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Paper for the House Committee

**Report of the Subcommittee on
Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles)
Regulation**

Purpose

This paper reports on the deliberations of the Subcommittee on Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation ("the Regulation").

Background

2. Diesel commercial vehicles are one of the major sources of roadside air pollution. As at end March 2013, there were some 131 200 registered diesel commercial vehicles in Hong Kong, of which about 84 000 were pre-Euro IV diesel commercial vehicles. The Government launched two voluntary incentive schemes in 2007 and 2010 to encourage vehicle owners to replace their pre-Euro and Euro I, as well as Euro II diesel commercial vehicles respectively with new commercial vehicles.

3. To improve roadside air quality and better protect public health, the Chief Executive announced in the 2013 Policy Address that the Government would adopt an incentive-cum-regulatory approach to phase out pre-Euro IV diesel commercial vehicles and set a service life limit of 15 years for newly registered diesel commercial vehicles. These diesel commercial vehicles include goods vehicles, light buses and non-franchised buses ("controlled vehicles"), regardless of whether the vehicles are used commercially or non-commercially.

4. After consulting the Advisory Council on the Environment and the Transport Advisory Committee, the relevant trades including transport operators, vehicle vendors, vehicle body builders and vehicle scrapping agents, the Panel on Environmental Affairs and other stakeholders, the Administration revised its initial proposal of May 2013 and proposed the following in October 2013 –

- (i) an ex-gratia payment ranging from 27% to 33% of the average taxable values of new vehicles will be offered to vehicle owners for phasing out their pre-Euro IV diesel commercial vehicles;
- (ii) pre-Euro IV diesel commercial vehicles will be phased out in phases with reference to their respective dates of first registration. The retirement deadline for the pre-Euro diesel commercial vehicles is 1 January 2016, while that for Euro I is 1 January 2017, Euro II is 1 January 2018 and Euro III is 1 January 2020; and
- (iii) a service life limit of 15 years will be set for newly registered diesel commercial vehicles.

5. To implement the above proposals, the Secretary for the Environment has made the Regulation under section 43 of the Air Pollution Control Ordinance (Cap. 311) to require that registered pre-Euro IV diesel commercial vehicles must, upon each application for a vehicle licence made on or after the specified deadlines, meet the prevailing emission standards applicable to a diesel commercial vehicle of the same class and design weight as if the vehicle were seeking first registration at the time the application for a vehicle licence is made. Failure to comply with the requirement may be a ground for the Commissioner for Transport to refuse to license the vehicles under section 25(1)(iic) of the Road Traffic Ordinance (Cap. 374).

6. The Regulation was gazetted on 25 October 2013 and tabled in the Legislative Council ("LegCo") on 30 October 2013 for negative vetting. Upon completion of the vetting procedures, the Administration will seek the Finance Committee's approval of the funding required to make the ex gratia payment as soon as possible with a view to implementing the phasing-out scheme in the first quarter of 2014.

The Regulation

7. The Regulation is to effect the proposed retirement deadlines for pre-Euro IV diesel commercial vehicles and the proposed service life limit of 15 years for diesel commercial vehicles first registered under the Road Traffic

(Registration and Licensing of Vehicles) Regulations (Cap. 374E) on or after the commencement of the Regulation.

8. Key provisions of the Regulation are as follows –

- (a) section 4(2) specifies the retirement deadlines for pre-Euro, Euro I, Euro II and Euro III diesel vehicles as 1 January 2016, 1 January 2017, 1 January 2018 and 1 January 2020 respectively, and imposes a 15-year service life limit for diesel vehicles first registered on or after 1 February 2014;
- (b) under sections 4 and 5, for the purposes of an application for a vehicle licence under Cap. 374E made on or after the specified dates (or the 15th anniversary of the date of first registration for a diesel vehicle first registered on or after 1 February 2014), the emission of the vehicle must conform to the applicable emission standards under the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311J) as if the vehicle were first registered on the date on which the application is made; and
- (c) section 6 provides for the granting of exemption in exceptional circumstances making it impractical or unreasonable for a vehicle or a type of vehicle to comply with the Regulation.

The Regulation will come into operation on 1 February 2014.

The Subcommittee

9. At the House Committee meeting held on 1 November 2013, members agreed to form a Subcommittee to study the Regulation. The membership list of the Subcommittee is in **Appendix I**.

10. Under the chairmanship of Hon Cyd HO, the Subcommittee has held four meetings with the Administration and received views from the public at one of those meetings. A list of the deputations and individuals who have submitted views to the Subcommittee is in **Appendix II**.

11. To allow sufficient time for the Subcommittee to study the Regulation, a resolution was passed at the Council meeting of 20 November 2013 to extend the scrutiny period to 18 December 2013.

Deliberations of the Subcommittee

Retirement deadlines for vehicles

12. The Subcommittee has studied the retirement deadlines for the controlled vehicles and noted the divergent views expressed by members. There is concern that in comparison with its original proposal in May 2013, the retirement deadlines for Euro I, Euro II and Euro III diesel commercial vehicles in the present proposal of the Administration are each deferred by one year. Whilst such deferment can lessen the financial and operational hardships of existing vehicle owners, the public will be exposed to air pollutants emitted from these old diesel commercial vehicles for a longer period of time. In view of the health hazards to the public, the Subcommittee has examined whether the deadlines in its original proposal can be retained.

13. The Administration has advised that the revised retirement deadlines for Euro I, II and III diesel commercial vehicles will provide more time for the vehicle scrapping trade and the vehicle body building trade to tackle the surge of demand to be brought about by the phasing-out programme. The proposed extension of the retirement deadlines will address the concern of the transport trades and will not compromise the attainment of the new Air Quality Objectives by 2020 and the compliance with the 2015 and 2020 emission reduction targets set by the Government. The Administration has stressed that, for the most polluting pre-Euro diesel commercial vehicles, the proposed retirement deadline will remain unchanged, i.e. 1 January 2016.

14. On the other hand, there is suggestion to further extend the retirement deadlines of Euro I to Euro III diesel commercial vehicles with low mileage on the ground that these vehicles had comparatively low utilization and are less polluting.

15. On the proposal to further extend the deadlines, the Administration has advised that the first registration dates are used in the Regulation for distinguishing pre-Euro IV vehicles of different emission standards. As first registration dates are stated in vehicle registration documents and are not subject to changes, they are easy and clear for pre-Euro IV vehicles owners to understand the phasing-out deadlines applicable to their vehicles. The Administration considers it operationally difficult to prescribe a different retirement deadline for phasing out vehicles with low mileage.

16. The Subcommittee has considered the trades' proposal of granting the ex-gratia payment to vehicle owners upfront while allowing them to decide the exact timing of scrapping their vehicles as long as these owners undertake to

scrap the vehicles before the respective retirement deadline specified under the Regulation. This would enable vehicle owners to make arrangements for replacing their vehicles earlier and more flexibly by making use of the ex-gratia payment.

17. The Administration has advised that a feature of the ex-gratia payment is that its payment level will inversely correlate with the age of the vehicles to be phased out but will not be linked with whether vehicle owners procure new vehicles. This will give greater flexibility to vehicle owners to choose whether and when to buy a replacement vehicle. Thus, the trades' proposal as mentioned above is at variance with the objective of encouraging vehicle owners to replace their vehicles as early as possible.

18. The Subcommittee has considered the view that the retirement deadlines for pre-Euro, Euro I, Euro II and Euro III diesel vehicles being set on "1 January" of 2016, 2017, 2018 and 2020 respectively might somehow lead unwary vehicle owners to mistakenly believe that their vehicles can still run on the road for the entire year of 2016, 2017, 2018 and 2020 respectively.

19. In this connection, the Administration has undertaken that in the future publicity programme for the Regulation, it will put emphasis on the requirement that pre-Euro IV diesel commercial vehicles had to be phased out "no later than 31 December" of the year immediately preceding the retirement deadline in order to avoid giving the impression that these polluting vehicles would still be allowed to be licensed after that day.

Existing vehicles not covered by the Regulation

20. The Subcommittee notes that under the Regulation, pre-Euro IV diesel commercial vehicles will be phased out in stages and diesel commercial vehicles newly registered on or after 1 February 2014 will be subject to a service life limit of 15 years. However, existing Euro IV and V diesel commercial vehicles (about 46 000 in number) which were first registered before 1 February 2014 are neither required to be phased out nor subject to the 15-year service life limit. As such, these Euro IV and V diesel commercial vehicles can theoretically run on the road as long as they can pass the vehicle examination for the annual renewal of vehicle licence despite a number of these vehicles have already been in use for as long as seven years and will eventually attain an age in excess of 15 years. A member has pointed out that despite their age, these existing Euro IV and V diesel commercial vehicles will be more attractive than new diesel commercial vehicles registered on or after 1 February 2014 in the vehicle market as the latter are subject to the 15-year service life limit under the Regulation. Under these circumstances, the Subcommittee has asked the Administration

whether the Regulation should also cover these Euro IV and V diesel commercial vehicles.

21. The Administration has confirmed that existing Euro IV or Euro V diesel commercial vehicles registered before 1 February 2014 are not subject to the Regulation and could have a service life beyond 15 years. The Administration has explained that the proposed retirement deadlines for pre-Euro IV diesel commercial vehicles cover a total of 84 600 vehicles or over 60% of the present 131,200 diesel commercial vehicles registered in Hong Kong. In terms of emission performance, the amounts of respirable suspended particulates and nitrogen oxides in the exhaust emitted from pre-Euro IV diesel commercial vehicles are many times those from Euro IV and V diesel commercial vehicles. Priority is given to dealing with these relatively more polluting vehicles. The Administration expects that the implementation of the proposed retirement deadlines can help reduce emissions of respirable suspended particulates and nitrogen oxides from vehicles by 80% and 30% respectively.

22. Notwithstanding the above, the Administration has pointed out that it does not rule out that in future there would be new measures or legislation that might mandate the replacement or retirement of existing Euro IV or Euro V diesel commercial vehicles though the Administration does not have any specific plan to deal with these vehicles in the meantime.

Measures for ensuring compliance with emission standards

23. The Subcommittee has examined the effectiveness of the existing measures for ensuring compliance with emission standards. The Chairman has observed that many vehicles often undergo minimal maintenance, which enables them to pass periodic vehicle examinations, but begin to generate excessive emission shortly thereafter. She has expressed concern whether existing measures are adequate for ensuring that the diesel commercial vehicles will comply with emission standards required by the Regulation. To this end, she has sought information on the statistics of prosecution cases involving vehicles which have passed the periodic examinations but are later found not to conform to the emission standards while running on the road.

24. According to the Administration, the Environmental Protection Department ("EPD") has been operating a Smoky Vehicle Control Programme, under which accredited spotters report smoky vehicles to EPD. The vehicle owners reported will then be required via an emission testing notice ("ETN") to fix the problem within a prescribed period of 12 working days. In addition, EPD conducts joint roadside operations with the Police to identify smoky vehicles for enforcement actions. In the first ten months of 2013, EPD issued

296 ETNs to diesel commercial vehicles that were spotted to emit excessive smoke within one month of passing the roadworthiness examination of the Transport Department ("TD") for licence renewal.

Exemption under the Regulation

25. Section 6(1) of the Regulation provides that the Authority, viz. the Director of Environmental Protection ("DEP"), if satisfied that exceptional circumstances make it impractical or unreasonable for a controlled vehicle, or a type of controlled vehicle, to comply with the Regulation, may exempt the controlled vehicle or the type of controlled vehicle from the application of the Regulation. Some members are concerned that the proposed Regulation does not specify the criteria for granting exemption or the circumstances that warrant exemption.

26. The Administration has explained that section 6(1) of the Regulation serves to provide the exemption power to DEP to cater for unforeseeable situations, and that under those situations, it may be necessary to make exemption speedily. However, according to the Administration, it is not possible to provide in the Regulation an exhaustive list of circumstances that warrant exemption. In granting an exemption, DEP may impose conditions (such as a validity period for the exemption) under section 6(2).

27. According to the Administration, one possible scenario where an exemption might be granted is the unforeseen disruption of the supply of new vehicles for replacing old vehicles even though the vehicle owners have exercised due diligence for ensuring timely delivery of the new vehicles. The Subcommittee has noted a member's view that a serious natural or man-made disaster at the key production centre of a certain type of vehicles might affect the production of that type of vehicles in such a way that these vehicles could not be delivered on time. This would cause hardships to vehicles owners who have ordered that type of vehicles for replacing their vehicles and give rise to the need for exempting a certain type of vehicles from mandatory retirement under the Regulation.

Mechanism for applying for exemption

28. The Subcommittee has sought information on the mechanism for handling applications for exempting vehicles from the application of the Regulation.

29. The Administration has advised that if a vehicle owner wishes to seek exemption for his vehicle from complying with the emission standards stipulated

in sections 4 and 5 of the Regulation, he could apply in writing to DEP before his vehicle licence application. In line with the existing practice for applying for exemption from vehicle exhaust and noise emissions requirements for the first registration of vehicles, the procedures for exemption application under the Regulation will be set out administratively and no fee will be charged for the application. The Administration has undertaken to publish information about the application on relevant Government websites for vehicle owners' information. The Administration further confirms that DEP's decision whether or not to exempt a vehicle under section 6 of the Regulation would be subject to appeal in accordance with Part VI of Cap. 311.

Notice of exempting a type of controlled vehicles

30. Sections 6(4) and (5) of the Regulation provide that for exempting a type of controlled vehicles, DEP must publish notice of the exemption in the Gazette and that such notice is not subsidiary legislation.

31. The Subcommittee notes that section 6 of the Regulation is modelled on section 6 of the Motor Vehicle Idling (Fixed Penalty) Ordinance (Cap. 611) which provides that DEP may exempt a driver or class of drivers from complying with the idling prohibition, subject to any conditions he or she thinks fit. Under sections 6(5) and (6) of Cap. 611, if DEP exempts a class of drivers, DEP must publish notice of the exemption in the Gazette and the notice of exemption is not subsidiary legislation. Members consider that there are justifiable operational needs for DEP to have such exemption power under Cap. 611.

32. The Chairman opines that even if the notice of exemption under section 6(4) of the Regulation deals with urgent and exceptional circumstances, the negative vetting of the exemption notice as a piece of subsidiary legislation by LegCo would not affect the implementation of exemption as the notice could come into operation upon gazettal when it is still to be vetted by LegCo. The vetting would have an impact on the implementation only if it results in the notice being amended or repealed.

33. Some members are concerned that the express provision in section 6(5) of the Regulation that the notice is not subsidiary legislation deprives LegCo of its power to scrutinize the notice. The Chairman opines that this amounts to the Administration's circumventing LegCo's scrutiny of legislation and inhibiting Members' exercise of their duty to monitor the Government.

34. The Subcommittee has requested the Administration to propose an amendment to the Regulation to the effect that the notice issued by DEP under

section 6(4) for exempting a type of diesel vehicles will have legislative effect and be subject to negative vetting by LegCo.

Supply of vehicles for replacement

35. The Subcommittee notes the difficult operating environment faced by the transport trades and has considered measures to assist the trades to plan the replacement of vehicles. There are worries of that vehicle vendors would lift the prices of new diesel commercial vehicles when the Regulation comes into effect and that a large number of owners would rush to replace their vehicles. There is also concern about shortage of second-hand Euro IV and Euro V commercial vehicles for owners of pre-Euro IV vehicles to replace their retiring vehicles.

36. The Administration has advised that according to vehicle vendors and vehicle body builders, there should be sufficient supply of vehicles to meet market demand. As for second-hand Euro IV and Euro V vehicles, 46,000 of the existing some 130 000 diesel commercial vehicles would be the source. Given the deadlines for replacing their pre-Euro vehicles and Euro I, Euro II and Euro III diesel vehicles being set as 1 January 2016, 1 January 2017, 1 January 2018 and 1 January 2020 respectively, existing vehicle owners should have sufficient time to make arrangements.

37. A member has suggested that the Administration should monitor the prices of new diesel commercial vehicles and follow up with the relevant enforcement authorities under the Competition Ordinance (Cap. 619) on cases in which vendors collude in setting the price of these vehicles after the Regulation comes into effect.

Impact on vehicle servicing

38. The Subcommittee notes the concern that some vehicle owners will choose to scrap their pre-Euro IV vehicles and quit the trades after the implementation of the phasing-out programme. There is also concern whether the vehicle builders have the capacity to meet the demand for retiring and replacing pre-Euro IV diesel commercial vehicles in accordance with the statutory deadlines. The Subcommittee has considered the impact of the phasing-out programme on vehicle servicing and have sought information on the measures for assisting the repair workshop operators whose skills are limited to servicing Euro III or earlier models of commercial vehicles.

39. The Administration has advised that the present proposal to postpone the retirement deadlines for Euro I, II and III vehicles by one year has already taken

into account the views of the vehicle scrapping agents and vehicle body builders in respect of their capabilities to meet service demand. Some of the work process could be outsourced to Mainland workshops. On vehicle servicing, the Administration has advised that it has been requesting vehicle suppliers to make public vehicle maintenance information for the vehicle maintenance trade and vehicle suppliers have been doing so upon request by their customers. Some vehicle suppliers also arrange workshops on vehicle maintenance skills for vehicle maintenance mechanics. On the other hand, the Vocational Training Council ("VTC") is going to set up a database on vehicle maintenance, which will be useful to the vehicle maintenance trade. The Administration is exploring with the VTC and vehicle manufacturers the feasibility of organising vehicle maintenance courses for the vehicle maintenance trade.

Support for vehicle owners for replacing retiring vehicles

40. The Subcommittee has considered measures to assist the trades to plan the replacement of vehicles. The Subcommittee notes the difficulties faced by the transport trades regarding the mandatory retirement deadlines for pre-Euro IV diesel commercial vehicles. In particular, vehicle owners will incur substantial costs in replacing their vehicles which are required to be phased out. Many small or medium enterprises ("SMEs"), especially single-vehicle owners, in the transport trades who could not afford such costs will be forced out of business. Whilst noting that these owners will receive an ex-gratia payment ranging from 27% to 33% of the average taxable values of new vehicles for phasing out their vehicles, some members opine that the Administration should consider providing additional support for vehicle owners to replace vehicles as far as possible.

41. The Administration has pointed out that views of the transport trades have been taken on board such that ex-gratia payment will be payable to owners of pre-Euro IV diesel commercial vehicles as long as they are scrapped before the specified retirement deadlines regardless of whether the owners would acquire replacement vehicles. The Administration has further advised that vehicle owners who intend to purchase new or second-hand diesel commercial vehicles may consider applying for the SME Loan Guarantee Scheme administered by the Trade and Industry Department. Members note that SMEs registered under the Business Registration Ordinance (Cap. 310) with substantive business operations in Hong Kong can apply for loan guarantee under the scheme for acquiring transport facilities relating to the applicant enterprise's business operations.

Streamlining the Certificate of Fitness Examination of non-franchised buses

42. The Subcommittee has considered assistance to the transport trades in the context of licence renewal procedure for certain vehicles. At present, non-franchised buses are required by TD to complete a Certificate of Fitness Examination ("COF") for renewing their licences every three years starting from the 13th year after the year of manufacture of the bus chassis. COF comprises a comprehensive inspection on the mechanical parts and the bodywork of the non-franchised bus, involving the removal of ceiling panels, interior side panels, and passenger seats of the non-franchised bus. With a view to helping reduce the financial burden of non-franchised bus operators, particularly if a 15-year service limit is introduced, members have sought information on whether the COF procedures could be streamlined.

43. The Administration has advised that having considered vehicle safety, TD has worked out a modified COF for the first COF at the 13th year which requires only removing the parts covering the wheel arches for inspection but not the other parts of the bus unless irregularities such as signs of rusting and water ingress are found during inspection. TD plans to implement the modified COF upon the commencement of the Regulation. The Administration advises that the modified COF requires no legislative amendment as it is to be implemented by TD under a guideline put up in the Vehicle Examination Centre and published on the TD's website to verify the roadworthiness of vehicles, in particular on whether their bodywork and fitting are in good and serviceable condition. The examination procedures and the working guidelines have been implemented for years and are familiar and acceptable to the bus trade. The modified COF is in fact the same as the original COF but with a set of modified procedures based on a simplified and phased approach. There is no substantial change of the COF itself. From the legislative perspective, the Commissioner for Transport is authorized under Section 78 of Cap. 374 to carry out the examination of vehicle before licensing a vehicle. The working guidelines are to facilitate the vehicle examination to ensure the roadworthiness of vehicles. In response to members' request for the Administration to publicize the relevant arrangements to the transport sector, the Administration advised that TD has disseminated the information among relevant trade associations of the non-franchised buses sector. TD has planned to implement the modified examination arrangement in early 2014 in tandem with the commencement of the Regulation.

Reduction of first registration tax

44. The Subcommittee notes the view of some members as well as some deputations that as the rates of the first registration tax for goods vehicles are

substantially higher than that for light buses and buses, the Government should consider reducing the first registration tax of goods vehicles to the same level as that of light buses and buses.

Amendment proposed by the Administration

45. In response to the Subcommittee's request (see paragraphs 30 to 34 above), the Administration has proposed an amendment to section 6 of the Regulation as set out in **Appendix III** to remove DEP's power to exempt a type of controlled vehicle from the application of the Regulation. The effect of the proposed amendment is that DEP would only have the power to exempt a controlled vehicle, but not a type of controlled vehicle. Consequentially, the original subsections (4) and (5) regarding the gazettal of a notice of exemption in respect of a type of controlled vehicle would be repealed. However, members are concerned about the Administration's accountability in exercising the exemption power under the proposed amendment because the exemptions would be granted to vehicles individually and the public would in no way know how many such exemptions have been granted over a period of time and the grounds for granting the exemptions. To allay members' concerns, the Administration has undertaken to publish periodic reports on EPD's website, and to report regularly to the Panel on Environmental Affairs, on any exemptions granted under section 6 and the grounds for granting the exemptions. Members raise no objection to the Administration's proposed amendment.

Recommendation

46. The Subcommittee supports the Regulation and the amendment proposed by the Administration, and does not propose any amendment to the Regulation. The Chairman of the Subcommittee has made a verbal report on the deliberations of the Subcommittee at the House Committee meeting on 6 December 2013.

Advice sought

47. Members are invited to note the deliberations of the Subcommittee as set out above.

**Subcommittee on Air Pollution Control (Air Pollutant Emission)
(Controlled Vehicles) Regulation**

Membership list

Chairman Hon Cyd HO Sau-lan

Members Hon LEE Cheuk-yan
Hon CHAN Hak-kan, JP
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon YIU Si-wing
Dr Hon Kenneth CHAN Ka-lok
Hon Kenneth LEUNG
Hon Dennis KWOK
Hon POON Siu-ping, BBS, MH
Hon TANG Ka-piu
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Tony TSE Wai-chuen

(Total : 13 members)

Clerk Mr Derek LO

Legal Adviser Mr Bonny LOO

**Subcommittee on Air Pollution Control (Air Pollutant Emission)
(Controlled Vehicles) Regulation**

**List of organizations and individuals who have given views to
the Subcommittee**

1. China Hongkong and Macau Boundary Crossing Bus Association
2. Chinese International School
3. Citybus Limited
4. Civic Exchange
5. Civic Party
6. Clean Air Network
7. CUHK Master of Public Health Class of 2014
8. Federation of Hong Kong Transport Worker Organizations
9. Friends of the Earth (HK)
10. Green Sense
11. H.K. Trucks Merchants Association Limited
12. H.K. Vehicle Transportation Association
13. Hong Kong Container Drayage Services Association Limited
14. Hong Kong Container Tractor Owner Association
15. Hong Kong District Tourists and Passengers Omnibus Operators Association
16. Hong Kong Fresh Produce Logistics Association
17. Hong Kong Kowloon & N.T. Grab-Mounted Lorries Association Limited
18. Hong Kong Scheduled (GMB) Licensee Association
19. Kowloon District Tourists and Passengers Omnibus Operators Association
20. Kowloon Truck Merchants Association Limited
21. Lok Ma Chau China-Hong Kong Freight Association
22. Members of the public
23. Mr LAU Kok-fan, North District Councillor

24. Ms Smriti SAFAYA and 350 members of the public
25. Public Health Research Centre, The University of Hong Kong
26. Public Omnibus Operators Association
27. School of Public Health, The University of Hong Kong
28. The Chamber of Hong Kong Logistics Industry
29. The Hong Kong Institution of Engineers
30. The Hong Kong Society of Paediatric Respiriology
31. Tsuen Wan District Tourists and Passengers Omnibus Operators Association
32. Tuen Mun District Tourists and Passengers Omnibus Operators Association
33. World Green Organisation
34. Yuen Long District Tourists and Passengers Omnibus Operators Association
35. 北區蔬菜協會
36. 巴士業供應商聯會
37. 關注政府註銷柴油商業車聯盟
38. 香港蔬菜同業聯會

**Air Pollution Control (Air Pollutant Emission)
(Controlled Vehicles) Regulation**

Amendment proposed by the Administration

6. Exemption by Authority

- (1) The Authority, if satisfied that exceptional circumstances make it impractical or unreasonable for a controlled vehicle to comply with this Regulation, may exempt the vehicle from the application of this Regulation for not more than 1 year.
- (2) The exemption may be granted subject to any conditions the Authority thinks fit.
- (3) If a controlled vehicle is exempted, the Authority must give the registered owner of the vehicle written notice of the exemption.