



Hong Kong Emission Inventory 2014

Source: Hong Kong EPD

Breakdown of 2014 Emission Inventory

Pollution Source	Source Contribution					
	SO ₂	NO _x	RSP	FSP	VOC	CO
Public Electricity Generation	53%	33%	17%	10%	2%	6%
Road Transport	<1%	19%	14%	17%	20%	60%
Navigation	44%	33%	36%	42%	14%	19%
Civil Aviation	2%	5%	<1%	1%	2%	5%
Other Combustion	1%	10%	14%	16%	4%	9%
Non-combustion	N/A	N/A	15%	10%	58%	N/A
Biomass Burning	<1%	<1%	4%	4%	<1%	1%

Notes: - "N/A" denotes not applicable.

- Percentages may not always add up to 100% due to rounding.

Other combustion sources are defined as sources involving combustion, other than public electricity generation, road transport, navigation and civil aviation. Major contributing sources in this sector include non-road mobile machineries operating in construction sites and container terminals.

Non-combustion sources are defined as those remaining sources that do not involve combustion and only VOC, RSP (PM10) and FSP (PM2.5) emissions are significant. Under this category, the major sources for VOC include paints and associated solvents, consumer products and printing, whereas those for RSP and FSP include paved road dust, cooking fumes, construction dust and quarry production.

Biomass burning is the burning of living and dead vegetation mainly due to human activities. In Hong Kong, the only contributing source in this sector is emissions from hill fires which can produce a large amount of particulates.



2014 香港空氣污染物排放清單
2014 Hong Kong Air Pollutant Emission Inventory

(單位：公噸)
(Unit: Tonnes)

污染源類別 Pollutant Source Categories	二氧化硫 SO ₂	氮氧化物 NO _x	可吸入懸浮粒子 RSP	微細懸浮粒子 FSP	揮發性有機化合物 VOC	一氧化碳 CO
公用發電 Public Electricity Generation	16,880	36,210	980	450	470	3,960
道路運輸 Road Transport	40	21,200	830	760	5,380	39,400
水上運輸 Navigation	14,000	36,200	2,100	1,940	3,830	12,690
民用航空 Civil Aviation	510	5,500	60	60	610	3,590
其他燃燒 ¹ Other Combustion ¹	280	10,440	820	750	1,070	5,630
非燃燒 ² Non-combustion ²	N/A	N/A	910	470	15,600	N/A
生物質燃燒 ³ Biomass Burning ³	0	20	210	170	60	660
Total 總計	31,710	109,570	5,900	4,600	27,020	65,930



備註 Remarks :

如獲得更多資料，數據可能會作出修訂。Data subject to revision when more information is available.

數據進位至最接近的十位數。Figures are rounded to the nearest ten.

百分比以四捨五入至最接近的整數表達。Percentages are rounded to the nearest integer.

因四捨五入關係，各排放源的排放量數字相加可能與總排放量數字略有出入。

There may be slight discrepancies between the sums of individual items and the total emissions shown in the table because of rounding.

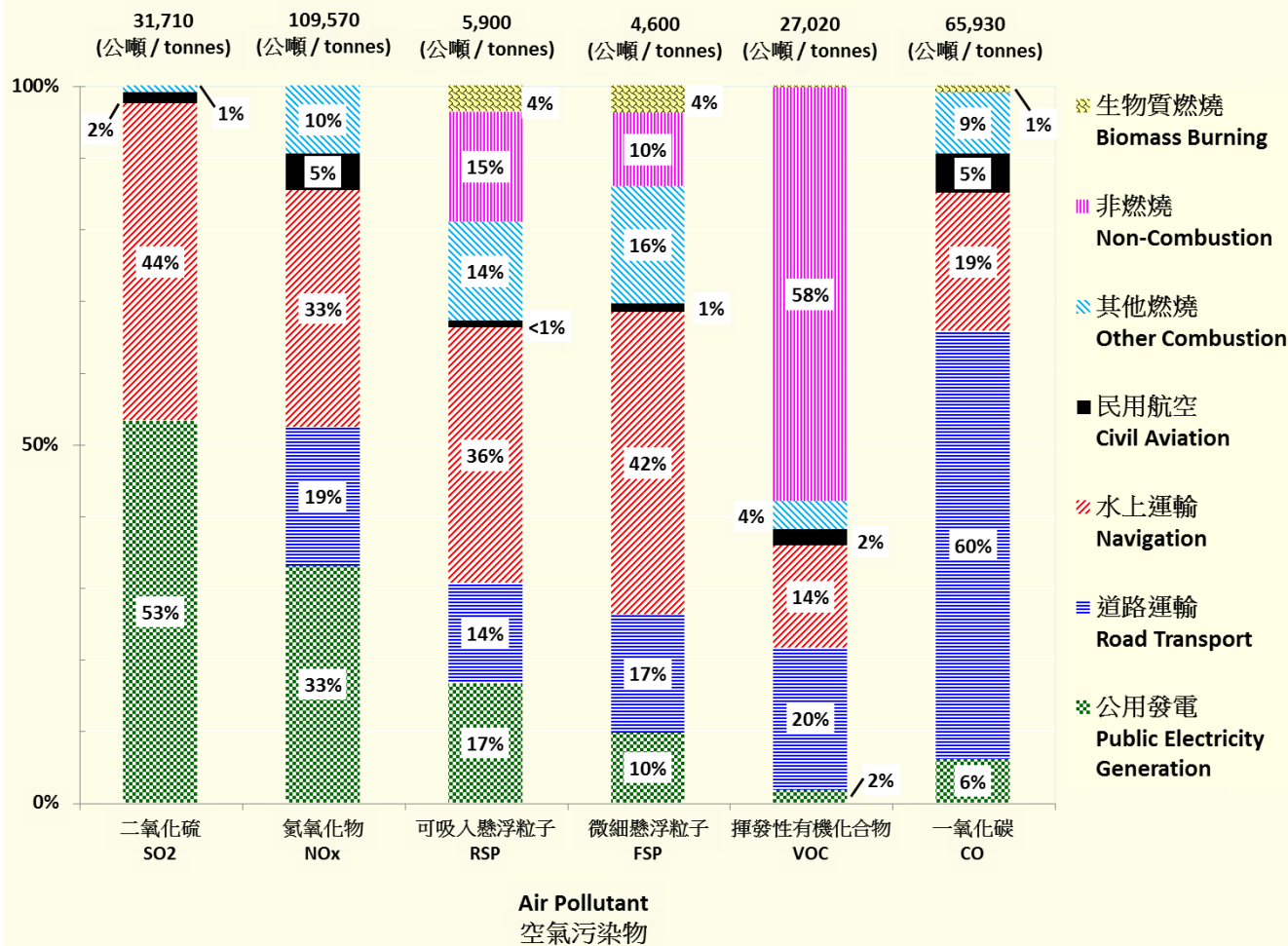
N/A = 不適用。 N/A = Not
Applicable

更新日期：2016年5月。 Updated : May 2016

1. 其他燃料燃燒源包括公用發電、道路運輸、水上運輸及民用航空以外，涉及燃料燃燒的排放源。
當中主要排放源包括在建築工地和貨櫃碼頭運作的非路面流動機械。
Other fuel combustion sources are defined as sources involving combustion, other than public electricity generation, road transport, navigation and civil aviation. Major contributing sources include non-road mobile machineries operating in construction sites and container terminals.
2. 可吸入懸浮粒子及微細懸浮粒子的主要來源包括道路揚塵、煮食油煙、建築揚塵及石礦生產等。
The major sources of RSP and FSP include paved road dust, cooking fumes, construction dust and quarry production.
揮發性有機化合物的主要來源包括漆料及相關溶劑、消費品及印刷。
The major sources for VOC include paints and associated solvents, consumer products and printing.
3. 生物質燃燒源是指涉及燃燒活的和死的植物的排放源，主要由人類活動引致。
Biomass burning is the burning of living and dead vegetation mainly due to human activities.
在香港，山火排放是生物質燃燒類別中唯一的排放源，山火可產生大量的懸浮粒子。
In Hong Kong, the only contributing source in this sector is emissions from hill fires which can produce a large amount of particulates.

2014 年排放清單

2014 Emission Inventory





The changes in emissions in 2014 compared with emissions in 2010 in Hong Kong are shown in the following table:

Pollutant	2010 Emission (Tonnes)	2014 Emission (Tonnes)	Change in Emission 2010-2014	2015 Reduction Target (Reference to 2010)
<i>SO₂</i>	<i>35,490</i>	<i>31,710</i>	<i>-11%</i>	<i>-25%</i>
<i>NO_x</i>	<i>108,500</i>	<i>109,570</i>	<i>+1%</i>	<i>-10%</i>
<i>RSP</i>	<i>6,750</i>	<i>5,900</i>	<i>-13%</i>	<i>-10%</i>
<i>VOC</i>	<i>31,560</i>	<i>27,020</i>	<i>-14%</i>	<i>-5%</i>

Note: Emission figures are rounded up.

Compared with the base year of 2010, SO₂, RSP and VOC emissions in 2014 decreased by 11% to 14%, while NO_x emissions slightly increased by 1%. In the coming year, the local power plants would be required to use more natural gas in power generation in order to meet the tightened emission caps set out in the Second Technical Memorandum. EPD expect that the emissions of SO₂ and NO_x will be reduced substantially in 2015.

Moreover the introduction of legislation to use low sulphur fuel oil at berth will have had a significant effect. (even though the EPD scrapped the shore to ship power policy idea)

Clear the Air awaits the 2015 figures with gasping breath.