

L.N. 101 of 2001

Air Pollution Control (Vehicle Design Standards)
(Emission) (Amendment) Regulation 2001
(Made under section 43 of the Air Pollution Control
Ordinance (Cap. 311) after consultation with
the Advisory Council on the Environment)

1. Commencement

This Regulation shall come into operation on 1 August 2001.

2. Interpretation

Regulation 2 of the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg.) is amended by adding---

"'liquefied petroleum gas' (石油氣) has the same meaning as in section 2 of the Gas Safety Ordinance (Cap. 51);".

3. Vehicle design standards for certain motor vehicles

Regulation 7(1) is amended---

(a) in paragraph (a), by repealing "or taxi which is equipped with a positive-ignition engine" and substituting "which is equipped with a positive-ignition engine or taxi which is equipped with a positive-ignition engine and constructed to operate on unleaded petrol only";

(b) in paragraph (c)(iii), by repealing "on or after 1 July 1999" and substituting "between 1 July 1999 and 31 July 2001 (both dates inclusive)";

(c) by adding---

"(ca) every taxi which is registered on or after 1 August 2001, equipped with a positive-ignition engine and constructed to operate on liquefied petroleum gas only shall be so constructed that the emission from that taxi conforms to the standards specified in Schedule 10A;".

4. Regulation substituted

Regulation 10 is repealed and the following substituted---

"10. Requirements as to engine and fuel

(1) Every motor vehicle (other than a taxi) that is registered on or after 1 January 1992 and is equipped with a positive-ignition engine shall be constructed---

(a) to operate on unleaded petrol only; and

(b) in such a way that a petrol pump dispensing nozzle spout with an outside diameter of 23.6 millimetres cannot be inserted into its filling pipe.

(2) Every taxi that is registered between 1 January 1992 and 31 July 2001 (both dates inclusive) and is equipped with a positive-ignition engine shall be constructed-

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(a) to operate on unleaded petrol only; and

(b) in such a way that a petrol pump dispensing nozzle spout with an outside diameter of 23.6 millimetres cannot be inserted into its filling pipe.

(3) Every taxi registered on or after 1 August 2001 shall be equipped with a positive-ignition engine and shall be constructed---

(a) (i) to operate on unleaded petrol only; and

(ii) in such a way that a petrol pump dispensing nozzle spout with an outside diameter of 23.6 millimetres cannot be inserted into its filling pipe; or

(b) to operate on liquefied petroleum gas only.

(4) This regulation shall not apply to motor cycles and motor tricycles.".

5. Schedule 10A added

The following is added---

"SCHEDULE 10A [reg. 7(1)(ca)]

Vehicle Design Standards (Emission) for

Certain Taxis Registered on or

after 1 August 2001

Emission shall not exceed---

(a) non-methane hydrocarbons 0.16 gram per kilometre

carbon monoxide 2.1 grams per kilometre

oxides of nitrogen 0.25 gram per kilometre

as measured by the 1975 Federal Test Procedure administered by the Environmental Protection Agency of the United States of America;

(b) hydrocarbons 0.25 gram per kilometre

carbon monoxide 2.10 grams per kilometre

oxides of nitrogen 0.25 gram per kilometre

as measured by the 10.15-mode operation administered by the Ministry of Land, Infrastructure and Transport of Japan;

(c) (i) for a vehicle designed to carry no more than 6 passengers including the driver, or the maximum mass of which does not exceed 2 500 kg---

hydrocarbons and oxides of nitrogen combined 0.5 gram per kilometre

carbon monoxide 2.2 grams per kilometre

(ii) for a vehicle designed to carry more than 6 passengers including the driver, or the maximum mass of which exceeds 2 500 kg and the reference mass of which does not exceed 1 250 kg---

hydrocarbons and oxides of nitrogen combined 0.5 gram per kilometre

carbon monoxide 2.2 grams per kilometre

(iii) for a vehicle designed to carry more than 6 passengers including the driver, or the maximum mass of which exceeds 2 500 kg and the reference mass of which exceeds 1 250 kg and does not exceed 1 700 kg---

hydrocarbons and oxides of nitrogen combined 0.6 gram per kilometre
carbon monoxide 4.0 grams per kilometre

(iv) for a vehicle designed to carry more than 6 passengers including the driver, or the maximum mass of which exceeds 2 500 kg and the reference mass of which exceeds 1 700 kg---

hydrocarbons and oxides of nitrogen combined 0.7 gram per kilometre
carbon monoxide 5.0 grams per kilometre

as measured by the Type I test procedure specified in Council Directive 70/220/EEC as amended by Council Directive 98/77/EC, both made by the Council."

6. Motor vehicles with positive-ignition engines not requiring installation of on-board diagnostic system

Schedule 11 is amended by adding---

"(ba) taxi which is constructed to operate on liquefied petroleum gas only; or".

Mrs. Lily YAM

Secretary for the Environment
and Food

28 May 2001

Explanatory Note

This Regulation amends the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg.) ("principal Regulations") and introduces the requirement that taxis first registered on or after 1 August 2001 shall be equipped with a positive-ignition engine and shall be either constructed to operate on unleaded petrol only or constructed to operate on liquefied petroleum gas only. Such taxis constructed to operate on liquefied petroleum gas only are to be subject to the emission standards specified in the new Schedule 10A. Further, a new paragraph (ba) is added to Schedule 11 of the principal Regulations to exempt any taxi constructed to operate on liquefied petroleum gas only from the requirement to be equipped with an on-board diagnostic system.