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No. 8, Jackson Road, Central,  
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(Attn. Ms Annette Lam)

2 July 2008

Dear Ms. LAM :

**Panel on Financial Affairs**  
**Follow-up to meeting on 10 June 2008**

As requested by Members in the above meeting, we provide the following information for Members' reference:

**(1) Technical problems of Euro IV diesel light bus/ bus**

Compared with Euro III diesel light bus/ bus, Euro IV diesel light bus/ bus emits 80% less respirable suspended particulates (RSP) and 30% less nitrogen oxides (NOx). In order to meet the Euro IV emission limit for RSP, some Euro IV diesel light buses are equipped with diesel particulate reduction systems (DPRS). The DPRS will burn the diesel particulates in the exhaust gas to convert them to carbon dioxide and water to reduce the particulates emission. DPRS is a self-cleansing system and can be regenerated automatically. However, if particulates do build up to a certain level, the indicating lights on the dashboard will flash to alert the driver to stop the vehicle at a suitable time and to activate the computer control system to burn the particulates to carbon dioxide and water, to avoid them being emitted to the atmosphere and causing pollution.

As the DPRS needs to operate at high temperature, a small amount of additional fuel will be injected into the engine to increase the temperature of the exhaust gas entering into the DPRS. The vehicle manufacturer anticipates that a tiny amount of diesel may consequently enter into the engine oil tank. It is stated in the vehicle owner's operation manual that the driver should replace engine oil when the level of the engine oil (mixed with diesel) is above a preset safety mark. As long as the level is below the safety mark, the durability of the vehicle engine will not be affected.

Regarding the discontent of light bus/ non-franchised bus trade about the unsatisfactory operation of Japanese Euro IV diesel light buses/ buses, the Environmental Protection Department (EPD) has promised to request the vehicle manufacturer and his local dealer to follow up. In late April, the Japanese vehicle manufacturer has sent his engineers to Hong Kong to understand the operation problems encountered by the trade and to work out improvement measures. The preliminary result has revealed that the situation has been improved. The Japanese vehicle manufacturer plans to send again his engineers to Hong Kong in early July to further follow up the technical problems.

As a small amount of additional fuel is needed to increase the temperature of exhaust gas entering into DPRS to burn off the particulates, the fuel consumption of the vehicle may increase slightly. The actual fuel consumption will depend on the operation of the light bus/bus.

## **(2) Auto Liquefied Petroleum Gas (LPG)**


The emissions of LPG vehicles are less than those of their diesel counterparts. Replacing diesel vehicles by LPG vehicles will help improve roadside air quality. To encourage the use of LPG vehicles, the Government has not imposed any duty on auto LPG.

Since the existing LPG refilling facilities can only support the entire taxi and light bus fleets to use LPG, the Government has restricted the use of LPG to these two vehicle classes.

To extend the LPG refilling network, the Government's policy is that petrol filling stations in the land sales programme have to provide LPG filling facilities, subject to safety requirements being met. The Government will consider the environmental benefits of introducing other LPG vehicles when the LPG refilling network can support the use of LPG for other vehicle classes.

If you have any question, please feel free to contact us.

Yours faithfully,



(Lau Ho-nam)

for Director of Environmental Protection

cc : AA/FS  
CEO(CBD)/ EPD