-06 | 4.12E-06 | 4.10E-06 | 4.11E-06 | 4.11E-06 | 4.11E-06 | 6.56E-06 | 8.20E-06 | 8.18E-06 | 8.18E-06 | 6.54E-06 | 4.09E-06 | 4.08E-06 | 4.08E-06 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 9.55E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.44E-06 | 3.40E-06 | 4.88E-06 | 3.19E-06 | 3.19E-06 | 2.55E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 2.55E-06 | 3.19E-06 | 3.18E-06 | 3.18E-06 | 2.54E-06 | 1.59E-06 | 1.59E-06 | 1.59E-06 |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 9.55E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.44E-06 | 3.40E-06 | 4.88E-06 | 3.19E-06 | 3.19E-06 | 2.55E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 1.60E-06 | 2.55E-06 | 3.19E-06 | 3.18E-06 | 3.18E-06 | 2.54E-06 | 1.59E-06 | 1.59E-06 | 1.59E-06 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

Area Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|----------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.86E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.73E-07 | 5.59E-07 | 7.45E-07 | 6.21E-07 | 6.21E-07 | 4.97E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 4.97E-07 | 6.21E-07 | 6.21E-07 | 6.21E-07 | 4.97E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.86E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.73E-07 | 5.59E-07 | 7.45E-07 | 6.21E-07 | 6.21E-07 | 4.97E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 | 4.97E-07 | 6.21E-07 | 6.21E-07 | 6.21E-07 | 4.97E-07 | 3.11E-07 | 3.11E-07 | 3.11E-07 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|------------|---|--------------|---------------------|-------------|----------|----------------|-------------------------------|--------|--------|----------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | x dim. | y dim. | Rotation angle | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (o) | (m) | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI06_PLBD | Planned PTI at Proposed Public Housing at Lam Tei North | PTI06_D_IO01 | AREA | 817174.8 | 831519.1 | 14.5 | 3.0 | 17.3 | 1.0 | 80.9 | 2.80 | 1.73E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.45E-07 | 5.18E-07 | 6.91E-07 | 5.76E-07 | 5.76E-07 | 4.61E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 4.61E-07 | 5.76E-07 | 5.76E-07 | 5.76E-07 | 4.61E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 |
| | | PTI06_D_IO02 | AREA | 817203.2 | 831445.7 | 15.5 | 3.0 | 20.1 | 1.0 | 61.3 | 2.80 | 1.73E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.45E-07 | 5.18E-07 | 6.91E-07 | 5.76E-07 | 5.76E-07 | 4.61E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 | 4.61E-07 | 5.76E-07 | 5.76E-07 | 5.76E-07 | 4.61E-07 | 2.88E-07 | 2.88E-07 | 2.88E-07 |

Note:

1. The planned PTI will be decked with the headroom of openings being 6m. Detailed design for the planned PTI is not available during the stage of this EIA. It is assumed that the emissions from the PTI are dispersed at the entry and exit openings without any forced mechanical ventilation and are modelled as AREA source with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height are estimated from the midpoint of the initial vertical dimension. Given the 6m headroom, the release height is 3m.
3. According to User's Guide for the AMS/EPA Regulatory Model (AERMOD) issued by USEPA, initial vertical dimension = vertical dimension of source divided by 2.15. Vertical dimension of source is equal to the headroom of the openings, i.e., 6m.

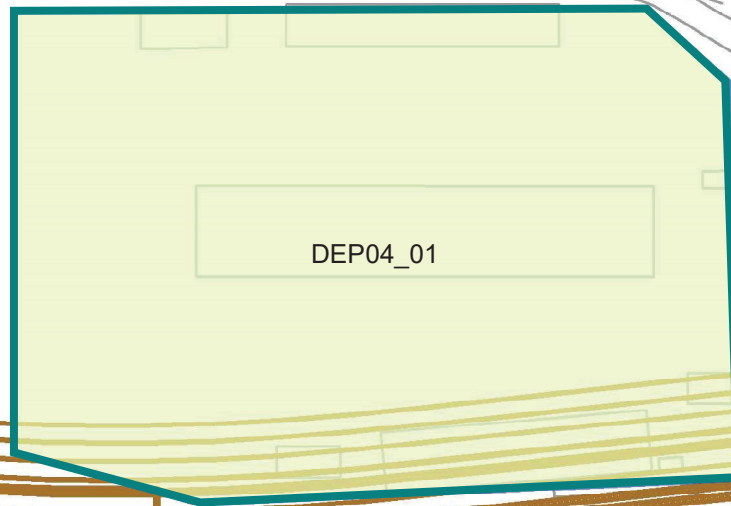
Annex – 4

Source Locations for HGV/ Coach
Parking, Vehicle Depot and River
Trade Terminal
(Pillar Point Area and River Trade
Terminal)

DEP04

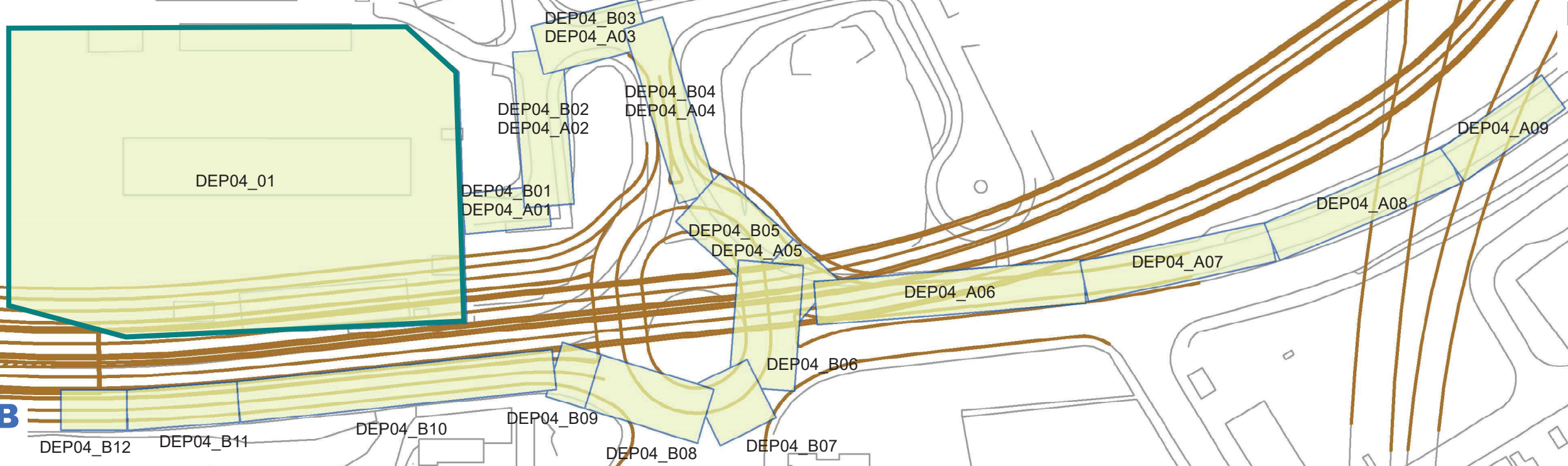


| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 230 |
| Running inside Carpark/PTI | 440 |



**Route A
(41%)**

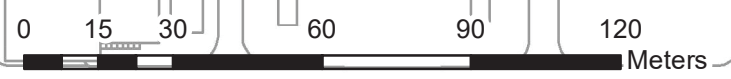
**Route B
(59%)**



Legend

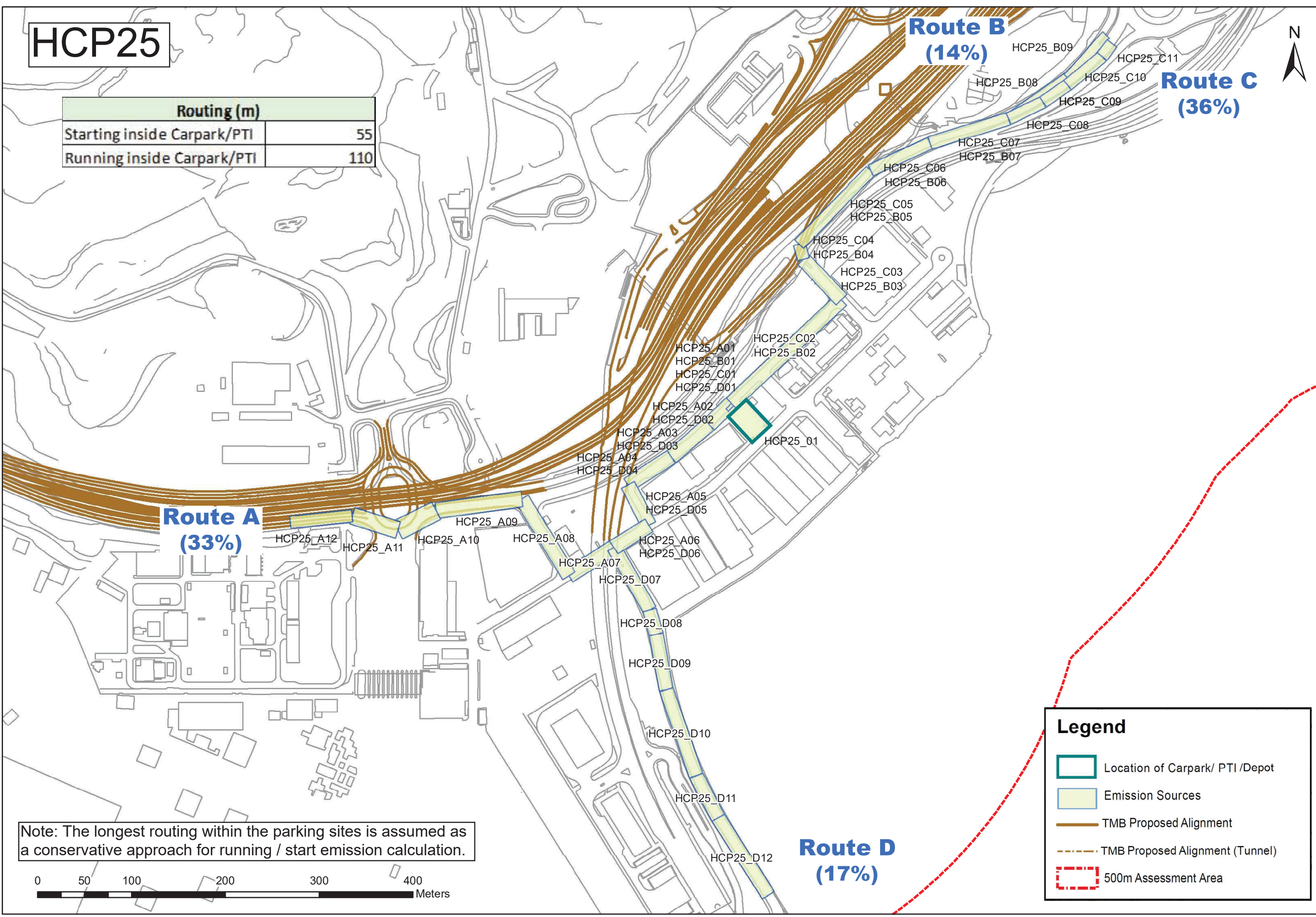
- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



HCP25

| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 55 |
| Running inside Carpark/PTI | 110 |








**Route A
(33%)**

**Route B
(14%)**

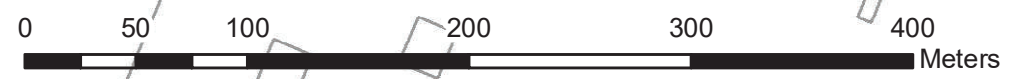
**Route C
(36%)**

**Route D
(17%)**

Legend

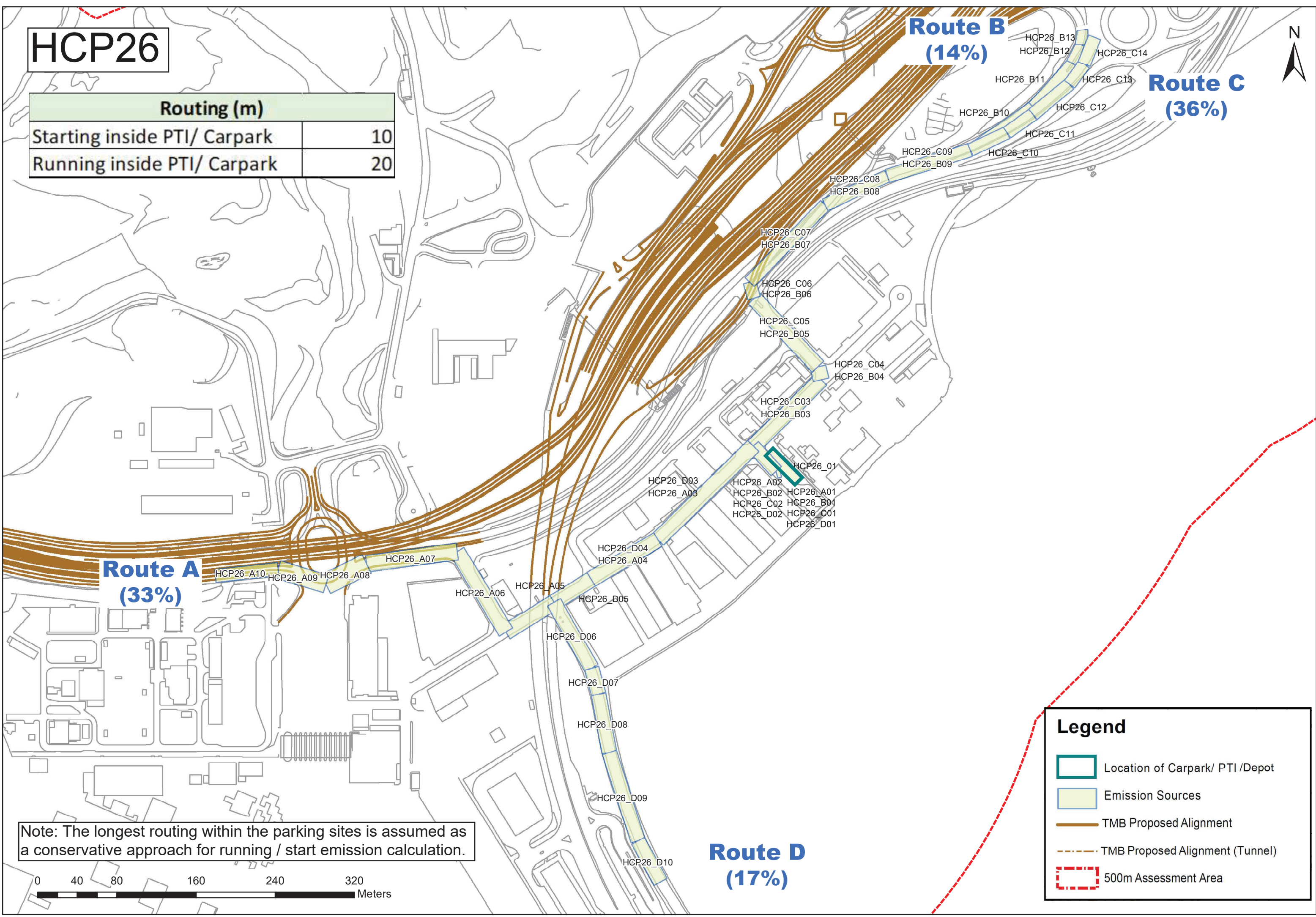
-  Location of Carpark/ PTI /Depot
-  Emission Sources
-  TMB Proposed Alignment
-  TMB Proposed Alignment (Tunnel)
-  500m Assessment Area

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



HCP26

| Routing (m) | |
|------------------------------|----|
| Starting inside PTI/ Carpark | 10 |
| Running inside PTI/ Carpark | 20 |



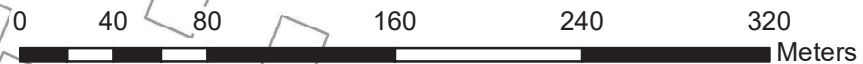
**Route A
(33%)**

**Route B
(14%)**






**Route C
(36%)**

**Route D
(17%)**

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

-  Location of Carpark/ PTI /Depot
-  Emission Sources
-  TMB Proposed Alignment
-  TMB Proposed Alignment (Tunnel)
-  500m Assessment Area

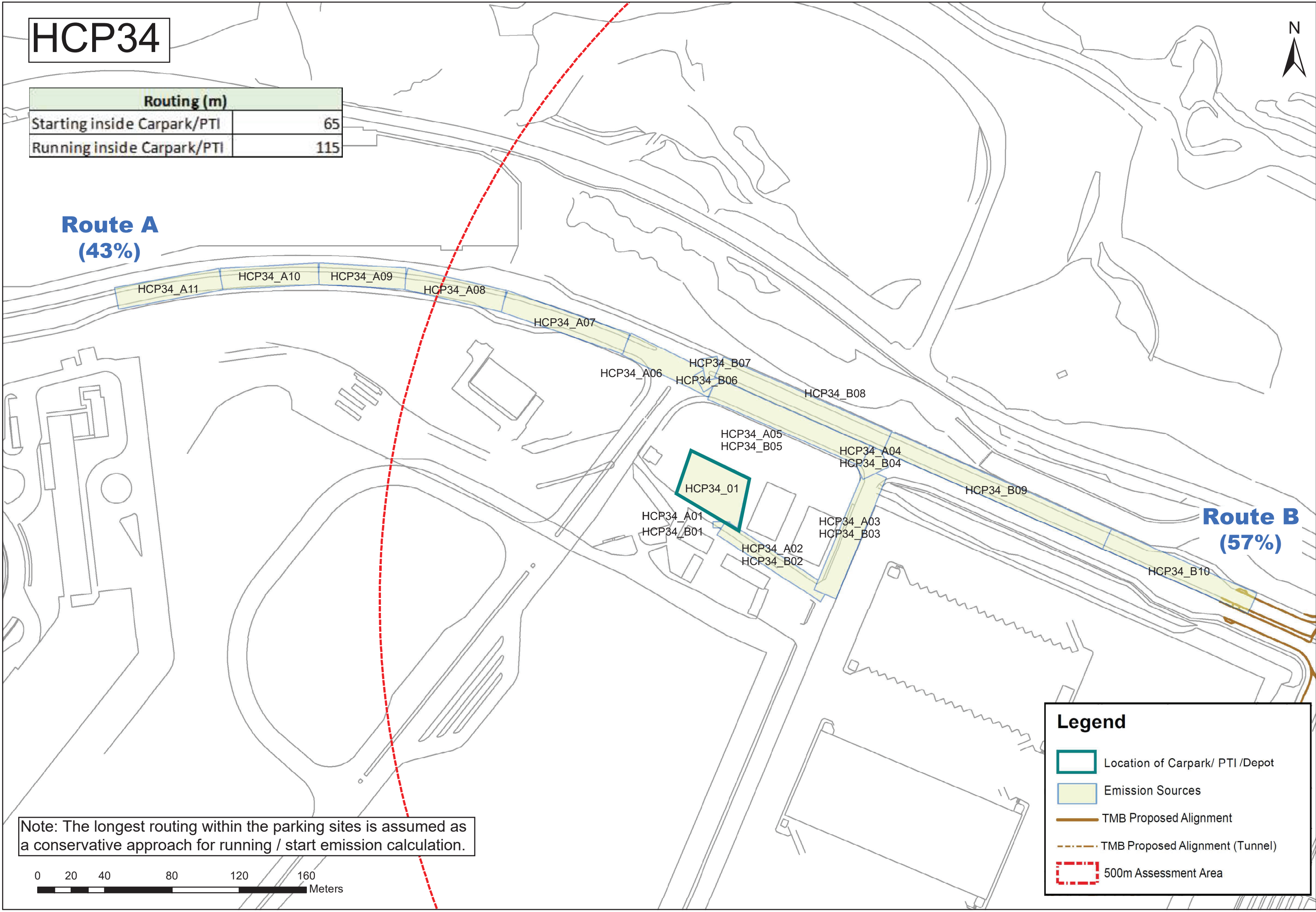
HCP34



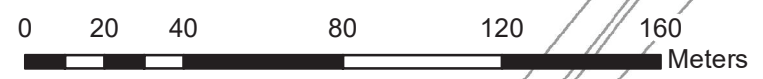
| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 65 |
| Running inside Carpark/PTI | 115 |

**Route A
(43%)**

**Route B
(57%)**



Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



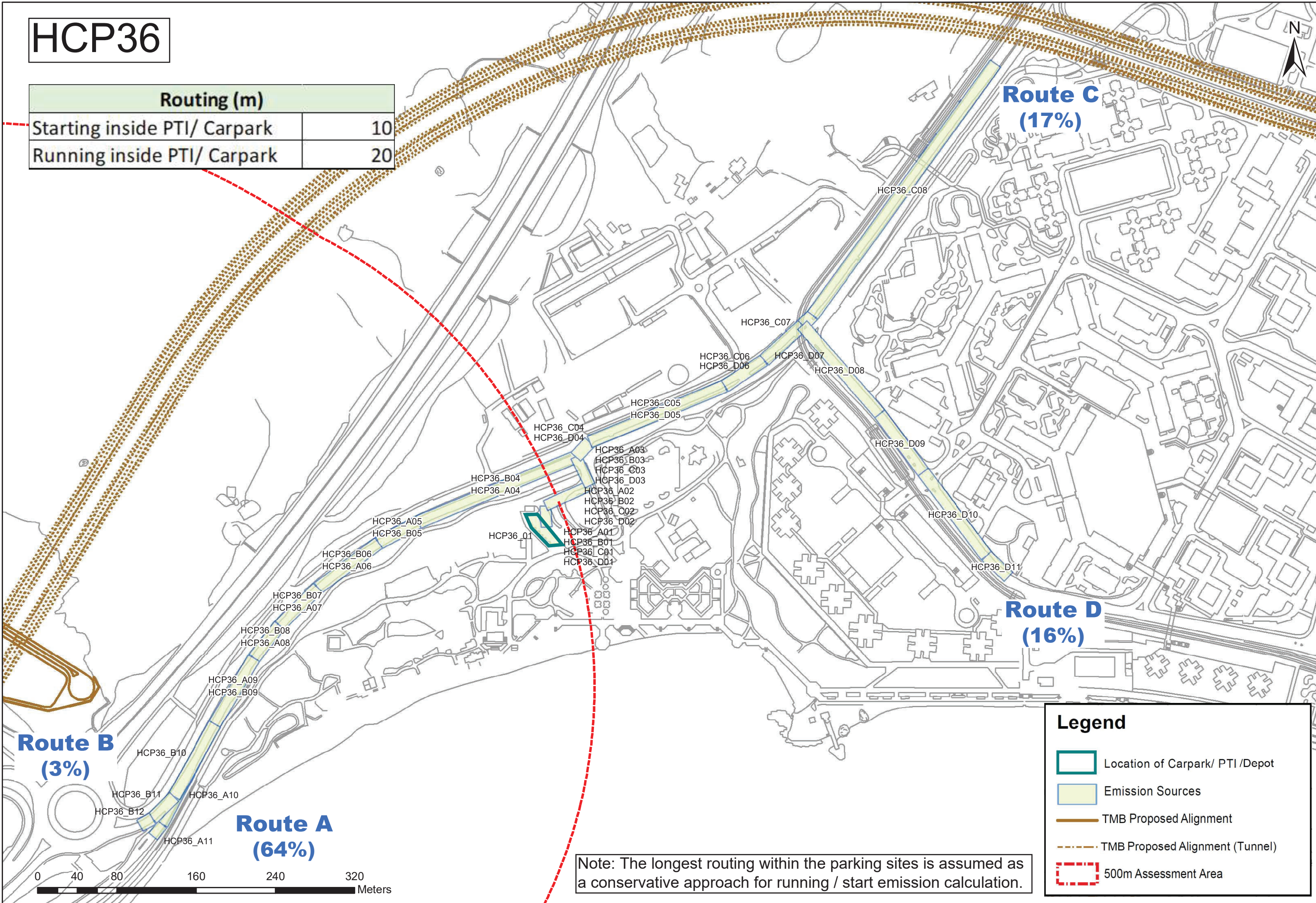
Legend

- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

HCP36

Routing (m)

| | |
|------------------------------|----|
| Starting inside PTI/ Carpark | 10 |
| Running inside PTI/ Carpark | 20 |

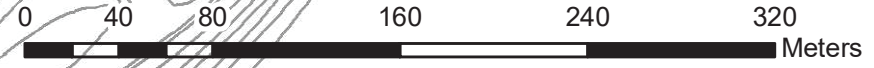


**Route B
(3%)**

**Route A
(64%)**

**Route C
(17%)**

**Route D
(16%)**



Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.

Legend

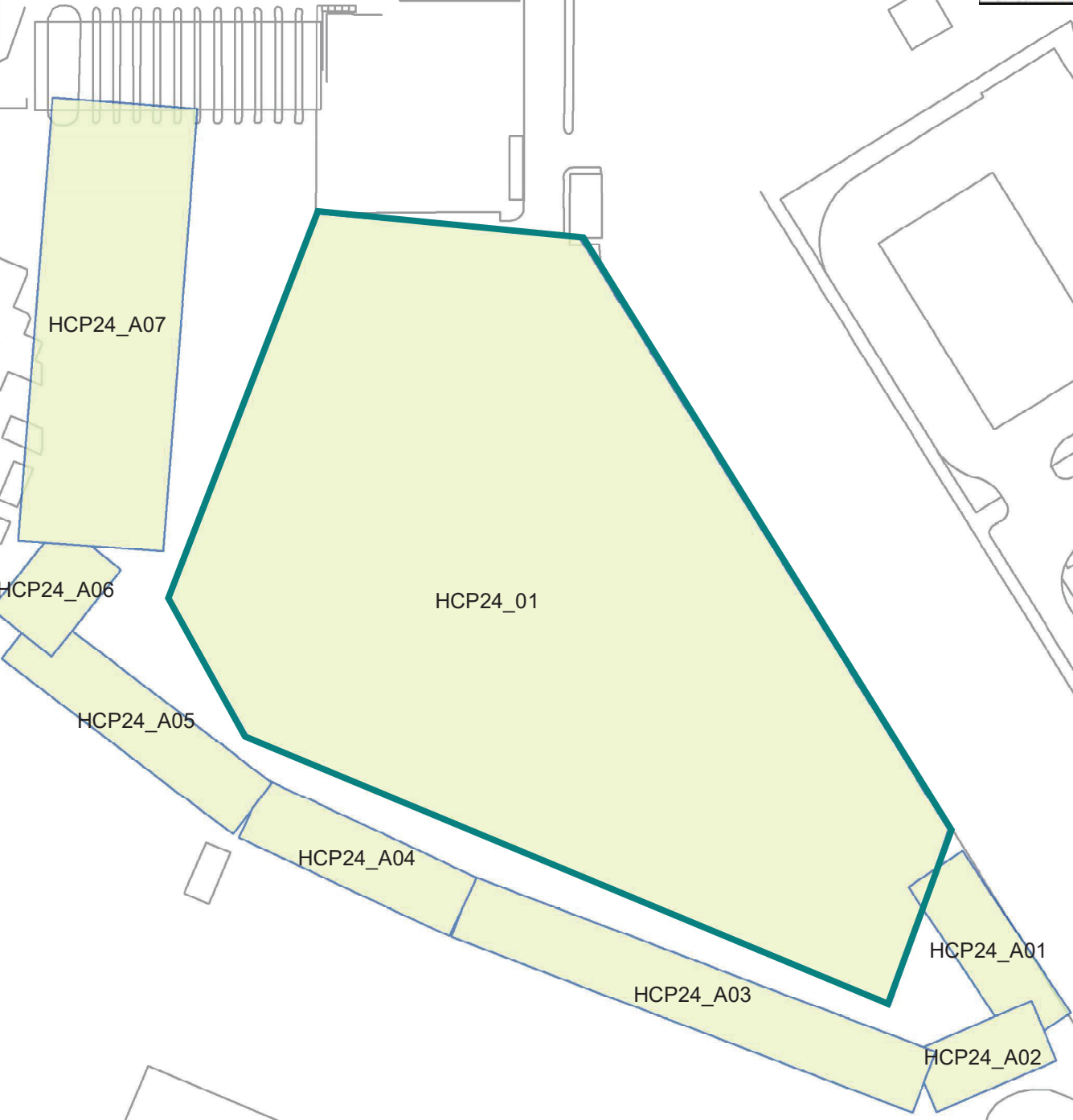
- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

HCP24

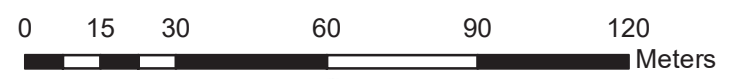


| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 230 |
| Running inside Carpark/PTI | 550 |

**Route A
(100%)**



Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

HCP31

| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 95 |
| Running inside Carpark/PTI | 205 |

**Route A
(59%)**

**Route B
(41%)**

HCP31_A01
HCP31_B01

HCP31_A02
HCP31_B02

HCP31_A03
HCP31_B03

HCP31_A04
HCP31_B04

HCP31_01

HCP31_A05
HCP31_B05

HCP31_A06
HCP31_B06

HCP31_A07
HCP31_B07

HCP31_A08

HCP31_A09

HCP31_A10

HCP31_B08

HCP31_B09






HCP31_B10

HCP31_B11

0 15 30 60 90 120 Meters

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.

Legend

-  Location of Carpark/ PTI /Depot
-  Emission Sources
-  TMB Proposed Alignment
-  TMB Proposed Alignment (Tunnel)
-  500m Assessment Area



HCP32



| Routing (m) | |
|-----------------------------|-----|
| Starting inside Carpark/PTI | 230 |
| Running inside Carpark/PTI | 475 |

**Route A
(41%)**

**Route B
(59%)**

HCP32_A09

HCP32_A08

HCP32_A07

HCP32_B08

HCP32_B07

HCP32_B09

HCP32_A06

HCP32_B06

HCP32_A05

HCP32_B05

HCP32_B10

HCP32_A04

HCP32_B04

HCP32_01

HCP32_A03

HCP32_B03

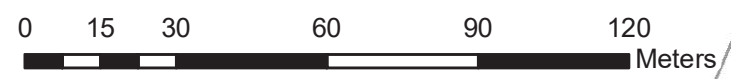
HCP32_A01

HCP32_B01






HCP32_A02

HCP32_B02

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.

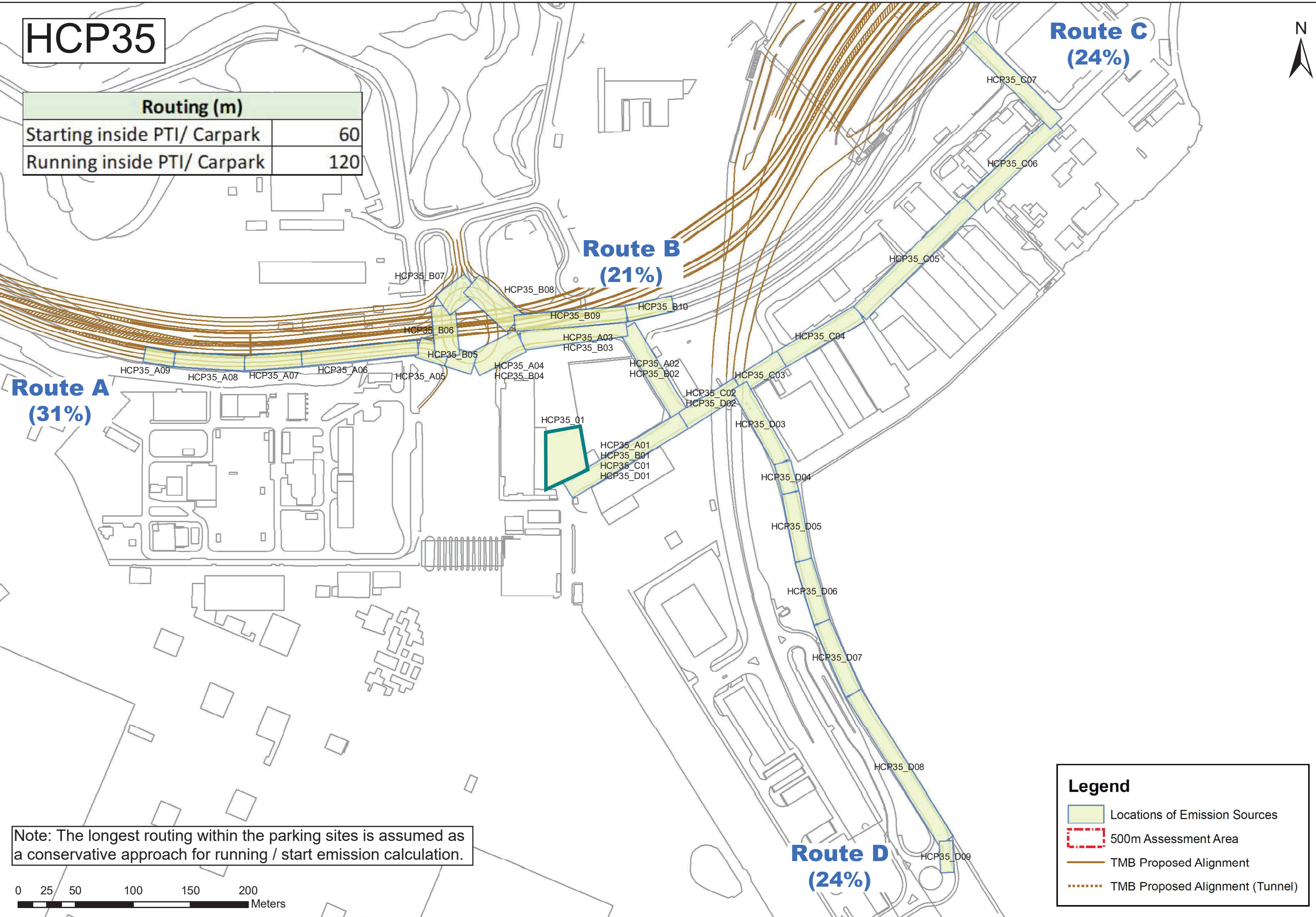


Legend

-  Location of Carpark/ PTI /Depot
-  Emission Sources
-  TMB Proposed Alignment
-  TMB Proposed Alignment (Tunnel)
-  500m Assessment Area

HCP35

| Routing (m) | |
|------------------------------|-----|
| Starting inside PTI/ Carpark | 60 |
| Running inside PTI/ Carpark | 120 |



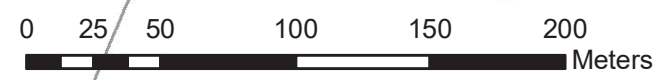
**Route A
(31%)**

**Route B
(21%)**

**Route C
(24%)**

**Route D
(24%)**

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Locations of Emission Sources
- 500m Assessment Area
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)

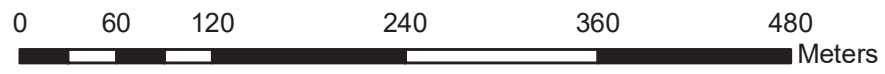
RTT_OTH_G1

| Routing (m) | |
|-----------------------------|------|
| Starting inside Carpark/PTI | 700 |
| Running inside Carpark/PTI | 6545 |

RTT_OTH_G1a

RTT_OTH_G1b

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



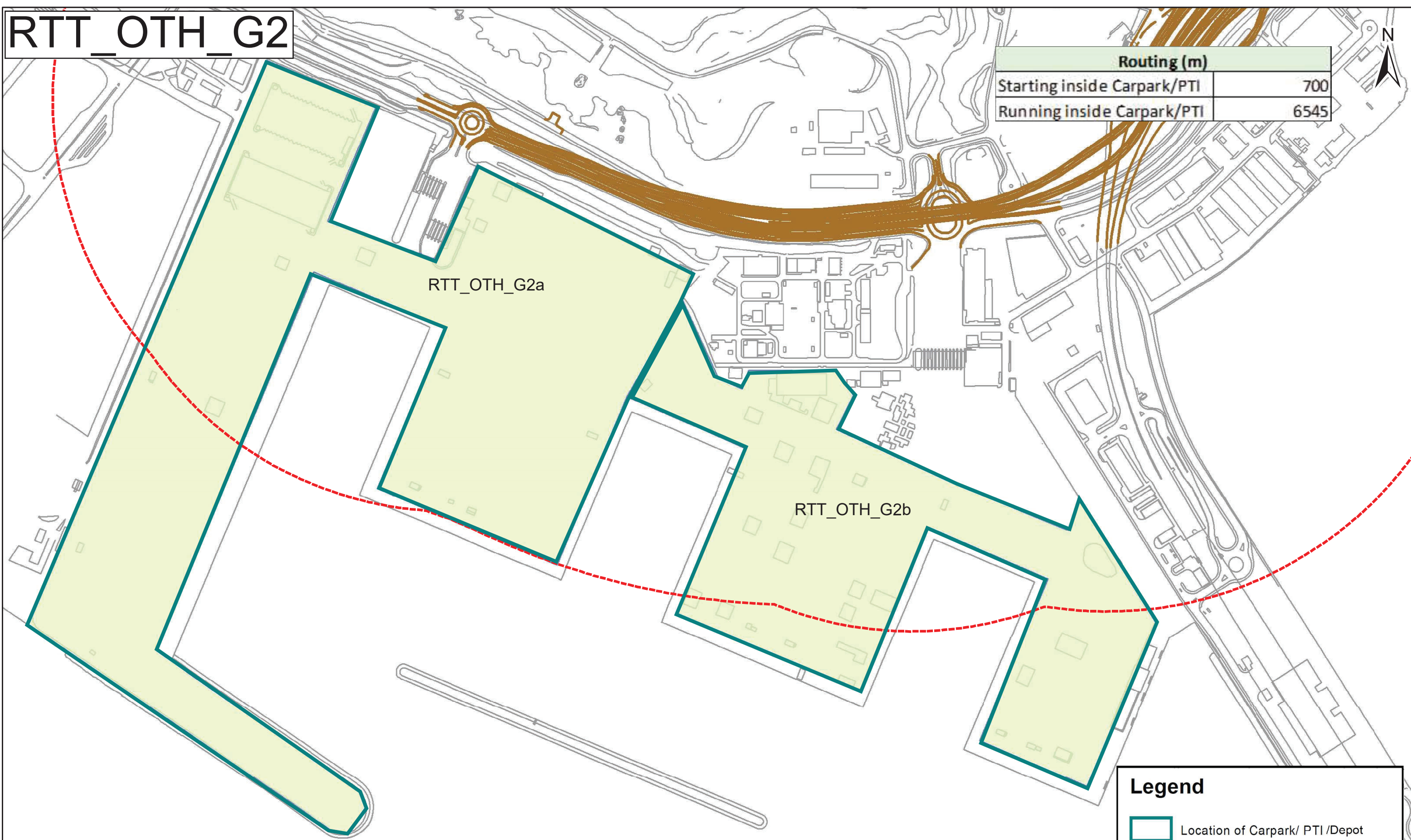
Legend

- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area



RTT_OTH_G2

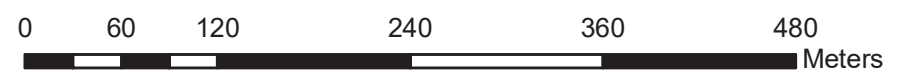
| Routing (m) | |
|-----------------------------|------|
| Starting inside Carpark/PTI | 700 |
| Running inside Carpark/PTI | 6545 |



RTT_OTH_G2a

RTT_OTH_G2b

Note: The longest routing within the parking sites is assumed as a conservative approach for running / start emission calculation.



Legend

- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

Annex – 5a

Emission Inventory for HGV/ Coach
Parking, Vehicle Depot and River
Trade Terminal
(Pillar Point Area and River Trade
Terminal, Year 2048, Long Term)

DEP04

INDEX

Vehicle Type: HGV9 17

Table with columns: Hour (Start, End), No. of Trip (0-720). Shows trip counts for various hours from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV8 7

Table with columns: Hour (Start, End), No. of Trip (0-720). Shows trip counts for various hours from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Routing (m) table showing distances for starting inside PTI/ Carpark, starting on public road, access road lane arrival, and total distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing times for Bypass, Terminating, and Max Adjustment.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows temperature and humidity data for hours 0 to 24.

Large table with columns: Hour, Residual Nox (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road], Initial NO2 (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road].

Routing (m) table showing distances for starting inside PTI/ Carpark, starting on public road, access road lane arrival, and total distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing times for Bypass, Terminating, and Max Adjustment.

Day: 1

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Shows temperature and humidity data for hours 0 to 24.

Large table with columns: Hour, Residual Nox (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road], Initial NO2 (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road].

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.86E-08 | 0.00E+00 | 3.85E-08 | 3.83E-08 | 3.84E-08 | 0.00E+00 | 3.84E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | Number of Points | Vertical Dim. (Sz) ^[3] (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|---------------------|----------|--------------------|-----------------------------------|------------------|---|-------|-------|----------|----------|------------------|---------------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X (m) | Y (m) | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Hr 00 | Hr 01 | Hr 02 | Hr 03 | | | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.90E-08 | 0.00E+00 | 1.90E-08 | 1.89E-08 | 1.89E-08 | 0.00E+00 | 1.89E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP25

INDEX

Vehicle Type: HGV8

7

Table with columns: Hour, No. of Trip, and 24 sub-columns for soaking times (0 to 720).

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%).

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road Lane - Arrival, Access Road Lane - Departure, Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with rows: Bypass, Terminating, Max Adjustment.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s).

INDEX

Vehicle Type: HGV9

17

Table with columns: Hour, No. of Trip, and 24 sub-columns for soaking times (0 to 720).

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%).

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road Lane - Arrival, Access Road Lane - Departure, Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with rows: Bypass, Terminating, Max Adjustment.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s).

Emission Inventory for PTI, Bus Depot & Coach Parkings (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|-------------------------------|-------------------------------------|-----------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height ^[1] | Initial Vertical Dim ^[2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP25 | Route A | HCP25_A01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.37E-08 | 2.19E-08 | 4.37E-08 | 8.74E-08 | 6.62E-08 | 4.75E-08 | 4.49E-08 | 1.05E-07 | 6.54E-08 | 2.39E-08 | 9.20E-08 | 3.15E-08 | 0.00E+00 | 2.50E-08 | 6.08E-08 | 3.69E-08 | 9.29E-09 | 2.18E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_A02 | LINE | 812777.5 | 825431.4 | 812754.1 | 825409.2 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.37E-08 | 2.19E-08 | 4.37E-08 | 8.74E-08 | 6.62E-08 | 4.75E-08 | 4.49E-08 | 1.05E-07 | 6.54E-08 | 2.39E-08 | 9.20E-08 | 3.15E-08 | 0.00E+00 | 2.50E-08 | 6.08E-08 | 3.69E-08 | 9.29E-09 | 2.18E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_B01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 14% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.85E-08 | 9.27E-09 | 1.85E-08 | 3.71E-08 | 2.81E-08 | 2.02E-08 | 1.91E-08 | 4.44E-08 | 2.78E-08 | 1.01E-08 | 3.91E-08 | 1.34E-08 | 0.00E+00 | 1.06E-08 | 2.58E-08 | 1.56E-08 | 3.94E-09 | 9.27E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_C01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 36% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.77E-08 | 2.38E-08 | 4.77E-08 | 9.54E-08 | 7.23E-08 | 5.19E-08 | 4.90E-08 | 1.14E-07 | 7.14E-08 | 2.61E-08 | 1.00E-07 | 3.44E-08 | 0.00E+00 | 2.73E-08 | 6.63E-08 | 4.02E-08 | 1.01E-08 | 2.38E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_D01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 17% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.25E-08 | 1.13E-08 | 2.25E-08 | 4.50E-08 | 3.41E-08 | 2.45E-08 | 2.31E-08 | 5.40E-08 | 3.37E-08 | 1.23E-08 | 4.74E-08 | 1.63E-08 | 0.00E+00 | 1.29E-08 | 3.13E-08 | 1.90E-08 | 4.78E-09 | 1.13E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.49E-07 | 1.25E-07 | 2.50E-07 | 5.01E-07 | 4.46E-07 | 3.30E-07 | 3.24E-07 | 6.84E-07 | 4.44E-07 | 2.69E-07 | 8.57E-07 | 3.55E-07 | 0.00E+00 | 4.09E-07 | 5.66E-07 | 2.31E-07 | 1.61E-07 | 1.24E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|--------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | % | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Route A | HCP25_A01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.15E-08 | 1.08E-08 | 2.15E-08 | 4.30E-08 | 3.26E-08 | 2.34E-08 | 2.21E-08 | 5.16E-08 | 3.22E-08 | 1.18E-08 | 4.53E-08 | 1.55E-08 | 0.00E+00 | 1.23E-08 | 2.99E-08 | 1.81E-08 | 4.57E-09 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | (g/s) | | |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.23E-07 | 6.14E-08 | 1.23E-07 | 2.47E-07 | 2.20E-07 | 1.62E-07 | 1.59E-07 | 3.37E-07 | 2.19E-07 | 1.32E-07 | 4.22E-07 | 1.75E-07 | 0.00E+00 | 2.01E-07 | 2.79E-07 | 1.14E-07 | 7.90E-08 | 6.11E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parkink (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height (m) | Initial Vertical Dim (m) | Percentage of Routing | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | HR 00 | HR 01 | HR 02 | HR 03 | HR 04 | HR 05 | HR 06 | HR 07 | HR 08 | HR 09 | HR 10 | HR 11 | HR 12 | HR 13 | HR 14 | HR 15 | HR 16 | HR 17 | HR 18 | HR 19 | HR 20 | HR 21 | HR 22 | HR 23 | |
| HCP26 | Route A | HCP26_A01 | LINE | 812880.4 | 825411.5 | 812876.7 | 825410.6 | 14 | 5.8 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.99E-08 | 2.50E-08 | 4.99E-08 | 1.25E-07 | 5.07E-08 | 6.71E-08 | 5.13E-08 | 1.11E-07 | 1.11E-07 | 2.25E-08 | 7.10E-08 | 5.96E-08 | 3.28E-09 | 4.04E-08 | 4.40E-08 | 3.14E-08 | 0.00E+00 | 2.50E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.15E-07 | 5.75E-08 | 1.15E-07 | 2.89E-07 | 1.48E-07 | 1.65E-07 | 1.49E-07 | 3.06E-07 | 3.38E-07 | 1.51E-07 | 2.32E-07 | 3.14E-07 | 3.52E-08 | 1.37E-07 | 1.40E-07 | 9.55E-08 | 0.00E+00 | 5.72E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Road)

Table with columns: Enclosure ID, Route, Source ID, Type, X, Y, X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing, and Hourly Emission Rate (g/s or g/s/sq. m) for hours Hr 00 to Hr 23. The table is divided into four routes (A, B, C, D) and contains numerous data rows for different line sources.

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.

2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height / 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.66E-08 | 2.83E-08 | 5.67E-08 | 1.42E-07 | 7.29E-08 | 8.14E-08 | 7.34E-08 | 1.51E-07 | 1.66E-07 | 7.44E-08 | 1.14E-07 | 1.55E-07 | 1.73E-08 | 6.75E-08 | 6.90E-08 | 4.70E-08 | 0.00E+00 | 2.82E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

INDEX

Vehicle Type: HGV8 7

Table with columns: Hour, Start, End, and No. of Trip (0-720). It shows trip counts for various hours from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV9 17

Table with columns: Hour, Start, End, and No. of Trip (0-720). It shows trip counts for various hours from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). It shows weather data for hours 0 to 24.

Routing (m) table showing distances for starting inside PTI/Carpark, starting on public road, and access road lanes.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing times for Bypass, Terminating, and Max Adjustment.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). It contains detailed pollution data for hours 8760 to 24.

Routing (m) table showing distances for starting inside PTI/Carpark, starting on public road, and access road lanes.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing times for Bypass, Terminating, and Max Adjustment.

Day: 1

Table with columns: Hour, Temperature (°C), and Relative Humidity (%). It shows weather data for hours 0 to 24.

Large table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). It contains detailed pollution data for hours 8760 to 24.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 1.22E-07 | 2.44E-07 | 1.22E-07 | 2.45E-07 | 4.34E-07 | 2.45E-07 | 3.79E-07 | 3.66E-07 | 6.35E-07 | 0.00E+00 | 2.68E-07 | 6.04E-07 | 0.00E+00 | 2.15E-07 | 2.37E-07 | 0.00E+00 | 1.22E-07 | 0.00E+00 | 1.22E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 6.01E-08 | 1.20E-07 | 6.01E-08 | 1.20E-07 | 2.14E-07 | 1.21E-07 | 1.87E-07 | 1.80E-07 | 3.13E-07 | 0.00E+00 | 1.32E-07 | 2.97E-07 | 0.00E+00 | 1.06E-07 | 1.17E-07 | 0.00E+00 | 6.00E-08 | 0.00E+00 | 5.99E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-07 | 1.17E-07 | 9.52E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.94E-08 | 0.00E+00 | 0.00E+00 | 1.18E-07 | 0.00E+00 | 0.00E+00 | 4.04E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Road)

| PTI ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP36 | Route A | HCP36_A01 | LINE | 813707.7 | 826151.1 | 813706.9 | 826172.4 | 11 | 6.2 | 1.7 | 1.58 | 64% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.06E-08 | 5.95E-08 | 3.26E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.86E-08 | 0.00E+00 | 0.00E+00 | 1.82E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.77E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| | | HCP36_D11 | LINE | 814151.9 | 826121.8 | 814166.9 | 826107.8 | 13 | 5.5 | 1.7 | 1.58 | 16% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.28E-08 | 1.26E-08 | 6.90E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.93E-09 | 0.00E+00 | 0.00E+00 | 3.85E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.78E-08 | 5.75E-08 | 4.69E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.43E-08 | 0.00E+00 | 0.00E+00 | 5.80E-08 | 0.00E+00 | 0.00E+00 | 1.99E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
- 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
- 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|-----------|-----------|--------------------|-----------------------|--------------------------------------|--|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X (m) | Y (m) | X2 (m) | Y2 (m) | Width (m) | Base Elevation (m) | Release Height ^[1] (m) | Initial Vertical Dim ^[2] (m) | Percentage of Routing (%) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP24 | Route A | HCP24_A01 | LINE | 812599.1 | 824933.7 | 812625.9 | 824893.7 | 16 | 4.9 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 1.65E-07 | 4.85E-07 | 5.95E-07 | 4.78E-07 | 3.96E-07 | 5.97E-07 | 6.62E-07 | 6.99E-07 | 5.02E-07 | 3.11E-07 | 2.56E-07 | 7.38E-08 | 6.67E-08 | 4.19E-08 | 3.73E-09 | 0.00E+00 | 2.07E-09 |
| | | HCP24_A02 | LINE | 812625.9 | 824893.7 | 812596.3 | 824881 | 16 | 4.9 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 1.65E-07 | 4.85E-07 | 5.95E-07 | 4.78E-07 | 3.96E-07 | 5.97E-07 | 6.62E-07 | 6.99E-07 | 5.02E-07 | 3.11E-07 | 2.56E-07 | 7.38E-08 | 6.67E-08 | 4.19E-08 | 3.73E-09 | 0.00E+00 | 2.07E-09 |
| | | HCP24_A03 | LINE | 812596.3 | 824881 | 812482.3 | 824924.4 | 16 | 4.9 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 1.65E-07 | 4.85E-07 | 5.95E-07 | 4.78E-07 | 3.96E-07 | 5.97E-07 | 6.62E-07 | 6.99E-07 | 5.02E-07 | 3.11E-07 | 2.56E-07 | 7.38E-08 | 6.67E-08 | 4.19E-08 | 3.73E-09 | 0.00E+00 | 2.07E-09 |
| | | HCP24_A04 | LINE | 812482.3 | 824924.4 | 812430.3 | 824948.7 | 16 | 4.9 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 1.65E-07 | 4.85E-07 | 5.95E-07 | 4.78E-07 | 3.96E-07 | 5.97E-07 | 6.62E-07 | 6.99E-07 | 5.02E-07 | 3.11E-07 | 2.56E-07 | 7.38E-08 | 6.67E-08 | 4.19E-08 | 3.73E-09 | 0.00E+00 | 2.07E-09 |
| | | HCP24_A05 | LINE | 812430.3 | 824948.7 | 812373.2 | 824992.1 | 16 | 5.0 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 1.65E-07 | 4.85E-07 | 5.95E-07 | 4.78E-07 | 3.96E-07 | 5.97E-07 | 6.62E-07 | 6.99E-07 | 5.02E-07 | 3.11E-07 | 2.56E-07 | 7.38E-08 | 6.67E-08 | 4.19E-08 | 3.73E-09 | 0.00E+00 | 2.07E-09 |
| | | HCP24_A06 | LINE | 812373.2 | 824992.1 | 812390.3 | 825013.6 | 19 | 5.6 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.20E-08 | 1.39E-07 | 4.08E-07 | 5.01E-07 | 4.03E-07 | 3.33E-07 | 5.03E-07 | 5.58E-07 | 5.89E-07 | 4.23E-07 | 2.61E-07 | 2.16E-07 | 6.21E-08 | 5.62E-08 | 3.53E-08 | 3.14E-09 | 0.00E+00 | 1.75E-09 |
| | | HCP24_A07 | LINE | 812390.3 | 825013.6 | 812398.8 | 825123.2 | 36 | 5.8 | 3.9 | 3.64 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.75E-08 | 7.32E-08 | 2.15E-07 | 2.64E-07 | 2.13E-07 | 1.76E-07 | 2.66E-07 | 2.94E-07 | 3.11E-07 | 2.23E-07 | 1.38E-07 | 1.14E-07 | 3.28E-08 | 2.97E-08 | 1.86E-08 | 1.66E-09 | 0.00E+00 | 9.22E-10 |

Note:

- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. For line sources inside River Trade Terminal, vehicle height adopted is the weighted average height of vehicles inside the carpark.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[2] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.74E-08 | 1.60E-07 | 4.07E-07 | 5.20E-07 | 5.37E-07 | 4.33E-07 | 4.34E-07 | 4.86E-07 | 5.48E-07 | 4.95E-07 | 3.40E-07 | 1.99E-07 | 6.72E-08 | 4.08E-08 | 2.81E-08 | 4.81E-09 | 0.00E+00 | 4.55E-09 | | | | | |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.82E-08 | 7.86E-08 | 2.00E-07 | 2.56E-07 | 2.64E-07 | 2.13E-07 | 2.13E-07 | 2.39E-07 | 2.70E-07 | 2.44E-07 | 1.67E-07 | 9.81E-08 | 3.31E-08 | 2.01E-08 | 1.38E-08 | 2.37E-09 | 0.00E+00 | 2.24E-09 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP31

INDEX

Vehicle Type: HGV9 17

Table with columns for Hour, Start, End, and No. of Trip (0-720). It shows trip counts for various durations from 0 to 720 seconds.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns for Hour, Temperature, and Relative Humidity. It shows environmental data for each hour from 0 to 24.

Routing (m) table showing distances and percentages for different route types: Starting inside PTI/ Carpark, Starting on Public Road, Access Road - Arrival, Access Road - Departure, and Total Distance.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing minutes for Bypass, Terminating, and Max Adjustment.

Main data table with columns for Hour, Residual NOx (g/s), and Initial NO2 (g/s). It details emissions for various activities like Idling, Running within PTI, and Start inside PTI across all 24 hours.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | | | | | | | |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-08 | 1.17E-08 | 1.17E-08 | 0.00E+00 | 0.00E+00 | 1.16E-08 | 1.16E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|--------------------|-----------------------------------|------------------|---|------------------|---------------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | | | |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.76E-09 | 5.75E-09 | 5.74E-09 | 0.00E+00 | 0.00E+00 | 5.68E-09 | 5.71E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.07E-07 | 3.20E-07 | 2.97E-07 | 3.24E-07 | 6.09E-08 | 4.16E-07 | 3.08E-07 | 2.96E-07 | 2.12E-07 | 1.49E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.02E-07 | 1.58E-07 | 1.46E-07 | 1.60E-07 | 2.99E-08 | 2.05E-07 | 1.52E-07 | 1.46E-07 | 1.04E-07 | 7.34E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.43E-08 | 6.32E-08 | 6.74E-08 | 6.44E-08 | 0.00E+00 | 7.05E-08 | 6.20E-08 | 0.00E+00 | 6.49E-08 | 6.18E-08 | 6.23E-08 | 0.00E+00 | 6.22E-08 | 6.21E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.16E-08 | 3.11E-08 | 3.32E-08 | 3.17E-08 | 0.00E+00 | 3.47E-08 | 3.05E-08 | 0.00E+00 | 3.20E-08 | 3.05E-08 | 3.07E-08 | 0.00E+00 | 3.06E-08 | 3.06E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-08 | 3.93E-08 | 1.04E-07 | 1.37E-07 | 1.48E-07 | 1.21E-07 | 1.04E-07 | 1.22E-07 | 1.38E-07 | 1.37E-07 | 9.22E-08 | 4.83E-08 | 1.38E-08 | 2.35E-09 | 4.67E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-08 | 3.93E-08 | 1.04E-07 | 1.37E-07 | 1.48E-07 | 1.21E-07 | 1.04E-07 | 1.22E-07 | 1.38E-07 | 1.37E-07 | 9.22E-08 | 4.83E-08 | 1.38E-08 | 2.35E-09 | 4.67E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTJ, Bus Depot & Coach Parking (Initial NO2 - Within PTJ/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.78E-09 | 1.93E-08 | 5.12E-08 | 6.73E-08 | 7.30E-08 | 5.94E-08 | 5.13E-08 | 5.98E-08 | 6.78E-08 | 6.72E-08 | 4.54E-08 | 2.37E-08 | 6.77E-09 | 1.15E-09 | 2.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.78E-09 | 1.93E-08 | 5.12E-08 | 6.73E-08 | 7.30E-08 | 5.94E-08 | 5.13E-08 | 5.98E-08 | 6.78E-08 | 6.72E-08 | 4.54E-08 | 2.37E-08 | 6.77E-09 | 1.15E-09 | 2.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix j of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix j of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | Source Points String | Number of Points | Vertical Dim. (S) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.27E-09 | 0.00E+00 | 1.82E-07 | 2.88E-07 | 2.63E-07 | 2.98E-07 | 6.18E-08 | 3.39E-07 | 2.76E-07 | 2.60E-07 | 1.84E-07 | 1.43E-07 | 1.01E-08 | 3.11E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.27E-09 | 0.00E+00 | 1.82E-07 | 2.88E-07 | 2.63E-07 | 2.98E-07 | 6.18E-08 | 3.39E-07 | 2.76E-07 | 2.60E-07 | 1.84E-07 | 1.43E-07 | 1.01E-08 | 3.11E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | (m) | (m) | (m2) | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.12E-09 | 0.00E+00 | 8.98E-08 | 1.42E-07 | 1.30E-07 | 1.46E-07 | 3.04E-08 | 1.67E-07 | 1.36E-07 | 1.28E-07 | 9.06E-08 | 7.01E-08 | 4.97E-09 | 1.53E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.12E-09 | 0.00E+00 | 8.98E-08 | 1.42E-07 | 1.30E-07 | 1.46E-07 | 3.04E-08 | 1.67E-07 | 1.36E-07 | 1.28E-07 | 9.06E-08 | 7.01E-08 | 4.97E-09 | 1.53E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Annex – 5b

Emission Inventory for HGV/ Coach
Parking, Vehicle Depot and River
Trade Terminal
(Pillar Point Area and River Trade
Terminal, Year 2048, Short Term)

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| DEP04 | Route A | DEP04_A01 | LINE | 812344.7 | 825361.5 | 812372.2 | 825364.1 | 13 | 12.3 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.30E-08 | 0.00E+00 | 3.30E-08 | 3.30E-08 | 3.30E-08 | 0.00E+00 | 3.30E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | | |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.01E-08 | 0.00E+00 | 4.01E-08 | 4.00E-08 | 4.00E-08 | 0.00E+00 | 4.00E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.97E-08 | 0.00E+00 | 1.97E-08 | 1.97E-08 | 1.97E-08 | 0.00E+00 | 1.97E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | | |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.09E-10 | 0.00E+00 | 5.48E-10 | 5.09E-10 | 5.09E-10 | 0.00E+00 | 5.48E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|---------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [Sz] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| DEP04 | FEHD Tuen Mun Depot | DEP04_01 | AREAPOLY | 812199.3 | 825420.6 | 12.2 | 3.9 | 13846.0 | 812199.3 825420.6 812326.8 825421.4 812343.2 825407.0 812345.8 825326.5 812236.3 825321.5 812199.4 825332.0 812199.3 825420.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.69E-10 | 0.00E+00 | 5.04E-10 | 4.69E-10 | 4.69E-10 | 0.00E+00 | 5.04E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Route A | HCP25_A01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.37E-08 | 2.19E-08 | 4.37E-08 | 8.74E-08 | 6.62E-08 | 4.75E-08 | 4.49E-08 | 1.05E-07 | 6.54E-08 | 2.39E-08 | 9.20E-08 | 3.15E-08 | 0.00E+00 | 2.50E-08 | 6.08E-08 | 3.69E-08 | 9.29E-09 | 2.18E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_A02 | LINE | 812777.5 | 825431.4 | 812754.1 | 825409.2 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.37E-08 | 2.19E-08 | 4.37E-08 | 8.74E-08 | 6.62E-08 | 4.75E-08 | 4.49E-08 | 1.05E-07 | 6.54E-08 | 2.39E-08 | 9.20E-08 | 3.15E-08 | 0.00E+00 | 2.50E-08 | 6.08E-08 | 3.69E-08 | 9.29E-09 | 2.18E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.59E-07 | 1.30E-07 | 2.59E-07 | 5.18E-07 | 4.64E-07 | 3.43E-07 | 3.36E-07 | 7.11E-07 | 4.64E-07 | 2.83E-07 | 9.03E-07 | 3.77E-07 | 0.00E+00 | 4.34E-07 | 5.98E-07 | 2.41E-07 | 1.71E-07 | 1.29E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | % | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Route A | HCP25_A01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.15E-08 | 1.08E-08 | 2.15E-08 | 4.30E-08 | 3.26E-08 | 2.34E-08 | 2.21E-08 | 5.16E-08 | 3.22E-08 | 1.18E-08 | 4.53E-08 | 1.55E-08 | 0.00E+00 | 1.23E-08 | 2.99E-08 | 1.81E-08 | 4.57E-09 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP25_D12 | LINE | 812763.5 | 824988.3 | 812816.1 | 824909.8 | 15 | 6 | 1.7 | 1.58 | 17% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.18E-08 | 5.91E-09 | 1.18E-08 | 2.36E-08 | 1.79E-08 | 1.29E-08 | 1.22E-08 | 2.83E-08 | 1.77E-08 | 6.46E-09 | 2.49E-08 | 8.53E-09 | 0.00E+00 | 6.76E-09 | 1.64E-08 | 9.97E-09 | 2.51E-09 | 5.91E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.28E-07 | 6.38E-08 | 1.27E-07 | 2.55E-07 | 2.28E-07 | 1.69E-07 | 1.66E-07 | 3.50E-07 | 2.28E-07 | 1.39E-07 | 4.44E-07 | 1.86E-07 | 0.00E+00 | 2.13E-07 | 2.95E-07 | 1.19E-07 | 8.41E-08 | 6.37E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|--------|----------|----------|-------|--------------------|--------------------|--------------------------|-----------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP25 | Route A | HCP25_A01 | LINE | 812780.1 | 825429 | 812777.5 | 825431.4 | 16 | 6.2 | 1.7 | 1.58 | 33% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.50E-09 | 1.68E-09 | 3.50E-09 | 6.87E-09 | 6.87E-09 | 5.18E-09 | 5.18E-09 | 1.05E-08 | 6.74E-09 | 5.05E-09 | 1.56E-08 | 6.74E-09 | 0.00E+00 | 8.68E-09 | 1.01E-08 | 3.50E-09 | 3.37E-09 | 1.81E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Road)

Table with columns: Enclosure ID, Route, Source ID, Type, X, Y, X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing, and Hourly Emission Rate (g/s or g/s/sq. m) for hours Hr 00 to Hr 23. The table is organized into four route sections: Route A, Route B, Route C, and Route D, each containing multiple line sources.

Note:

- 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
- 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP25 | Ho Choi Lane Meter Parking | HCP25_01 | AREAPOLY | 812789.3 | 825438.0 | 6.1 | 3.9 | 1046.3 | 812789.3 825438.0 812817.9 825408.2 812799.5 825390.4 812771.3 825420.6 812789.3 825438.0 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.22E-09 | 1.55E-09 | 3.22E-09 | 6.32E-09 | 6.32E-09 | 4.77E-09 | 4.77E-09 | 9.65E-09 | 6.20E-09 | 4.65E-09 | 1.43E-08 | 6.20E-09 | 0.00E+00 | 7.99E-09 | 9.30E-09 | 3.22E-09 | 3.10E-09 | 1.67E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | | |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.20E-07 | 5.97E-08 | 1.19E-07 | 2.99E-07 | 1.54E-07 | 1.71E-07 | 1.55E-07 | 3.19E-07 | 3.54E-07 | 1.60E-07 | 2.44E-07 | 3.35E-07 | 3.75E-08 | 1.44E-07 | 1.47E-07 | 1.00E-07 | 0.00E+00 | 5.97E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.89E-08 | 2.94E-08 | 5.88E-08 | 1.47E-07 | 7.59E-08 | 8.44E-08 | 7.64E-08 | 1.57E-07 | 1.74E-07 | 7.86E-08 | 1.20E-07 | 1.65E-07 | 1.85E-08 | 7.09E-08 | 7.26E-08 | 4.94E-08 | 0.00E+00 | 2.94E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|--------------------------|---|------------------------|--|---------------------|-------------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X (m) | Y (m) | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (Sz) [3] (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.61E-09 | 7.77E-10 | 1.61E-09 | 3.94E-09 | 2.39E-09 | 2.39E-09 | 2.39E-09 | 4.84E-09 | 5.44E-09 | 3.11E-09 | 4.06E-09 | 6.22E-09 | 7.77E-10 | 2.45E-09 | 2.33E-09 | 1.61E-09 | 0.00E+00 | 8.36E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP26 | Ho Hoi Street Meter Parking | HCP26_01 | AREAPOLY | 812866.1 | 825426.3 | 5.8 | 3.9 | 412.6 | 812866.1 825426.3 812873.3 825433.5 812901.9 825403.3 812894.7 825396.7 812866.1 825426.3 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.48E-09 | 7.15E-10 | 1.48E-09 | 3.63E-09 | 2.20E-09 | 2.20E-09 | 2.20E-09 | 4.45E-09 | 5.01E-09 | 2.86E-09 | 3.74E-09 | 5.72E-09 | 7.15E-10 | 2.25E-09 | 2.15E-09 | 1.48E-09 | 0.00E+00 | 7.69E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP34

INDEX

Vehicle Type: HGV8 7

Table with columns: Hour, No. of Trip, Start, End, 0, 5, 10, 20, 30, 40, 50, 60, 120, 180, 240, 300, 360, 420, 480, 540, 600, 660, 720. Shows trip counts for HGV8 at various soaking times.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature, Relative Humidity. Shows hourly temperature and relative humidity for Day 1.

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road Lane - Arrival, Access Road Lane - Departure, Total Distance. Values include 65, 9%, 635, 91%, 0, 0%, 0, 700.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with columns: Bypass, Terminating, Max Adjustment. Values include 0, 0, 1.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Sub-headers include Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road. Contains 24 rows of hourly data.

INDEX

Vehicle Type: HGV9 17

Table with columns: Hour, No. of Trip, Start, End, 0, 5, 10, 20, 30, 40, 50, 60, 120, 180, 240, 300, 360, 420, 480, 540, 600, 660, 720. Shows trip counts for HGV9 at various soaking times.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

Table with columns: Hour, Temperature, Relative Humidity. Shows hourly temperature and relative humidity for Day 1.

Routing (m) table with columns: Starting inside PTI/ Carpark, Starting on Public Road, Access Road Lane - Arrival, Access Road Lane - Departure, Total Distance. Values include 65, 9%, 635, 91%, 0, 0%, 0, 700.

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table with columns: Bypass, Terminating, Max Adjustment. Values include 0, 0, 1.

Large table with columns: Hour, Residual Nox (g/s), Initial NO2 (g/s). Sub-headers include Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road. Contains 24 rows of hourly data.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|-----|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 1.27E-07 | 2.53E-07 | 1.27E-07 | 2.53E-07 | 4.50E-07 | 2.53E-07 | 3.96E-07 | 3.78E-07 | 6.60E-07 | 0.00E+00 | 2.81E-07 | 6.37E-07 | 0.00E+00 | 2.30E-07 | 2.51E-07 | 0.00E+00 | 1.27E-07 | 0.00E+00 | 1.26E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 6.23E-08 | 1.25E-07 | 6.23E-08 | 1.25E-07 | 2.22E-07 | 1.25E-07 | 1.95E-07 | 1.86E-07 | 3.25E-07 | 0.00E+00 | 1.38E-07 | 3.14E-07 | 0.00E+00 | 1.13E-07 | 1.24E-07 | 0.00E+00 | 6.23E-08 | 0.00E+00 | 6.23E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 1.56E-09 | 3.24E-09 | 1.56E-09 | 3.24E-09 | 6.36E-09 | 3.24E-09 | 6.48E-09 | 4.80E-09 | 9.71E-09 | 0.00E+00 | 4.80E-09 | 1.14E-08 | 0.00E+00 | 4.92E-09 | 4.92E-09 | 0.00E+00 | 1.68E-09 | 0.00E+00 | 1.68E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark).

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|----------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP34 | Tuen Mun Fill Bank Carpark | HCP34_01 | AREAPOLY | 811380.3 | 825578.5 | 6.5 | 3.9 | 1181.9 | 811380.3 825578.5 811414.9 825562.3 811407.6 825530.3 811371.1 825553.0 811380.3 825578.5 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 1.44E-09 | 2.98E-09 | 1.44E-09 | 2.98E-09 | 5.85E-09 | 2.98E-09 | 5.96E-09 | 4.41E-09 | 8.94E-09 | 0.00E+00 | 4.41E-09 | 1.05E-08 | 0.00E+00 | 4.52E-09 | 4.52E-09 | 0.00E+00 | 1.54E-09 | 0.00E+00 | 1.54E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP36

INDEX

Vehicle Type: NFB8 13

Day: 1

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 10 | 1% | Bypass route |
| Starting on Public Road | 690 | 99% | Running inside PTI/ Carpark ^[1] |
| Access Road Lane - Arrival | 0 | 0% | |
| Access Road Lane - Departure | 0 | | |
| Total Distance | 700 | | |

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Hour | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | | | |
|------|----------------------------|-----|---|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| | Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5 | 6 | | | | | | | | | | | | | | | | | | | | 2 | |
| 6 | 7 | | | | | | | | | | | | | | | | | 1 | | | 1 | |
| 7 | 8 | | | | 1 | | | | | | | | | | | | | | | | | 1 |
| 8 | 9 | | | | | | | | | | | | | | | | | | | | | |
| 9 | 10 | | | | | | | | | | | | | | | | | | | | | |
| 10 | 11 | | | | | | | | | | | | | | | | | | | | | |
| 11 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | | | | | | | | | | | | | 1 | | | | | | | | |
| 13 | 14 | | | | | | | | | | | | | | | | | | | | | |
| 14 | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15 | 16 | | | | | 1 | | | 1 | | | 1 | | | | | | | | | | |
| 16 | 17 | | | | | | | | | | | | | | | | | | | | | |
| 17 | 18 | | | | | | | | | | | | | | | | | | | | | |
| 18 | 19 | | | | | | | | 1 | | | | | | | | | | | | | |
| 19 | 20 | | | | | | | | | | | | | | | | | | | | | |
| 20 | 21 | | | | | | | | | | | | | | | | | | | | | |
| 21 | 22 | | | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | | | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | | | | | | | | | | | | | | | | | | | | | |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 3.24E-05 | 2.12E-05 | 0.00E+00 | 1.46E-03 | 0.00E+00 | 0.00E+00 | 1.59E-05 | 1.04E-05 | 0.00E+00 | 7.19E-04 |
| 7 | 0.00E+00 | 0.00E+00 | 3.24E-05 | 2.08E-05 | 0.00E+00 | 1.43E-03 | 0.00E+00 | 0.00E+00 | 1.60E-05 | 1.02E-05 | 0.00E+00 | 7.06E-04 |
| 8 | 0.00E+00 | 0.00E+00 | 3.24E-05 | 1.14E-05 | 0.00E+00 | 7.85E-04 | 0.00E+00 | 0.00E+00 | 1.59E-05 | 5.60E-06 | 0.00E+00 | 3.87E-04 |
| 9 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 1.62E-05 | 6.48E-06 | 0.00E+00 | 4.47E-04 | 0.00E+00 | 0.00E+00 | 8.00E-06 | 3.19E-06 | 0.00E+00 | 2.20E-04 |
| 14 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 0.00E+00 | 4.87E-05 | 6.35E-06 | 0.00E+00 | 4.38E-04 | 0.00E+00 | 0.00E+00 | 2.40E-05 | 3.13E-06 | 0.00E+00 | 2.16E-04 |
| 17 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 0.00E+00 | 0.00E+00 | 1.62E-05 | 2.71E-06 | 0.00E+00 | 1.87E-04 | 0.00E+00 | 0.00E+00 | 7.96E-06 | 1.34E-06 | 0.00E+00 | 9.22E-05 |
| 20 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

HCP36

INDEX

Vehicle Type: NFB8 13

Day: 1

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | | | | | | | | | | | | | | | | | | | |
| 5 | 6 | | | | | | | | | | | | | | | | | | | 2 |
| 6 | 7 | | | | | | | | | | | | | | | | 1 | | | 1 |
| 7 | 8 | | | | 1 | | | | | | | | | | | | | | | 1 |
| 8 | 9 | | | | | | | | | | | | | | | | | | | |
| 9 | 10 | | | | | | | | | | | | | | | | | | | |
| 10 | 11 | | | | | | | | | | | | | | | | | | | |
| 11 | 12 | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | | | | | | | | | | | | | 1 | | | | | | |
| 13 | 14 | | | | | | | | | | | | | | | | | | | |
| 14 | 15 | | | | | | | | | | | | | | | | | | | |
| 15 | 16 | | | | | 1 | | 1 | | 1 | | | | | | | | | | |
| 16 | 17 | | | | | | | | | | | | | | | | | | | |
| 17 | 18 | | | | | | | | | | | | | | | | | | | |
| 18 | 19 | | | | | | | | 1 | | | | | | | | | | | |
| 19 | 20 | | | | | | | | | | | | | | | | | | | |
| 20 | 21 | | | | | | | | | | | | | | | | | | | |
| 21 | 22 | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | | | | | | | | | | | | | | | | | | | |

| Hour | Temperature °C | Relative Humidity % | RSP | | | | | | FSP | | | | | | | | | | | |
|-----------|-------------------|---------------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | |
| 0 to 8760 | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 1.09E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.00E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 1.09E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.00E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 1.09E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.00E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 5.44E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.01E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 1.63E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.50E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 5.44E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.01E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.22E-07 | 1.21E-07 | 9.96E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.18E-08 | 0.00E+00 | 0.00E+00 | 1.26E-07 | 0.00E+00 | 0.00E+00 | 4.30E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.01E-08 | 5.97E-08 | 4.91E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.55E-08 | 0.00E+00 | 0.00E+00 | 6.18E-08 | 0.00E+00 | 0.00E+00 | 2.12E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.48E-09 | 2.48E-09 | 2.48E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.24E-09 | 0.00E+00 | 0.00E+00 | 3.72E-09 | 0.00E+00 | 0.00E+00 | 1.24E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Road)

Table with columns: PTI ID, Route, Source ID, Type, X, Y, X2, Y2, Width, Base Elevation, Release Height, Initial Vertical Dim, Percentage of Routing, and Hourly Emission Rate (g/s or g/s/sq. m) for 24 hours.

Note:

- 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-----------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| HCP36 | Carpark near Butterfly Beach Park | HCP36_01 | AREAPOLY | 813701.4 | 826157.9 | 6.2 | 3.9 | 438.9 | 813701.4 826157.9 813724.8 826132.8 813712.1 826132.1 813693.0 826150.1 813687.3 826164.5 813698.7 826164.4 813701.4 826157.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.28E-09 | 2.28E-09 | 2.28E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.14E-09 | 0.00E+00 | 0.00E+00 | 3.42E-09 | 0.00E+00 | 0.00E+00 | 1.14E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP24

INDEX

Table with columns: Hour (Start, End), No. of Trip. Vehicle Type: HGV9, 17. Rows represent hourly trip counts from 0 to 23 hours.

Table with columns: Hour, Temperature (°C), Relative Humidity (%). Day: 1. Rows show hourly temperature and humidity data from 0 to 24 hours.

Routing (m) table showing distances for starting inside PTI/ Carpark (230, 33%), starting on public road (470, 67%), access road arrival (0, 0%), and total distance (700).

Idling time (min) table with rows: Bypass (0), Terminating (0), Max Adjustment (1).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Large data table with columns: Hour, Residual Nox (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road], Initial NO2 (g/s) [Idling (Bypass), Idling (Terminating), Running within PTI/ Carpark, Start inside PTI/ Carpark, Start and Run on Access Road, Start on Public Road]. Rows show hourly pollutant concentrations from 0 to 24 hours.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

HCP24

INDEX

Vehicle Type: HG9 17

| Start | End | No. of Trip ⁽¹⁾ | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 2 | 1 | 2 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 12 | 3 | 7 | 6 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 27 | 7 | 11 | 11 | 7 | 6 | 2 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 31 | 13 | 22 | 11 | 9 | 3 | 2 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 38 | 25 | 27 | 9 | 3 | 2 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 32 | 12 | 25 | 8 | 4 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 17 | 11 | 22 | 11 | 5 | 3 | 2 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 24 | 11 | 17 | 6 | 10 | 7 | 2 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 32 | 14 | 15 | 11 | 10 | 7 | 6 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 34 | 14 | 28 | 12 | 4 | 0 | 1 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 27 | 11 | 19 | 6 | 2 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 8 | 11 | 12 | 2 | 1 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 1 | 2 | 6 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 1 | 1 | 0 | 2 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 1 | 0 | 2 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Day: 1

| Hour | Temperature | Relative Humidity | RSP | | | | | | FSP | | | | | | | | | | | |
|-----------|-------------|-------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | |
| 0 to 8760 | °C | % | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 4.84E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.45E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 1.36E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.26E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 3.34E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.08E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 4.31E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.97E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 4.71E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.33E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 3.78E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.48E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 3.43E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.16E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 3.87E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.56E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 4.49E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.13E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 4.27E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.93E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 2.99E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.75E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 1.63E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.50E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 5.72E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.26E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 3.08E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.83E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 2.20E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.02E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 4.40E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.05E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 4.40E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.05E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HG9/ Coach Parking/ depot are derived from site survey.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.03E-08 | 1.68E-07 | 4.27E-07 | 5.45E-07 | 5.66E-07 | 4.59E-07 | 4.56E-07 | 5.13E-07 | 5.83E-07 | 5.26E-07 | 3.61E-07 | 2.11E-07 | 7.13E-08 | 4.30E-08 | 2.97E-08 | 5.15E-09 | 0.00E+00 | 4.85E-09 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.97E-08 | 8.27E-08 | 2.10E-07 | 2.68E-07 | 2.79E-07 | 2.26E-07 | 2.24E-07 | 2.53E-07 | 2.87E-07 | 2.59E-07 | 1.78E-07 | 1.04E-07 | 3.51E-08 | 2.12E-08 | 1.46E-08 | 2.53E-09 | 0.00E+00 | 2.38E-09 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.26E-09 | 6.38E-09 | 1.56E-08 | 2.02E-08 | 2.20E-08 | 1.77E-08 | 1.60E-08 | 1.81E-08 | 2.10E-08 | 2.00E-08 | 1.40E-08 | 7.61E-09 | 2.67E-09 | 1.44E-09 | 1.03E-09 | 2.06E-10 | 0.00E+00 | 2.06E-10 | | | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [Sz] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP24 | River Trade Terminal Car Park | HCP24_01 | AREAPOLY | 812446.4 | 825095.9 | 5.0 | 3.9 | 21388.5 | 812446.4 825095.9 812511.0 825090.2 812602.3 824943.5 812587.8 824900.1 812429.3 824966.1 812409.7 825000.5 812446.4 825095.9 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.08E-09 | 5.87E-09 | 1.44E-08 | 1.86E-08 | 2.03E-08 | 1.63E-08 | 1.48E-08 | 1.67E-08 | 1.93E-08 | 1.84E-08 | 1.29E-08 | 7.00E-09 | 2.46E-09 | 1.33E-09 | 9.46E-10 | 1.89E-10 | 0.00E+00 | 1.89E-10 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP31

INDEX

Vehicle Type: HGV9 17

| Hour | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | | | |
|------|----------------------------|-----|---|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| | Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 95 | 14% | Bypass route |
| Starting on Public Road | 605 | 86% | Running inside PTI/ Carpark ^[1] |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 0.00E+00 | 0.00E+00 | 3.61E-05 | 3.14E-06 | 0.00E+00 | 2.00E-05 | 0.00E+00 | 0.00E+00 | 1.77E-05 | 1.55E-06 | 0.00E+00 | 9.84E-06 |
| 11 | 0.00E+00 | 0.00E+00 | 3.61E-05 | 3.14E-06 | 0.00E+00 | 2.00E-05 | 0.00E+00 | 0.00E+00 | 1.77E-05 | 1.55E-06 | 0.00E+00 | 9.84E-06 |
| 12 | 0.00E+00 | 0.00E+00 | 3.63E-05 | 3.14E-06 | 0.00E+00 | 2.00E-05 | 0.00E+00 | 0.00E+00 | 1.79E-05 | 1.55E-06 | 0.00E+00 | 9.84E-06 |
| 13 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 3.62E-05 | 3.14E-06 | 0.00E+00 | 2.00E-05 | 0.00E+00 | 0.00E+00 | 1.78E-05 | 1.55E-06 | 0.00E+00 | 9.84E-06 |
| 16 | 0.00E+00 | 0.00E+00 | 3.61E-05 | 3.14E-06 | 0.00E+00 | 2.00E-05 | 0.00E+00 | 0.00E+00 | 1.78E-05 | 1.55E-06 | 0.00E+00 | 9.84E-06 |
| 17 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

INDEX

Vehicle Type: HGV9 17

Day: 1

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Hour | Temperature °C | Relative Humidity % | RSP | | | | | | FSP | | | | | | | | | | | |
|-----------|----------------|---------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | |
| 0 to 8760 | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 1.64E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.51E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 1.64E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.51E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 1.64E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.51E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 1.64E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.51E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 1.64E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.51E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 |
| (m) | (m) | (m) | (m) | (m ²) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
- According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark).

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.08E-09 | 6.08E-09 | 6.12E-09 | 0.00E+00 | 0.00E+00 | 6.10E-09 | 6.10E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|-----------------------|--------------------------------------|---------------------|---|------------------|--|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.17E-10 | 5.17E-10 | 5.17E-10 | 0.00E+00 | 0.00E+00 | 5.17E-10 | 5.17E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [Sz] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| HCP31 | River Trade Terminal Car Park | HCP31_01 | AREAPOLY | 812273.0 | 825036.6 | 5.3 | 3.9 | 3170.2 | 812273.0 825036.6 812296.4 825083.4 812334.5 825087.7 812323.6 825066.4 812346.8 825054.9 812326.4 825014.2 812273.0 825036.6 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.76E-10 | 4.76E-10 | 4.76E-10 | 0.00E+00 | 0.00E+00 | 4.76E-10 | 4.76E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP32

INDEX

Vehicle Type: HGV7

6

Table with columns: Hour, Start, End, and No. of Trip (0-720). Shows trip counts for each hour from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV8

7

Table with columns: Hour, Start, End, and No. of Trip (0-720). Shows trip counts for each hour from 0 to 23.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Routing (m) table showing distances for starting inside PTI/ Carpark (230m), starting on public road (470m), and total distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing values for Bypass (0), Terminating (0), and Max Adjustment (1).

Day: 1

Table with columns: Hour, Temperature, and Relative Humidity. Shows hourly data from 0 to 24.

Main table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). Contains detailed hourly data for NOx and NO2 emissions.

Routing (m) table showing distances for starting inside PTI/ Carpark (230m), starting on public road (470m), and total distance (700m).

Note: 1. The longest route within each parking site/ depot is used for assessment.

Idling time (min) table showing values for Bypass (0), Terminating (0), and Max Adjustment (1).

Day: 1

Table with columns: Hour, Temperature, and Relative Humidity. Shows hourly data from 0 to 24.

Main table with columns: Hour, Residual Nox (g/s), and Initial NO2 (g/s). Contains detailed hourly data for NOx and NO2 emissions.

HCP32

INDEX

Vehicle Type: HGV7 6
Table with 24 columns (Hour, No. of Trip) and 24 rows (0-23). Shows trip counts for various durations from 0 to 720 minutes.

Day: 1
Table with 15 columns (Hour, Temperature, Relative Humidity, RSP, FSP) and 24 rows (0-23). Shows environmental and operational data.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV8 7
Table with 24 columns (Hour, No. of Trip) and 24 rows (0-23). Shows trip counts for various durations from 0 to 720 minutes.

Day: 1
Table with 15 columns (Hour, Temperature, Relative Humidity, RSP, FSP) and 24 rows (0-23). Shows environmental and operational data.

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 230 | 33% | Bypass route 0 |
| Starting on Public Road | 470 | 67% | Running inside PTI/ Carpark ^[1] 475 |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

Note: 1. The longest route within each parking site/ depot is used for assessment.

Vehicle Type: HGV9

17

Day: 1

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 2 | 1 | 4 | 6 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 4 | 5 | 11 | 6 | 4 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 5 | 7 | 8 | 6 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 7 | 5 | 13 | 4 | 3 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 3 | 3 | 5 | 6 | 5 | 4 | 5 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 7 | 5 | 10 | 4 | 2 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 6 | 7 | 9 | 4 | 1 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 4 | 4 | 8 | 3 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 3 | 3 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 0.00E+00 | 0.00E+00 | 1.76E-03 | 6.86E-04 | 0.00E+00 | 1.40E-03 | 0.00E+00 | 0.00E+00 | 8.64E-04 | 3.38E-04 | 0.00E+00 | 6.90E-04 |
| 10 | 0.00E+00 | 0.00E+00 | 3.18E-03 | 1.05E-03 | 0.00E+00 | 2.14E-03 | 0.00E+00 | 0.00E+00 | 1.56E-03 | 5.16E-04 | 0.00E+00 | 1.05E-03 |
| 11 | 0.00E+00 | 0.00E+00 | 3.01E-03 | 9.65E-04 | 0.00E+00 | 1.97E-03 | 0.00E+00 | 0.00E+00 | 1.48E-03 | 4.75E-04 | 0.00E+00 | 9.70E-04 |
| 12 | 0.00E+00 | 0.00E+00 | 3.36E-03 | 1.22E-03 | 0.00E+00 | 2.50E-03 | 0.00E+00 | 0.00E+00 | 1.65E-03 | 6.01E-04 | 0.00E+00 | 1.23E-03 |
| 13 | 0.00E+00 | 0.00E+00 | 5.86E-04 | 2.88E-04 | 0.00E+00 | 5.88E-04 | 0.00E+00 | 0.00E+00 | 2.88E-04 | 1.42E-04 | 0.00E+00 | 2.89E-04 |
| 14 | 0.00E+00 | 0.00E+00 | 3.69E-03 | 2.03E-03 | 0.00E+00 | 4.16E-03 | 0.00E+00 | 0.00E+00 | 1.82E-03 | 1.00E-03 | 0.00E+00 | 2.05E-03 |
| 15 | 0.00E+00 | 0.00E+00 | 2.93E-03 | 1.07E-03 | 0.00E+00 | 2.20E-03 | 0.00E+00 | 0.00E+00 | 1.44E-03 | 5.29E-04 | 0.00E+00 | 1.08E-03 |
| 16 | 0.00E+00 | 0.00E+00 | 2.93E-03 | 1.16E-03 | 0.00E+00 | 2.36E-03 | 0.00E+00 | 0.00E+00 | 1.44E-03 | 5.69E-04 | 0.00E+00 | 1.16E-03 |
| 17 | 0.00E+00 | 0.00E+00 | 2.17E-03 | 7.93E-04 | 0.00E+00 | 1.62E-03 | 0.00E+00 | 0.00E+00 | 1.07E-03 | 3.90E-04 | 0.00E+00 | 7.98E-04 |
| 18 | 0.00E+00 | 0.00E+00 | 1.50E-03 | 3.79E-04 | 0.00E+00 | 7.74E-04 | 0.00E+00 | 0.00E+00 | 7.40E-04 | 1.87E-04 | 0.00E+00 | 3.81E-04 |
| 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

INDEX

Vehicle Type: HGV9 17

Day: 1

| Hour | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | |
|------|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 2 | 1 | 4 | 6 | 2 | 2 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 4 | 5 | 11 | 6 | 4 | 4 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 5 | 7 | 8 | 6 | 4 | 2 | 2 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 7 | 5 | 13 | 4 | 3 | 1 | 2 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 1 | 0 | 2 | 2 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 3 | 3 | 5 | 6 | 5 | 4 | 5 | 11 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 7 | 5 | 10 | 4 | 2 | 1 | 1 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 6 | 7 | 9 | 4 | 1 | 1 | 1 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 4 | 4 | 8 | 3 | 1 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 3 | 3 | 4 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

| Hour | Temperature | Relative Humidity | RSP | | | | | | FSP | | | | | | | | | | | | |
|-----------|-------------|-------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|----------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | | |
| 0 to 8760 | °C | % | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 7.98E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.34E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 1.44E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.33E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 1.37E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.26E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 1.52E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.40E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 2.66E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.45E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 1.67E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.54E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 1.33E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.22E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 1.33E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.22E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 9.88E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.09E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 6.84E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.29E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | (m) | | | | | | | | | | | | | | | | | | | | | | |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.16E-07 | 3.35E-07 | 3.11E-07 | 3.41E-07 | 6.36E-08 | 4.36E-07 | 3.26E-07 | 3.11E-07 | 2.23E-07 | 1.57E-07 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.06E-07 | 1.65E-07 | 1.53E-07 | 1.68E-07 | 3.13E-08 | 2.14E-07 | 1.60E-07 | 1.53E-07 | 1.10E-07 | 7.75E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|-------|----------------|--------------------|--------------------------|-----------------------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | % | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP32 | Route A | HCP32_A01 | LINE | 811621.1 | 825307.1 | 811624.5 | 825298 | 13 | 5.1 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | |
| | | HCP32_A02 | LINE | 811624.5 | 825298 | 811678.9 | 825280.5 | 19 | 5.4 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| | | HCP32_A03 | LINE | 811678.9 | 825280.5 | 811730.2 | 825399.6 | 31 | 6.7 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| | | HCP32_A04 | LINE | 811730.2 | 825399.6 | 811742 | 825413.8 | 23 | 6.7 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A05 | LINE | 811742 | 825413.8 | 811756.7 | 825444.3 | 16 | 7.9 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| | | HCP32_A06 | LINE | 811756.7 | 825444.3 | 811745.8 | 825461.9 | 16 | 7.9 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A07 | LINE | 811745.8 | 825461.9 | 811668.3 | 825495.9 | 14 | 8.0 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A08 | LINE | 811668.3 | 825495.9 | 811609.8 | 825521.5 | 14 | 7.6 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A09 | LINE | 811609.8 | 825521.5 | 811560.2 | 825542.9 | 14 | 7.6 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| HCP32 | Route B | HCP32_B01 | LINE | 811621.1 | 825307.1 | 811624.5 | 825298 | 13 | 5.1 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| | | HCP32_B02 | LINE | 811624.5 | 825298 | 811678.9 | 825280.5 | 19 | 5.4 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B03 | LINE | 811678.9 | 825280.5 | 811730.2 | 825399.6 | 31 | 6.7 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B04 | LINE | 811730.2 | 825399.6 | 811742 | 825413.8 | 23 | 6.7 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B05 | LINE | 811742 | 825413.8 | 811756.7 | 825444.3 | 16 | 7.9 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B06 | LINE | 811756.7 | 825444.3 | 811751.5 | 825461.7 | 16 | 7.9 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B07 | LINE | 811751.5 | 825461.7 | 811763 | 825475.6 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B08 | LINE | 811763 | 825475.6 | 811782.9 | 825473.1 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B09 | LINE | 811782.9 | 825473.1 | 811793.9 | 825450.8 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B10 | LINE | 811793.9 | 825450.8 | 811924 | 825394 | 14 | 9.7 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:

- 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. For line sources inside River Trade Terminal, vehicle height adopted is the weighted average height of vehicles inside the carpark. For line sources outside River Trade Terminal, a generalized weighted average vehicle height of 2.0m has been adopted as vehicles travel on public roads consist of a combination of light-duty and heavy-duty traffic.
- 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.95E-09 | 1.14E-08 | 1.08E-08 | 1.14E-08 | 1.94E-09 | 1.28E-08 | 1.09E-08 | 1.03E-08 | 7.49E-09 | 5.27E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | Area/Polyarea/Line | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|--------------------|-------|----------------|--------------------|--------------------------|-----------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | % | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP32 | Route A | HCP32_A01 | LINE | 811621.1 | 825307.1 | 811624.5 | 825298 | 13 | 5.1 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | |
| | | HCP32_A02 | LINE | 811624.5 | 825298 | 811678.9 | 825280.5 | 19 | 5.4 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| | | HCP32_A03 | LINE | 811678.9 | 825280.5 | 811730.2 | 825399.6 | 31 | 6.7 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| | | HCP32_A04 | LINE | 811730.2 | 825399.6 | 811742 | 825413.8 | 23 | 6.7 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| | | HCP32_A05 | LINE | 811742 | 825413.8 | 811756.7 | 825444.3 | 16 | 7.9 | 3.9 | 3.64 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| | | HCP32_A06 | LINE | 811756.7 | 825444.3 | 811745.8 | 825461.9 | 16 | 7.9 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A07 | LINE | 811745.8 | 825461.9 | 811668.3 | 825495.9 | 14 | 8.0 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_A08 | LINE | 811668.3 | 825495.9 | 811609.8 | 825521.5 | 14 | 7.6 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_A09 | LINE | 811609.8 | 825521.5 | 811560.2 | 825542.9 | 14 | 7.6 | 1.7 | 1.58 | 41% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| HCP32 | Route B | HCP32_B01 | LINE | 811621.1 | 825307.1 | 811624.5 | 825298 | 13 | 5.1 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| | | HCP32_B02 | LINE | 811624.5 | 825298 | 811678.9 | 825280.5 | 19 | 5.4 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B03 | LINE | 811678.9 | 825280.5 | 811730.2 | 825399.6 | 31 | 6.7 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B04 | LINE | 811730.2 | 825399.6 | 811742 | 825413.8 | 23 | 6.7 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B05 | LINE | 811742 | 825413.8 | 811756.7 | 825444.3 | 16 | 7.9 | 3.9 | 3.64 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B06 | LINE | 811756.7 | 825444.3 | 811751.5 | 825461.7 | 16 | 7.9 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B07 | LINE | 811751.5 | 825461.7 | 811763 | 825475.6 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | HCP32_B08 | LINE | 811763 | 825475.6 | 811782.9 | 825473.1 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B09 | LINE | 811782.9 | 825473.1 | 811793.9 | 825450.8 | 16 | 8.3 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| | | HCP32_B10 | LINE | 811793.9 | 825450.8 | 811924 | 825394 | 14 | 9.7 | 1.7 | 1.58 | 59% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. For line sources inside River Trade Terminal, vehicle height adopted is the weighted average height of vehicles inside the carpark. For line sources outside River Trade Terminal, a generalized weighted average vehicle height of 2.0m has been adopted as vehicles travel on public roads consist of a combination of light-duty and heavy-duty traffic.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP32 | River Trade Terminal Car Park | HCP32_01 | AREAPOLY | 811636.2 | 825466.0 | 5.2 | 3.9 | 13744.6 | 811636.2 825466.0 811677.9 825447.8 811683.2 825459.2 811721.1 825442.8 811658.5 825293.9 811576.7 825322.9 811636.2 825466.0 | 7 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.39E-09 | 1.05E-08 | 9.98E-09 | 1.04E-08 | 1.78E-09 | 1.17E-08 | 1.00E-08 | 9.45E-09 | 6.89E-09 | 4.85E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

HCP35

INDEX

Vehicle Type: NFB8 13

Day: 1

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 60 | 9% | Bypass route |
| Starting on Public Road | 640 | 91% | Running inside PTI/ Carpark ^[1] |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Hour | No. of Trip ^[1] | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|------|----------------------------|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 9.71E-05 | 6.75E-06 | 0.00E+00 | 7.20E-05 | 0.00E+00 | 0.00E+00 | 4.78E-05 | 3.32E-06 | 0.00E+00 | 3.54E-05 |
| 9 | 0.00E+00 | 0.00E+00 | 9.73E-05 | 4.76E-06 | 0.00E+00 | 5.08E-05 | 0.00E+00 | 0.00E+00 | 4.79E-05 | 2.35E-06 | 0.00E+00 | 2.50E-05 |
| 10 | 0.00E+00 | 0.00E+00 | 9.73E-05 | 1.11E-05 | 0.00E+00 | 1.19E-04 | 0.00E+00 | 0.00E+00 | 4.79E-05 | 5.47E-06 | 0.00E+00 | 5.84E-05 |
| 11 | 0.00E+00 | 0.00E+00 | 9.73E-05 | 6.75E-06 | 0.00E+00 | 7.20E-05 | 0.00E+00 | 0.00E+00 | 4.79E-05 | 3.32E-06 | 0.00E+00 | 3.54E-05 |
| 12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 9.75E-05 | 1.63E-05 | 0.00E+00 | 1.74E-04 | 0.00E+00 | 0.00E+00 | 4.80E-05 | 8.01E-06 | 0.00E+00 | 8.55E-05 |
| 14 | 0.00E+00 | 0.00E+00 | 9.77E-05 | 3.57E-06 | 0.00E+00 | 3.81E-05 | 0.00E+00 | 0.00E+00 | 4.81E-05 | 1.76E-06 | 0.00E+00 | 1.88E-05 |
| 15 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 0.00E+00 | 9.75E-05 | 8.33E-06 | 0.00E+00 | 8.89E-05 | 0.00E+00 | 0.00E+00 | 4.80E-05 | 4.10E-06 | 0.00E+00 | 4.38E-05 |
| 17 | 0.00E+00 | 0.00E+00 | 9.73E-05 | 3.57E-06 | 0.00E+00 | 3.81E-05 | 0.00E+00 | 0.00E+00 | 4.79E-05 | 1.76E-06 | 0.00E+00 | 1.88E-05 |
| 18 | 0.00E+00 | 0.00E+00 | 9.73E-05 | 4.76E-06 | 0.00E+00 | 5.08E-05 | 0.00E+00 | 0.00E+00 | 4.79E-05 | 2.35E-06 | 0.00E+00 | 2.50E-05 |
| 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 9.69E-05 | 4.76E-06 | 0.00E+00 | 5.08E-05 | 0.00E+00 | 0.00E+00 | 4.77E-05 | 2.35E-06 | 0.00E+00 | 2.50E-05 |
| 21 | 0.00E+00 | 0.00E+00 | 9.68E-05 | 4.76E-06 | 0.00E+00 | 5.08E-05 | 0.00E+00 | 0.00E+00 | 4.77E-05 | 2.35E-06 | 0.00E+00 | 2.50E-05 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

HCP35

INDEX

Vehicle Type: NFBS 13

| Hour | | No. of Trip ⁽¹⁾ | | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Day: 1

| Hour | Temperature °C | Relative Humidity % | RSP | | | | | | FSP | | | | | | | | | | | | |
|-----------|-------------------|------------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|----------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | | |
| 0 to 8760 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 3.68E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.81E-08 | 6.69E-08 | 7.11E-08 | 6.82E-08 | 0.00E+00 | 7.46E-08 | 6.64E-08 | 0.00E+00 | 6.94E-08 | 6.61E-08 | 6.69E-08 | 0.00E+00 | 6.67E-08 | 6.66E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | | Area/Polyarea/Line | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|-------|--------------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP35 | Route A | HCP35_A01 | LINE | 812503.9 | 825187.5 | 812604.3 | 825248.1 | 16 | 6 | 1.7 | 1.58 | 31% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. For line sources inside River Trade Terminal, vehicle height adopted is the weighted average height of vehicles inside the carpark. For line sources outside River Trade Terminal, a generalized weighted average vehicle height of 2.0m has been adopted as vehicles travel on public roads consist of a combination of light-duty and heavy-duty traffic.

2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark).

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.35E-08 | 3.30E-08 | 3.50E-08 | 3.36E-08 | 0.00E+00 | 3.67E-08 | 3.27E-08 | 0.00E+00 | 3.42E-08 | 3.26E-08 | 3.30E-08 | 0.00E+00 | 3.28E-08 | 3.28E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|--------------------|--------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | % | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| HCP35 | Route A | HCP35_A01 | LINE | 812503.9 | 825187.5 | 812604.3 | 825248.1 | 16 | 6 | 1.7 | 1.58 | 31% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. For line sources inside River Trade Terminal, vehicle height adopted is the weighted average height of vehicles inside the carpark. For line sources outside River Trade Terminal, a generalized weighted average vehicle height of 2.0m has been adopted as vehicles travel on public roads consist of a combination of light-duty and heavy-duty traffic.

2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | |
|--------|-------------------------------|-----------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. [Sz] ^[3] | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) |
| HCP35 | River Trade Terminal Car Park | HCP35_01 | AREAPOLY | 812514.1 | 825243.6 | 5.8 | 3.9 | 1525.1 | 812514.1 825243.6 812520.8 825204.7 812508.6 825197.2 812485.0 825188.3 812484.5 825238.2 812514.1 825243.6 | 6 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.22E-09 | 2.22E-09 | 2.22E-09 | 2.22E-09 | 0.00E+00 | 2.22E-09 | 2.22E-09 | 0.00E+00 | 2.22E-09 | 2.22E-09 | 2.22E-09 | 0.00E+00 | 2.22E-09 | 2.22E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

RTT OTH G1

INDEX

Vehicle Type: HGV9 17

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 7 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 16 | 4 | 7 | 6 | 4 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 19 | 8 | 13 | 6 | 5 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 23 | 15 | 16 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 19 | 7 | 15 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 10 | 6 | 13 | 6 | 3 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 14 | 6 | 10 | 3 | 6 | 4 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 19 | 9 | 9 | 6 | 6 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 20 | 9 | 17 | 7 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 16 | 7 | 11 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 5 | 7 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Routing (m) | | | |
|---|-----|------|---|
| Starting inside PTI/ Carpark ^[1] | 700 | 100% | Bypass route 0 |
| Starting on Public Road | 0 | 0% | Running inside PTI/ Carpark ^[1] 6545 |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 5.75E-03 | 3.15E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.83E-03 | 1.55E-04 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 1.95E-02 | 8.34E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.61E-03 | 4.10E-04 | 0.00E+00 | 0.00E+00 |
| 9 | 0.00E+00 | 0.00E+00 | 5.07E-02 | 3.08E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.49E-02 | 1.51E-03 | 0.00E+00 | 0.00E+00 |
| 10 | 0.00E+00 | 0.00E+00 | 6.68E-02 | 3.85E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.29E-02 | 1.89E-03 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 7.37E-02 | 3.08E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.63E-02 | 1.52E-03 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 6.02E-02 | 2.70E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.96E-02 | 1.33E-03 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 5.07E-02 | 3.35E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.50E-02 | 1.65E-03 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 5.90E-02 | 4.42E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.90E-02 | 2.18E-03 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 6.81E-02 | 4.17E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.35E-02 | 2.05E-03 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 0.00E+00 | 6.81E-02 | 3.29E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.35E-02 | 1.62E-03 | 0.00E+00 | 0.00E+00 |
| 17 | 0.00E+00 | 0.00E+00 | 4.61E-02 | 2.03E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.27E-02 | 1.00E-03 | 0.00E+00 | 0.00E+00 |
| 18 | 0.00E+00 | 0.00E+00 | 2.42E-02 | 1.11E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.19E-02 | 5.47E-04 | 0.00E+00 | 0.00E+00 |
| 19 | 0.00E+00 | 0.00E+00 | 6.89E-03 | 3.10E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.39E-03 | 1.53E-04 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 1.15E-03 | 7.88E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.64E-04 | 3.88E-05 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 2.29E-03 | 1.53E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.13E-03 | 7.52E-05 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

RTT OTH G1

INDEX

Vehicle Type: HGV9 17

Day: 1

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 1 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 7 | 2 | 4 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 16 | 4 | 7 | 6 | 4 | 3 | 1 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 19 | 8 | 13 | 6 | 5 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 23 | 15 | 16 | 6 | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 19 | 7 | 15 | 5 | 3 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 10 | 6 | 13 | 6 | 3 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 14 | 6 | 10 | 3 | 6 | 4 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 19 | 9 | 9 | 6 | 6 | 4 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 20 | 9 | 17 | 7 | 3 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 16 | 7 | 11 | 3 | 1 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 5 | 7 | 7 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 1 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Hour | Temperature °C | Relative Humidity % | RSP | | | | | | FSP | | | | | | | | | | | | | |
|-----------|-------------------|---------------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | | | |
| 0 to 8760 | | | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.62E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.41E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.90E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.19E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.30E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.12E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.04E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.79E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.35E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.08E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.72E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.51E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.30E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.12E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.67E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.46E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.09E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.84E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.09E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.84E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.09E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.93E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.10E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.01E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.14E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.89E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.24E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.82E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.05E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.64E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation (m) | Release Height ⁽²⁾ (m) | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (m) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|------------|--|--------------------|-----------------------------------|------------------|---|------------------|----------------------------------|---|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | | | | | | | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.24E-08 | 4.17E-08 | 1.10E-07 | 1.45E-07 | 1.57E-07 | 1.29E-07 | 1.11E-07 | 1.30E-07 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.24E-08 | 4.17E-08 | 1.10E-07 | 1.45E-07 | 1.57E-07 | 1.29E-07 | 1.11E-07 | 1.30E-07 | 1.48E-07 | 1.46E-07 | 9.86E-08 | 5.18E-08 | 1.48E-08 | 2.51E-09 | 5.01E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 - According to Appendix 1 of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 - According to Appendix 1 of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation (m) | Release Height ^[2] (m) | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|------------|--|--------------------|-----------------------------------|------------------|---|------------------|---------------------------------------|---|----------|----------|----------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | | | | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | | | | | | | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.12E-09 | 2.05E-08 | 5.42E-08 | 7.12E-08 | 7.74E-08 | 6.35E-08 | 5.45E-08 | 6.39E-08 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.12E-09 | 2.05E-08 | 5.42E-08 | 7.12E-08 | 7.74E-08 | 6.35E-08 | 5.45E-08 | 6.39E-08 | 7.29E-08 | 7.19E-08 | 4.85E-08 | 2.55E-08 | 7.26E-09 | 1.24E-09 | 2.46E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix 1 of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix 1 of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ⁽¹⁾ | Area Polygon Source | | | | Source Area (m2) | Source Points String | Number of Points | Vertical Dim. (Sz) (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|---------------------|---|------------------|---------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ⁽²⁾ | | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.37E-10 | 1.82E-09 | 4.72E-09 | 6.22E-09 | 6.87E-09 | 5.58E-09 | 4.72E-09 | 5.47E-09 | 6.33E-09 | 6.33E-09 | 4.29E-09 | 2.25E-09 | 6.44E-10 | 1.07E-10 | 2.15E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.37E-10 | 1.82E-09 | 4.72E-09 | 6.22E-09 | 6.87E-09 | 5.58E-09 | 4.72E-09 | 5.47E-09 | 6.33E-09 | 6.33E-09 | 4.29E-09 | 2.25E-09 | 6.44E-10 | 1.07E-10 | 2.15E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | Source Area (m ²) | Source Points String | Number of Points | Vertical Dim. (Sz) (m) | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|--------------------------|---|-----------|---|----------------------|---------------------|------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation (m) | Release Height ^[2] (m) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| | | | | (m) | (m) | (m) | (m) | Hr 00 | | | | | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811988.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.94E-10 | 1.68E-09 | 4.34E-09 | 5.73E-09 | 6.32E-09 | 5.13E-09 | 4.34E-09 | 5.04E-09 | 5.83E-09 | 5.83E-09 | 3.95E-09 | 2.07E-09 | 5.92E-10 | 9.87E-11 | 1.97E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| RTT_OTH_G1 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G1b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.94E-10 | 1.68E-09 | 4.34E-09 | 5.73E-09 | 6.32E-09 | 5.13E-09 | 4.34E-09 | 5.04E-09 | 5.83E-09 | 5.83E-09 | 3.95E-09 | 2.07E-09 | 5.92E-10 | 9.87E-11 | 1.97E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

RTT OTH G2

INDEX

Vehicle Type: HGV7 6

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV8 7

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 1 | 0 | 2 | 1 | 0 | 1 | 0 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 2 | 0 | 4 | 0 | 2 | 1 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 3 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

| Routing (m) | | | |
|---|-----|------|---|
| Starting inside PTI/ Carpark ^[1] | 700 | 100% | Bypass route 0 |
| Starting on Public Road | 0 | 0% | Running inside PTI/ Carpark ^[1] 6545 |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

Note: 1. The longest route within each parking site/ depot is used for assessment.

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 0.00E+00 | 0.00E+00 | 1.51E-03 | 4.94E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.46E-04 | 2.44E-04 | 0.00E+00 | 0.00E+00 |
| 10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 7.62E-04 | 5.82E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.75E-04 | 2.86E-05 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 7.60E-04 | 2.47E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.74E-04 | 1.22E-04 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 7.59E-04 | 5.82E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.74E-04 | 2.86E-05 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 0.00E+00 | 7.59E-04 | 2.42E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.74E-04 | 1.19E-05 | 0.00E+00 | 0.00E+00 |
| 17 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | | | | | |

RTT OTH G2

INDEX

Vehicle Type: HGV7

6

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

| Hour | Temperature | Relative Humidity | RSP | | | | | | FSP | | | | | | | | | | | |
|-----------|-------------|-------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | |
| 0 to 8760 | °C | % | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 9.42E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 8.65E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 4.71E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.33E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 4.71E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.33E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 4.71E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.33E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 4.71E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.33E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

INDEX

Vehicle Type: HGV8

7

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 1 | 2 | 0 | 0 | 1 | 2 | 1 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 1 | 1 | 2 | 1 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 2 | 2 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 1 | 1 | 4 | 1 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 0 | 0 | 0</ | | | | | | | |

INDEX

| Routing (m) | | | |
|---|-----|------|---|
| Starting inside PTI/ Carpark ^[1] | 700 | 100% | Bypass route 0 |
| Starting on Public Road | 0 | 0% | Running inside PTI/ Carpark ^[1] 6545 |
| Access Road - Arrival | 0 | 0% | |
| Access Road - Departure | 0 | | |
| Total Distance | 700 | | |

| Idling time (min) | |
|-------------------|---|
| Bypass | 0 |
| Terminating | 0 |
| Max Adjustment | 1 |

Note: 1. The longest route within each parking site/ depot is used for assessment.

Vehicle Type: HGV9 17

Day: 1

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 5 | 4 | 11 | 17 | 7 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 11 | 14 | 32 | 19 | 11 | 11 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 16 | 20 | 23 | 18 | 12 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 22 | 16 | 38 | 11 | 8 | 2 | 5 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 3 | 1 | 5 | 6 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 8 | 8 | 14 | 17 | 16 | 11 | 14 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 21 | 16 | 29 | 11 | 6 | 2 | 2 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 18 | 20 | 28 | 11 | 2 | 4 | 4 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 11 | 12 | 23 | 8 | 2 | 4 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 9 | 9 | 12 | 11 | 8 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 0.00E+00 | 1.15E-03 | 2.32E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.66E-04 | 1.14E-05 | 0.00E+00 | 0.00E+00 |
| 8 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 0.00E+00 | 0.00E+00 | 7.14E-02 | 6.36E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.51E-02 | 3.13E-03 | 0.00E+00 | 0.00E+00 |
| 10 | 0.00E+00 | 0.00E+00 | 1.27E-01 | 9.42E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.23E-02 | 4.63E-03 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 1.19E-01 | 7.83E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.84E-02 | 3.85E-03 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 1.32E-01 | 9.63E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.50E-02 | 4.74E-03 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 2.65E-02 | 2.82E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.31E-02 | 1.39E-03 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 1.47E-01 | 1.80E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 7.22E-02 | 8.88E-03 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 1.19E-01 | 9.74E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.85E-02 | 4.79E-03 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 0.00E+00 | 1.19E-01 | 1.02E-02 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.85E-02 | 5.02E-03 | 0.00E+00 | 0.00E+00 |
| 17 | 0.00E+00 | 0.00E+00 | 8.52E-02 | 6.77E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.19E-02 | 3.33E-03 | 0.00E+00 | 0.00E+00 |
| 18 | 0.00E+00 | 0.00E+00 | 6.45E-02 | 4.19E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.17E-02 | 2.06E-03 | 0.00E+00 | 0.00E+00 |
| 19 | 0.00E+00 | 0.00E+00 | 2.30E-03 | 1.53E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.13E-03 | 7.52E-05 | 0.00E+00 | 0.00E+00 |
| 20 | 0.00E+00 | 0.00E+00 | 1.15E-03 | 4.54E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.64E-04 | 2.23E-04 | 0.00E+00 | 0.00E+00 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

INDEX

Vehicle Type: HGV9 17

| Hour | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | | | |
|------|----------------------------|-----|----|----|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|---|
| | Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 6 | 7 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 7 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 8 | 9 | 0 | 5 | 4 | 11 | 17 | 7 | 5 | 6 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 9 | 10 | 0 | 11 | 14 | 32 | 19 | 11 | 11 | 3 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 10 | 11 | 0 | 16 | 20 | 23 | 18 | 12 | 5 | 5 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 11 | 12 | 0 | 22 | 16 | 38 | 11 | 8 | 2 | 5 | 8 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 12 | 13 | 0 | 3 | 1 | 5 | 6 | 0 | 1 | 1 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 13 | 14 | 0 | 8 | 8 | 14 | 17 | 16 | 11 | 14 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 14 | 15 | 0 | 21 | 16 | 29 | 11 | 6 | 2 | 2 | 7 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 15 | 16 | 0 | 18 | 20 | 28 | 11 | 2 | 4 | 4 | 8 | 5 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16 | 17 | 0 | 11 | 12 | 23 | 8 | 2 | 4 | 3 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17 | 18 | 0 | 9 | 9 | 12 | 11 | 8 | 4 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18 | 19 | 0 | 0 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 19 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 20 | 21 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 21 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 22 | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 23 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

Note: 1. No. of trips at different soaking times for all vehicles in existing HGV/ Coach Parking/ depot are derived from site survey.

Day: 1

| Hour | Temperature | Relative Humidity | RSP | | | | | | FSP | | | | | | | | | | | | | | |
|-----------|-------------|-------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-----------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | | | | |
| 0 to 8760 | °C | % | | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 0.00E+00 | 5.24E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.82E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 0.00E+00 | 3.25E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.99E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 5.76E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.30E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 5.39E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.96E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 5.97E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.49E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 1.20E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.11E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 6.65E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.12E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 5.39E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.96E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 0.00E+00 | 5.39E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.96E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 0.00E+00 | 3.87E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.57E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 0.00E+00 | 2.93E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.70E-03 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 0.00E+00 | 1.05E-04 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.64E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 0.00E+00 | 0.00E+00 | 5.24E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.82E-05 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ⁽¹⁾ | Area Polygon Source | | | | | Source Points String | Number of Points | Vertical Dim. [S] ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | | | | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.41E-09 | 0.00E+00 | 1.93E-07 | 3.05E-07 | 2.79E-07 | 3.17E-07 | 6.55E-08 | 3.61E-07 | 2.96E-07 | 2.78E-07 | 1.96E-07 | 1.53E-07 | 1.07E-08 | 3.28E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812514.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.41E-09 | 0.00E+00 | 1.93E-07 | 3.05E-07 | 2.79E-07 | 3.17E-07 | 6.55E-08 | 3.61E-07 | 2.96E-07 | 2.78E-07 | 1.96E-07 | 1.53E-07 | 1.07E-08 | 3.28E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO2 - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ⁽¹⁾ | Area Polygon Source | | | | | | | | | | | Number of Points | Vertical Dim. (St) ⁽²⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|-------|-------|----------|----------|----------|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|-----|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | | | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | (m) | (m) | (m) | (m) | (m) | (m) | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.18E-09 | 0.00E+00 | 9.49E-08 | 1.50E-07 | 1.37E-07 | 1.56E-07 | 3.22E-08 | 1.78E-07 | 1.46E-07 | 1.37E-07 | 9.66E-08 | 7.52E-08 | 5.29E-09 | 1.61E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.18E-09 | 0.00E+00 | 9.49E-08 | 1.50E-07 | 1.37E-07 | 1.56E-07 | 3.22E-08 | 1.78E-07 | 1.46E-07 | 1.37E-07 | 9.66E-08 | 7.52E-08 | 5.29E-09 | 1.61E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | |

- Note:
- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (BSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ⁽¹⁾ | Area Polygon Source | | | | | | | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|------------------|-----------------------------------|----------|----------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | | | | | | | | | | | | | | | | | | | | | | | | | | | | (m) | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825254.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.07E-10 | 0.00E+00 | 8.12E-09 | 1.30E-08 | 1.20E-08 | 1.35E-08 | 2.70E-09 | 1.46E-08 | 1.25E-08 | 1.17E-08 | 8.29E-09 | 6.47E-09 | 4.46E-10 | 1.07E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.07E-10 | 0.00E+00 | 8.12E-09 | 1.30E-08 | 1.20E-08 | 1.35E-08 | 2.70E-09 | 1.46E-08 | 1.25E-08 | 1.17E-08 | 8.29E-09 | 6.47E-09 | 4.46E-10 | 1.07E-10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Note:
 1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

| PTI ID | Description | Source ID | Type ^[1] | Area Polygon Source | | | | | | | | | | | Number of Points | Vertical Dim. (Sz) ^[1] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|------------|--|-------------|---------------------|---------------------|----------|----------------|-------------------------------|-------------|---|-------|-------|----------|----------|----------|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-----|--|--|--|--|
| | | | | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | | | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | | |
| | | | | (m) | (m) | (m) | (m) | (m2) | (m) | (m) | (m) | (m) | (m) | (m) | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2a | AREAPOLY | 812059.6 | 825213.8 | 5.1 | 3.9 | 315873.9 | 812059.6 825213.8 811983.3 825081.4 811888.0 824850.0 811640.7 824954.9 811733.8 825175.3 811554.0 825251.8 811337.7 824732.2 811615.9 824539.9 811624.7 824516.3 811602.1 824481.7 811579.6 824484.0 811161.7 824768.4 811489.4 825543.4 811638.8 825478.2 811573.2 825321.9 811721.5 825269.5 811777.1 825397.8 812075.1 825250.7 812059.6 825213.8 | 19 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.87E-11 | 0.00E+00 | 7.47E-09 | 1.19E-08 | 1.10E-08 | 1.24E-08 | 2.48E-09 | 1.35E-08 | 1.15E-08 | 1.08E-08 | 7.63E-09 | 5.95E-09 | 4.10E-10 | 9.87E-11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | |
| RTT_OTH_G2 | River Trade Terminal - Gate 1 - Other Destinations | RTT_OTH_G2b | AREAPOLY | 811983.3 | 825081.4 | 5.1 | 3.9 | 172075.63 | 811983.3 825081.4 812059.6 825213.8 812109.1 825105.8 812141.7 825092.4 812150.5 825117.4 812270.8 825116.8 812294.0 825083.3 812270.7 825036.0 812427.7 824964.1 812589.7 824897.1 812603.7 824941.3 812710.1 824769.5 812614.8 824545.4 812467.0 824608.2 812561.1 824831.0 812397.4 824901.0 812304.8 824676.8 812050.9 824783.6 812146.6 825009.8 811983.3 825081.4 | 20 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 9.87E-11 | 0.00E+00 | 7.47E-09 | 1.19E-08 | 1.10E-08 | 1.24E-08 | 2.48E-09 | 1.35E-08 | 1.15E-08 | 1.08E-08 | 7.63E-09 | 5.95E-09 | 4.10E-10 | 9.87E-11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | | | | | | |

- Note:
- Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 - According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Annex – 6

Source Locations for PTI
(Sam Shing Area)

PTI04

Route A (100%)

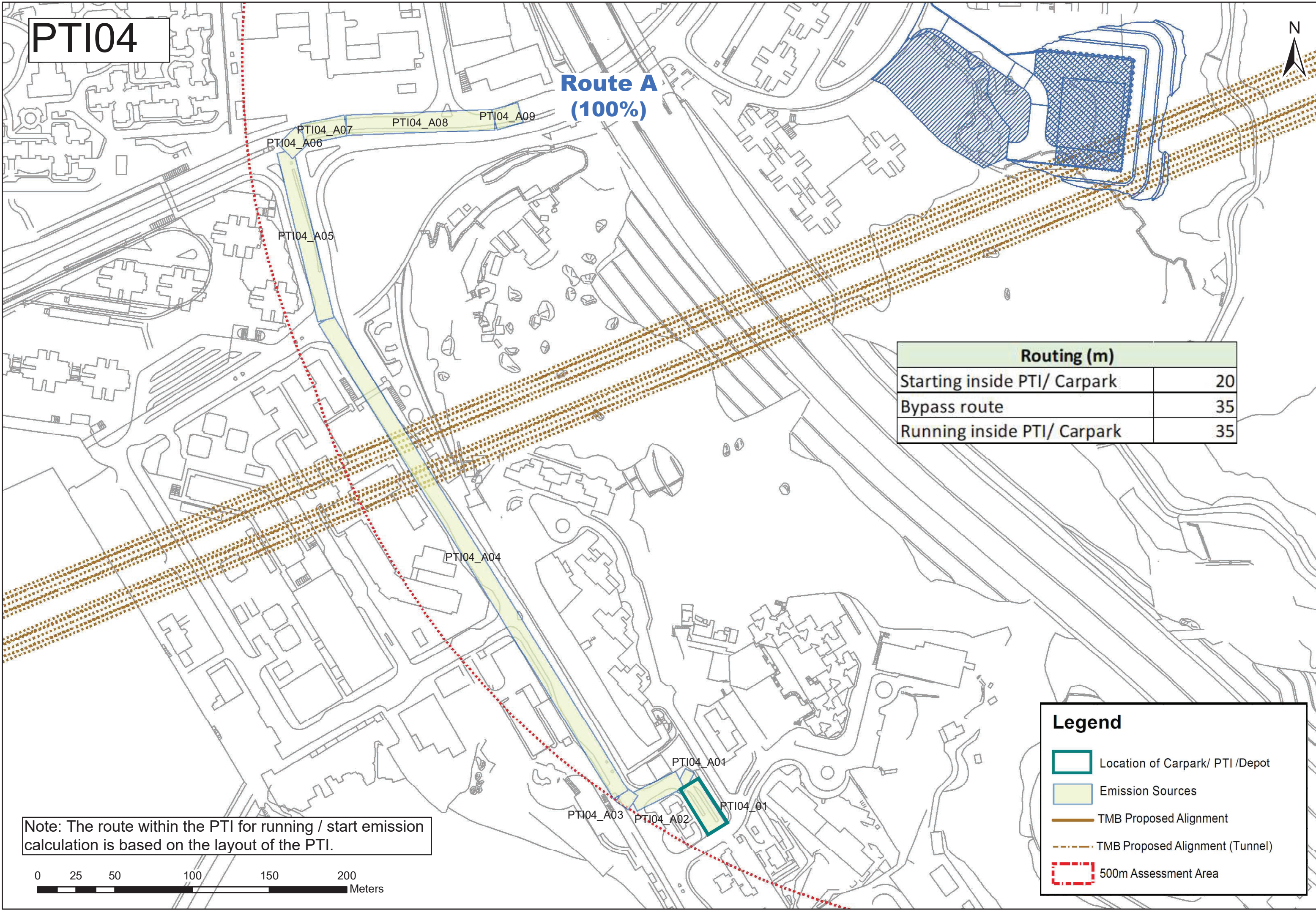


| Routing (m) | |
|------------------------------|----|
| Starting inside PTI/ Carpark | 20 |
| Bypass route | 35 |
| Running inside PTI/ Carpark | 35 |

Legend

- Location of Carpark/ PTI /Depot
- Emission Sources
- TMB Proposed Alignment
- TMB Proposed Alignment (Tunnel)
- 500m Assessment Area

Note: The route within the PTI for running / start emission calculation is based on the layout of the PTI.



Annex – 7a

Emission Inventory for PTI
(Sam Shing Area, Year 2048,
Long Term)

PTI04

INDEX

Vehicle Type: NFB8 13

| Start | End | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| | | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 |
| 0 | 1 | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | | | | | | | | | | | | | | | | | | | |
| 5 | 6 | | | | | | | | | | | | | | | | | | | |
| 6 | 7 | | | 1 | | | | | 2 | 1 | | | | | | | | | | |
| 7 | 8 | | 1 | 2 | | | | | | | | | | | | | | | | |
| 8 | 9 | | 2 | 1 | | | | | | | | | | | | | | | | |
| 9 | 10 | | | | | | | | | | | | | | | | | | | |
| 10 | 11 | | | | | | | | | | | | | | | | | | | |
| 11 | 12 | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | | | | | | | | | | | | | | | | | | | |
| 13 | 14 | | | | | | | | | | | | | | | | | | | |
| 14 | 15 | | | | | | | | | | | | | | | | | | | |
| 15 | 16 | | | | | | | | | | | | 3 | | | | | | | |
| 16 | 17 | | | 3 | | | | | 1 | | | | | | | | | | | |
| 17 | 18 | | 2 | 2 | | | | | | | | | | | | | | | | |
| 18 | 19 | | 1 | 3 | | | | | | | | | | | | | | | | |
| 19 | 20 | 1 | 2 | 2 | | | | | | | | | | | | | | | | |
| 20 | 21 | | | | | | | | | | | | | | | | | | | |
| 21 | 22 | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | | | | | | | | | | | | | | | | | | | |

Note: 1. No. of trips at different soaking times for all vehicles in existing PTI are derived from the site survey.

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 14 | 61 |
| 2 | 13 | 63 |
| 3 | 13 | 63 |
| 4 | 13 | 63 |
| 5 | 13 | 62 |
| 6 | 13 | 61 |
| 7 | 12 | 61 |
| 8 | 13 | 59 |
| 9 | 14 | 53 |
| 10 | 15 | 49 |
| 11 | 17 | 44 |
| 12 | 18 | 42 |
| 13 | 18 | 42 |
| 14 | 18 | 44 |
| 15 | 19 | 44 |
| 16 | 18 | 45 |
| 17 | 17 | 48 |
| 18 | 16 | 54 |
| 19 | 15 | 58 |
| 20 | 15 | 59 |
| 21 | 15 | 60 |
| 22 | 15 | 61 |
| 23 | 14 | 61 |
| 24 | 14 | 62 |

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 20 | 3% | Bypass route |
| Starting on Public Road | 680 | 97% | Running inside PTI/ Carpark ^[1] |
| Access Road Lane - Arrival | 0 | 0% | |
| Access Road Lane - Departure | 0 | | |
| Total Distance | 700 | | |

Note: 1. The route within the existing PTI is based on layout plan.

| Idling time (min) ^[1] | |
|----------------------------------|-----|
| Bypass | 0.5 |
| Terminating | 2 |
| Max Adjustment | 1 |

Note: 1. Idling time is based on site survey.

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 2.05E-04 | 1.07E-04 | 1.11E-05 | 0.00E+00 | 3.77E-04 | 0.00E+00 | 1.01E-04 | 5.26E-05 | 5.47E-06 | 0.00E+00 | 1.86E-04 |
| 8 | 0.00E+00 | 3.26E-05 | 7.98E-05 | 2.58E-06 | 0.00E+00 | 8.76E-05 | 0.00E+00 | 1.60E-05 | 3.93E-05 | 1.27E-06 | 0.00E+00 | 4.32E-05 |
| 9 | 0.00E+00 | 3.26E-05 | 8.01E-05 | 2.05E-06 | 0.00E+00 | 6.97E-05 | 0.00E+00 | 1.60E-05 | 3.95E-05 | 1.01E-06 | 0.00E+00 | 3.43E-05 |
| 10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 5.16E-04 | 7.94E-05 | 4.42E-05 | 0.00E+00 | 1.50E-03 | 0.00E+00 | 2.54E-04 | 3.91E-05 | 2.18E-05 | 0.00E+00 | 7.40E-04 |
| 17 | 0.00E+00 | 2.05E-04 | 1.06E-04 | 6.07E-06 | 0.00E+00 | 2.06E-04 | 0.00E+00 | 1.01E-04 | 5.21E-05 | 2.99E-06 | 0.00E+00 | 1.02E-04 |
| 18 | 0.00E+00 | 4.34E-05 | 1.05E-04 | 3.08E-06 | 0.00E+00 | 1.05E-04 | 0.00E+00 | 2.14E-05 | 5.19E-05 | 1.52E-06 | 0.00E+00 | 5.16E-05 |
| 19 | 0.00E+00 | 4.34E-05 | 1.05E-04 | 3.61E-06 | 0.00E+00 | 1.23E-04 | 0.00E+00 | 2.14E-05 | 5.18E-05 | 1.78E-06 | 0.00E+00 | 6.05E-05 |
| 20 | 2.71E-06 | 5.43E-05 | 1.31E-04 | 2.93E-06 | 0.00E+00 | 9.96E-05 | 1.34E-06 | 2.67E-05 | 6.47E-05 | 1.44E-06 | 0.00E+00 | 4.90E-05 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|--------------------|----------------|-------------------------------|-------------------------------------|-----------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|-------|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height ^[1] | Initial Vertical Dim ^[2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI04 | Route A | PTI04_A01 | LINE | 816048.4 | 826744.2 | 816042.8 | 826747 | 16 | 5 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.46E-08 | 8.04E-09 | 6.39E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.38E-07 | 1.89E-08 | 9.62E-09 | 1.13E-08 | 9.14E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A02 | LINE | 816042.8 | 826747 | 816012.5 | 826731.7 | 12 | 5 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.62E-08 | 1.07E-08 | 8.52E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.84E-07 | 2.53E-08 | 1.28E-08 | 1.50E-08 | 1.22E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A03 | LINE | 816012.5 | 826731.7 | 816004.6 | 826737.2 | 11 | 5.1 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A04 | LINE | 816004.6 | 826737.2 | 815814 | 827044.5 | 11 | 5.3 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A05 | LINE | 815814 | 827044.5 | 815787.7 | 827153.3 | 11 | 5.6 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A06 | LINE | 815787.7 | 827153.3 | 815799.2 | 827164.5 | 13.5 | 5.7 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A07 | LINE | 815799.2 | 827164.5 | 815827 | 827170.2 | 13.5 | 5.7 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A08 | LINE | 815827 | 827170.2 | 815922.9 | 827173.9 | 13.5 | 5.8 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04_A09 | LINE | 815922.9 | 827173.9 | 815939.6 | 827178.6 | 13.5 | 5.9 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:

1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light-duty and heavy-duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.20E-07 | 4.29E-08 | 4.28E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.38E-07 | 1.18E-07 | 5.66E-08 | 5.68E-08 | 7.13E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO₂ - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ^[1] | X | Y | Base Elevation | Release Height ^[2] | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ^[3] | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.92E-08 | 2.11E-08 | 2.11E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-07 | 5.81E-08 | 2.79E-08 | 2.80E-08 | 3.51E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM_{2.5} and PM₁₀ Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Annex – 7b

Emission Inventory for PTI
(Sam Shing Area, Year 2048,
Short Term)

PTI04

INDEX

| Routing (m) | | | |
|---|-----|-----|--|
| Starting inside PTI/ Carpark ^[1] | 20 | 3% | Bypass route |
| Starting on Public Road | 680 | 97% | Running inside PTI/ Carpark ^[1] |
| Access Road Lane - Arrival | 0 | 0% | |
| Access Road Lane - Departure | 0 | | |
| Total Distance | 700 | | |

Note: 1. The route within the existing PTI is based on layout plan.

| Idling time (min) ^[1] | |
|----------------------------------|-----|
| Bypass | 0.5 |
| Terminating | 2 |
| Max Adjustment | 1 |

Note: 1. Idling time is based on site survey.

Vehicle Type: NFB8 13

| Hour | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | | | |
|------|----------------------------|-----|---|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| | Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | | | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | | | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | | | | | | | | | | | | | | | | | | | | | |
| 5 | 6 | | | | | | | | | | | | | | | | | | | | | |
| 6 | 7 | | | 1 | | | | | 2 | 1 | | | | | | | | | | | | |
| 7 | 8 | | 1 | 2 | | | | | | | | | | | | | | | | | | |
| 8 | 9 | | 2 | 1 | | | | | | | | | | | | | | | | | | |
| 9 | 10 | | | | | | | | | | | | | | | | | | | | | |
| 10 | 11 | | | | | | | | | | | | | | | | | | | | | |
| 11 | 12 | | | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | | | | | | | | | | | | | | | | | | | | | |
| 13 | 14 | | | | | | | | | | | | | | | | | | | | | |
| 14 | 15 | | | | | | | | | | | | | | | | | | | | | |
| 15 | 16 | | | | | | | | | | | | | | 3 | | | | | | | |
| 16 | 17 | | | 3 | | | | | 1 | | | | | | | | | | | | | |
| 17 | 18 | | 2 | 2 | | | | | | | | | | | | | | | | | | |
| 18 | 19 | | 1 | 3 | | | | | | | | | | | | | | | | | | |
| 19 | 20 | 1 | 2 | 2 | | | | | | | | | | | | | | | | | | |
| 20 | 21 | | | | | | | | | | | | | | | | | | | | | |
| 21 | 22 | | | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | | | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | | | | | | | | | | | | | | | | | | | | | |

Note: 1. No. of trips at different soaking times for all vehicles in existing PTI are derived from the site survey.

Day: 1

| Hour | Temperature | Relative Humidity |
|-----------|-------------|-------------------|
| 0 to 8760 | °C | % |
| 1 | 8 | 25 |
| 2 | 7 | 24 |
| 3 | 7 | 24 |
| 4 | 6 | 25 |
| 5 | 6 | 26 |
| 6 | 7 | 26 |
| 7 | 6 | 26 |
| 8 | 7 | 26 |
| 9 | 7 | 23 |
| 10 | 8 | 22 |
| 11 | 8 | 22 |
| 12 | 8 | 16 |
| 13 | 9 | 19 |
| 14 | 8 | 18 |
| 15 | 8 | 19 |
| 16 | 8 | 20 |
| 17 | 8 | 22 |
| 18 | 8 | 22 |
| 19 | 8 | 25 |
| 20 | 8 | 26 |
| 21 | 8 | 27 |
| 22 | 8 | 26 |
| 23 | 8 | 30 |
| 24 | 8 | 29 |

| Hour | Residual Nox (g/s) | | | | | | Initial NO2 (g/s) | | | | | |
|------|--------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|-------------------|----------------------|-----------------------------|---------------------------|------------------------------|----------------------|
| | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road |
| 8760 | | | | | | | | | | | | |
| 1 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 0.00E+00 | 2.05E-04 | 1.13E-04 | 1.11E-05 | 0.00E+00 | 3.77E-04 | 0.00E+00 | 1.01E-04 | 5.59E-05 | 5.47E-06 | 0.00E+00 | 1.86E-04 |
| 8 | 0.00E+00 | 3.26E-05 | 8.49E-05 | 2.58E-06 | 0.00E+00 | 8.76E-05 | 0.00E+00 | 1.60E-05 | 4.18E-05 | 1.27E-06 | 0.00E+00 | 4.32E-05 |
| 9 | 0.00E+00 | 3.26E-05 | 8.52E-05 | 2.05E-06 | 0.00E+00 | 6.97E-05 | 0.00E+00 | 1.60E-05 | 4.19E-05 | 1.01E-06 | 0.00E+00 | 3.43E-05 |
| 10 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 0.00E+00 | 5.16E-04 | 8.53E-05 | 4.42E-05 | 0.00E+00 | 1.50E-03 | 0.00E+00 | 2.54E-04 | 4.20E-05 | 2.18E-05 | 0.00E+00 | 7.40E-04 |
| 17 | 0.00E+00 | 2.05E-04 | 1.14E-04 | 6.07E-06 | 0.00E+00 | 2.06E-04 | 0.00E+00 | 1.01E-04 | 5.59E-05 | 2.99E-06 | 0.00E+00 | 1.02E-04 |
| 18 | 0.00E+00 | 4.34E-05 | 1.14E-04 | 3.08E-06 | 0.00E+00 | 1.05E-04 | 0.00E+00 | 2.14E-05 | 5.59E-05 | 1.52E-06 | 0.00E+00 | 5.16E-05 |
| 19 | 0.00E+00 | 4.34E-05 | 1.13E-04 | 3.61E-06 | 0.00E+00 | 1.23E-04 | 0.00E+00 | 2.14E-05 | 5.57E-05 | 1.78E-06 | 0.00E+00 | 6.05E-05 |
| 20 | 2.71E-06 | 5.43E-05 | 1.41E-04 | 2.93E-06 | 0.00E+00 | 9.96E-05 | 1.34E-06 | 2.67E-05 | 6.96E-05 | 1.44E-06 | 0.00E+00 | 4.90E-05 |
| 21 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

PTI04

INDEX

Vehicle Type: NFB8 13

| Hour | | No. of Trip ^[1] | | | | | | | | | | | | | | | | | | | |
|-------|-----|----------------------------|---|----|----|----|----|----|----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|--|
| Start | End | 0 | 5 | 10 | 20 | 30 | 40 | 50 | 60 | 120 | 180 | 240 | 300 | 360 | 420 | 480 | 540 | 600 | 660 | 720 | |
| 0 | 1 | | | | | | | | | | | | | | | | | | | | |
| 1 | 2 | | | | | | | | | | | | | | | | | | | | |
| 2 | 3 | | | | | | | | | | | | | | | | | | | | |
| 3 | 4 | | | | | | | | | | | | | | | | | | | | |
| 4 | 5 | | | | | | | | | | | | | | | | | | | | |
| 5 | 6 | | | | | | | | | | | | | | | | | | | | |
| 6 | 7 | | | 1 | | | | 2 | 1 | | | | | | | | | | | | |
| 7 | 8 | | 1 | 2 | | | | | | | | | | | | | | | | | |
| 8 | 9 | | 2 | 1 | | | | | | | | | | | | | | | | | |
| 9 | 10 | | | | | | | | | | | | | | | | | | | | |
| 10 | 11 | | | | | | | | | | | | | | | | | | | | |
| 11 | 12 | | | | | | | | | | | | | | | | | | | | |
| 12 | 13 | | | | | | | | | | | | | | | | | | | | |
| 13 | 14 | | | | | | | | | | | | | | | | | | | | |
| 14 | 15 | | | | | | | | | | | | | | | | | | | | |
| 15 | 16 | | | | | | | | | | | | | 3 | | | | | | | |
| 16 | 17 | | | 3 | | | | | 1 | | | | | | | | | | | | |
| 17 | 18 | | 2 | 2 | | | | | | | | | | | | | | | | | |
| 18 | 19 | | 1 | 3 | | | | | | | | | | | | | | | | | |
| 19 | 20 | 1 | 2 | 2 | | | | | | | | | | | | | | | | | |
| 20 | 21 | | | | | | | | | | | | | | | | | | | | |
| 21 | 22 | | | | | | | | | | | | | | | | | | | | |
| 22 | 23 | | | | | | | | | | | | | | | | | | | | |
| 23 | 0 | | | | | | | | | | | | | | | | | | | | |

Note: 1. No. of trips at different soaking times for all vehicles in existing PTI are derived from the site survey.

Day: 1

| Hour | Temperature °C | Relative Humidity % | RSP | | | | | | FSP | | | | | | | | | | | | |
|-----------|-------------------|---------------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|-----------------|----------------------|--------------------------------|------------------------------|---------------------------------|----------------------|----------|----------|----------|----------|----------|----------|----------|
| | | | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | Idling (Bypass) | Idling (Terminating) | Running within PTI/ Carpark | Start inside PTI/ Carpark | Start and Run on Access Road | Start on Public Road | | | | | | | |
| 0 to 8760 | | | | | | | | | | | | | | | | | | | | | |
| 1 | 8 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 2 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 3 | 7 | 24 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 4 | 6 | 25 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 5 | 6 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 6 | 7 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 7 | 6 | 26 | 0.00E+00 | 3.70E-07 | 3.81E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.70E-07 | 3.50E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 8 | 7 | 26 | 0.00E+00 | 2.78E-07 | 2.86E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.78E-07 | 2.63E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 9 | 7 | 23 | 0.00E+00 | 2.78E-07 | 2.86E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.78E-07 | 2.63E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 10 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 11 | 8 | 22 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 12 | 8 | 16 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 13 | 9 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 14 | 8 | 18 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 15 | 8 | 19 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 16 | 8 | 20 | 0.00E+00 | 2.78E-07 | 2.86E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.78E-07 | 2.63E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 17 | 8 | 22 | 0.00E+00 | 3.70E-07 | 3.81E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.70E-07 | 3.50E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 18 | 8 | 22 | 0.00E+00 | 3.70E-07 | 3.81E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.70E-07 | 3.50E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 19 | 8 | 25 | 0.00E+00 | 3.70E-07 | 3.81E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.70E-07 | 3.50E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 20 | 8 | 26 | 2.32E-08 | 4.63E-07 | 4.76E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.32E-08 | 4.63E-07 | 4.38E-06 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 21 | 8 | 27 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 22 | 8 | 26 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 23 | 8 | 30 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |
| 24 | 8 | 29 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Road)

| Enclosure ID | Route | Source ID | Type | Line Source | | | | | Area/Polyarea/Line | | | | | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | |
|--------------|---------|-----------|------|-------------|----------|----------|----------|-------|--------------------|--------------------|--------------------------|-----------------------|----------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|--|
| | | | | X | Y | X2 | Y2 | Width | Base Elevation | Release Height [1] | Initial Vertical Dim [2] | Percentage of Routing | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| | | | | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (m) | (%) | | | | | | | | | | | | | | | | | | | | | | | | | |
| PTI04 | Route A | PTI04 A01 | LINE | 816048.4 | 826744.2 | 816042.8 | 826747 | 16 | 5 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 3.46E-08 | 8.04E-09 | 6.39E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.38E-07 | 1.89E-08 | 9.62E-09 | 1.13E-08 | 9.14E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A02 | LINE | 816042.8 | 826747 | 816012.5 | 826731.7 | 12 | 5 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.62E-08 | 1.07E-08 | 8.52E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.84E-07 | 2.53E-08 | 1.28E-08 | 1.50E-08 | 1.22E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A03 | LINE | 816012.5 | 826731.7 | 816004.6 | 826737.2 | 11 | 5.1 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A04 | LINE | 816004.6 | 826737.2 | 815814 | 827044.5 | 11 | 5.3 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A05 | LINE | 815814 | 827044.5 | 815787.7 | 827153.3 | 11 | 5.6 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 5.04E-08 | 1.17E-08 | 9.30E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.01E-07 | 2.76E-08 | 1.40E-08 | 1.64E-08 | 1.33E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A06 | LINE | 815787.7 | 827153.3 | 815799.2 | 827164.5 | 13.5 | 5.7 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A07 | LINE | 815799.2 | 827164.5 | 815827 | 827170.2 | 13.5 | 5.7 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A08 | LINE | 815827 | 827170.2 | 815922.9 | 827173.9 | 13.5 | 5.8 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |
| | | PTI04 A09 | LINE | 815922.9 | 827173.9 | 815939.6 | 827178.6 | 13.5 | 5.9 | 1.7 | 1.58 | 100% | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 4.10E-08 | 9.53E-09 | 7.58E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.64E-07 | 2.25E-08 | 1.14E-08 | 1.34E-08 | 1.08E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | |

Note:
 1. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicles travel on the roads which consist of a combination of light duty and heavy duty traffic. A generalized weighted vehicle height of 2.0m for modeling the start emission spreading on public roads outside PTI/carpark has been adopted.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15.

Emission Inventory for PTI, Bus Depot & Coach Parking (Residual Nox - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.23E-07 | 4.48E-08 | 4.46E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 2.41E-07 | 1.21E-07 | 5.96E-08 | 5.97E-08 | 7.50E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (Initial NO₂ - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 6.04E-08 | 2.20E-08 | 2.20E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.18E-07 | 5.95E-08 | 2.94E-08 | 2.94E-08 | 3.69E-08 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (RSP - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m2) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.56E-09 | 1.17E-09 | 1.17E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.17E-09 | 1.56E-09 | 1.56E-09 | 1.56E-09 | 1.95E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.

Emission Inventory for PTI, Bus Depot & Coach Parking (FSP - Within PTI/Carpark)

Area Polygon Source

| PTI ID | Description | Source ID | Type ⁽¹⁾ | X | Y | Base Elevation | Release Height ⁽²⁾ | Source Area | Source Points String | Number of Points | Vertical Dim. (Sz) ⁽³⁾ | Hourly Emission Rate (g/s or g/s/sq. m) | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--------|------------------------------|-----------|---------------------|----------|----------|----------------|-------------------------------|-------------------|--|------------------|-----------------------------------|---|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|----------|
| | | | | (m) | (m) | (m) | (m) | (m ²) | | | (m) | Hr 00 | Hr 01 | Hr 02 | Hr 03 | Hr 04 | Hr 05 | Hr 06 | Hr 07 | Hr 08 | Hr 09 | Hr 10 | Hr 11 | Hr 12 | Hr 13 | Hr 14 | Hr 15 | Hr 16 | Hr 17 | Hr 18 | Hr 19 | Hr 20 | Hr 21 | Hr 22 | Hr 23 | | | | |
| PTI04 | Castle Peak Bay Bus Terminus | PTI04_01 | AREAPOLY | 816054.2 | 826747.7 | 4.9 | 3.9 | 2683.3 | 816054.2 826747.7 816072.9 826718.3 816061.5 826711.6 816042.6 826740.8 816054.2 826747.7 | 5 | 3.64 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.44E-09 | 1.08E-09 | 1.08E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 1.08E-09 | 1.44E-09 | 1.44E-09 | 1.44E-09 | 1.81E-09 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 | 0.00E+00 |

- Note:
1. Since the parking sites are open sites without any forced mechanical ventilation, the carpark is modelled as AREAPOLY with vertical dimension.
 2. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, release height = 0.5 x 1.7 x vehicle height. Vehicle height adopted is the weighted average height of vehicles inside the carpark.
 3. According to Appendix J of "Transportation Conformity Guidance for Quantitative Hot-spot Analyses in PM2.5 and PM10 Nonattainment and Maintenance Areas" issued by USEPA in Nov 2015, initial vertical dimension = 1.7 x vehicle height/ 2.15. Vehicle height adopted is the weighted average height of vehicles inside the carpark.