

**For discussion on  
23 October 2006**

**LEGISLATIVE COUNCIL  
PANEL ON ENVIRONMENTAL AFFAIRS**

**A Proposal to Retrofit Long Idling Pre-Euro Heavy Diesel Vehicles  
with Emission Reduction Devices**

**PURPOSE**

This paper consults Members on a proposal to make it mandatory for long idling pre-Euro heavy diesel vehicles (i.e. vehicles that need to keep their engines running while stationary for operational reasons) to be retrofitted with emission reduction devices.

**BACKGROUND**

2. Pre-Euro heavy diesel vehicles were first registered before 1 April 1995. A pre-Euro heavy diesel vehicle emits 30 times more particulates than a Euro IV model, which is the current statutory requirement for newly registered vehicles.

3. Retrofitting a pre-Euro heavy diesel vehicle with emission reduction device will reduce its particulate emissions by about 30% and help improve air quality at the roadside.

4. When funding was sought from the Finance Committee on 25 June 2004 for the voluntary retrofit programme for long idling pre-Euro heavy diesel vehicles, the Government made it clear that we would mandate the installation of emission reduction devices for these vehicles after the completion of the voluntary retrofit programme.

5. In 2004, we completed a voluntary retrofit programme for all pre-Euro heavy diesel vehicles, except long idling vehicles. An amendment regulation was subsequently passed in 2005 which requires these pre-Euro heavy diesel vehicles to be installed with an approved emission reduction device with effect from 1 April 2006.

6. As for the 2,500 long idling pre-Euro heavy diesel vehicles, we launched a voluntary retrofit programme in July 2005. When the voluntary retrofit programme was concluded in December 2005, 95% of the eligible vehicles participated in the programme. We therefore propose to make the installation mandatory with effect from 1 April 2007. Of the 150 vehicles which did not participate in the voluntary retrofit programme, their owners will have to complete the installation at their own expenses before the mandatory requirement takes effect. Vehicle owners failing to comply with the installation requirement will be liable to cancellation of their vehicle licences.

7. Owing to technological constraints, there are no suitable emission reduction devices for cross-boundary long idling vehicles. In these circumstances, these vehicles will continue to be exempted. At present, there are about 150 registered cross-boundary pre-Euro long idling vehicles.

## **PUBLIC CONSULTATION**

8. Before the commencement of the voluntary retrofit programme in July 2005, we had informed the affected vehicle owners of our plan to make the installation of emission reduction devices mandatory after the completion of the voluntary retrofit programme. We consulted the relevant transport trades and no objection had been received.

9. Prior to the introduction of the voluntary installation programme, the emission control device had been thoroughly tested in conjunction with the transport trades. The tests confirmed that such devices would not cause problems to the operation of the vehicles.

## **FINANCIAL AND CIVIL SERVICE IMPLICATIONS**

10. The proposal will be implemented with existing resources. There will be no additional financial or civil service implications.

## **IMPLEMENTATION**

11. We are preparing the necessary legislative amendments to the Air Pollution Control (Emission Reduction Devices for Vehicles) Regulation (Cap. 311, Sub. Leg. U) for implementing the proposal. We plan to table them at the Legislative Council within this year.

**ADVICE SOUGHT**

12. Members are requested to advise on the proposal set out in paragraph 6.

**Environmental Protection Department  
October 2006**