

**立法會**  
**Legislative Council**

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**Paper for the House Committee meeting on 26 June 2015**

**Report of the Subcommittee on Road Traffic Ordinance  
(Amendment of Schedule 10) Order 2015**

**Purpose**

This paper reports on the deliberations of the Subcommittee on Road Traffic Ordinance (Amendment of Schedule 10) Order 2015 ("the Subcommittee").

**Background**

Vehicle emission test and test fee

2. Under section 77B of the Road Traffic Ordinance (Cap. 374) ("the Ordinance"), the Commissioner for Transport may, for the purpose of ascertaining whether a motor vehicle complies with vehicle emission standards, require the registered owner to have the motor vehicle tested at a vehicle emission testing centre ("emission test"). Under section 77C of the Ordinance, the fee specified in paragraph 6(b) of Schedule 10 to the Ordinance shall be payable by the registered owner of a motor vehicle to the proprietor of a Designated Vehicle Emission Testing Centre ("DVETC") for a emission test carried out under Part 8A of the Ordinance ("test fee"). At present, a flat test fee of \$310 is charged for the three types of vehicles described in paragraph 4 below. The test fee was set on a full cost recovery basis in 1998. There are now six DVETCs and they are all privately run.

Increased operating costs of DVETCs

3. The emission test has been upgraded since 1999 to an advanced smoke test, which is done with the aid of a chassis dynamometer. According to the Administration, the advanced smoke test takes a longer time to complete and costs more to run because of the capital outlay for the dynamometer and the supporting equipment as well as their operational expenses. DVETC operators have been urging for an increase in the test fee on the ground that the prevailing test fee of \$310 has not been revised since 1998 and is no longer sustainable.

4. After conducting a review with DVETC operators, the Administration proposed that the test fee of \$310 should be increased to three different levels respectively to reflect the prevailing costs for serving each of the following three types of vehicles –

- (a) \$620 in respect of petrol or liquefied petroleum gas ("LPG") vehicles (i.e. motor vehicles with a positive-ignition engine);
- (b) \$730 in respect of light diesel vehicles (i.e. motor vehicles with a compression-ignition engine and having a permitted gross vehicle weight not exceeding 5.5 tonnes); and
- (c) \$680 in respect of heavy diesel vehicles (i.e. motor vehicles with a compression-ignition engine and having a permitted gross vehicle weight exceeding 5.5 tonnes).

5. To implement the above proposal, the Road Traffic Ordinance (Amendment of Schedule 10) Order 2015 ("the Order") was gazetted on 15 May 2015 and tabled before the Legislative Council on 20 May 2015 for scrutiny. The Order will come into operation on 1 August 2015<sup>1</sup>.

### **The Subcommittee**

6. At the House Committee meeting held on 22 May 2015, members agreed to form a subcommittee to study the Order. The membership list of the Subcommittee is in **Appendix I**. Under the chairmanship of Hon Frankie YICK Chi-ming, the Subcommittee has held three meetings with the Administration and received views from the public at one of those meetings. A list of organizations/individual which/who have submitted views to the Subcommittee is in **Appendix II**.

7. To allow more time for the Subcommittee to study the Order, the Subcommittee Chairman moved a motion at the Council meeting of 10 June 2015 to extend the scrutiny period of the Order to 8 July 2015. The motion was passed.

### **Deliberations of the Subcommittee**

#### Test fee increase

#### *Justifications for test fee increase*

8. The Subcommittee notes that while a flat fee of \$310 is currently charged for an emission test, the test fee will be increased by the Order to three

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<sup>1</sup> Please see paragraphs 19 to 21 of this report.

different levels ranging from \$620 to \$730 for different the abovementioned three types of motor vehicle, which represents an increase by one-fold or more. According to the Administration, the test fee increase will help reduce the operating loss of DVETCs to a more tolerable level although the full costs of providing emission tests may still not be recovered. If the test fees are not raised, some DVETCs may consider withdrawing from the provision of the emission test services.

9. On the other hand, the Subcommittee observes that some members of the transport trades, in particular LPG taxi operators/owners, strongly object to the substantial increase in the test fees as it will drive up their operating expenses in the midst of an already difficult business environment. The transport trades also express concerns about the financial hardship and inconvenience caused to them when their vehicles are caught emitting excessively as they have to suspend business in order to undertake repair and emission tests for the vehicles. They consider it unfair that the increased operating costs of the privately-run DVETCs should be passed by means of the test fee increase onto the transport trades, and ultimately to users of transport services. There is a view among members of the trades that the Government should shoulder responsibility of environmental protection by subsidizing or lowering the test fees payable to DVETCs by transport operators.

10. The Administration explains that the existing test fee of \$310 has not been adjusted since it was set in 1998. With the introduction of the dynamometer-based emission test for diesel and petrol/LPG vehicles by the Environmental Protection Department ("EPD") in 2000 and 2014 respectively, DVETCs have to bear the extra capital cost and operating expenses for the new equipment and the provision of the emission tests services. As all DVETCs are privately-run, it is necessary to set the test fee at a reasonable level to sustain their operation.

11. The Administration further advises that under the "polluter-pays" and "user-pays" principles, vehicle owners should pay the fee for the emission test of their vehicles. It is not justifiable for the Government to make financial contribution in this regard except under special circumstances such as helping the vehicle repair trade to master the skill of fixing excessive emission problems as part of its effort to introduce a more stringent test requirement. As a matter of fact, the fee increase will not affect vehicle owners who have properly maintained their vehicles. For those who have overlooked vehicle maintenance and are subject to the emission test, the test fee increase can be a deterrent to their negligence. In this connection, the Administration informs members that since the launch of the remote sensing scheme in September 2014 for detecting vehicles with excessive emission at roadsides, EPD has monitored the emissions of about 400 000 vehicle counts up to end of April 2015, out of which less than 1% or about 3 100 vehicles have been found with excessive emissions. It shows that most of the vehicles can fulfill the requirements and the increase in the test fee will not cause any burden to vehicle owners who have maintained their vehicles properly.

12. Some members have enquired about the rationale for setting a higher test fee for light diesel vehicles (i.e. \$730) than that for heavy diesel vehicles (i.e. \$680). The Administration explains that the higher test fee for light diesel vehicles merely reflects the higher rentals in the urban areas where such DVETCs operate. DVETCs serving heavy diesel vehicles operate outside the urban areas, where rentals are lower. Centres for heavy diesel vehicles indeed require a larger space for the testing equipment, which is difficult to be found in the urban areas.

*Enhancing sustainability of DVETCs through the test fee increase*

13. Given that the test fee increase is mainly to address the concern of DVETCs as the prevailing test fee level of \$310 is no longer sustainable, the Subcommittee has examined whether the fee increase can indeed help enhance the viability of DVETCs. In view of the decreasing number of smoky diesel vehicles as a result of strengthened emission control measures implemented by the Government (e.g. phasing out of pre-Euro IV diesel commercial vehicles), and potentially the likelihood that fewer vehicles will be required to undergo emission tests at DVETCs in the long run, members are concerned that it will be even more difficult for the business of DVETCs to become or remain viable, while the trend of inflation and rising operating costs of DVETCs will likely persist in the years ahead. This may necessitate further and perhaps more substantial increase in the emission test fees in the near future.

14. The Administration explains that it has looked into the monthly cost of running a DVETC before setting the new test fee levels. DVETCs are also aware of the potential decline in the number of emission tests in the long run because the dynamometer-based emission test and roadside remote sensing scheme will help raise vehicle maintenance condition. The private sector is still interested in the operation of DVETCs because nearly all DVETC operators are also in the business of vehicle repair, and the dynamometers acquired for the emission test can help show to the customers that the repair work has been properly done. As reflected by the DVETC operators, the main hurdle to setting up or sustaining the operation of a DVETC is the unacceptably low test fee. To strike a balance of interests between vehicle owners and DVETC operators, the Administration will in future review the test fees from time to time to keep the emission test fee in pace with cost increases and avoid making substantial fee adjustment at one time.

15. Some members share the suggestion of the transport trades that the Government should, as part of its regulatory work and environmental initiatives, consider providing emission test services with its own resources instead of relying on the private sector to conduct the tests in the long run. This will ensure provision of emission test services while keeping the test fees at levels affordable to vehicle owners. Alternatively, the Administration may consider earmarking spaces at public facilities (such as car parking facilities for heavy vehicles, industrial estates and government complexes) under planning for lease

to DVETC operators at affordable rental levels so that they can provide emission tests at lower fees. Some other members consider that any suggested change to the operation mode of DVETCs involves policy issues which should be dealt with separately from this Order.

16. The Administration emphasizes that DVETCs are essentially operating under the market mechanism. The Government should not interfere with business operation so as not to invite criticisms of the Government giving favour to a particular business. Given the established government policy to recover fees for services on a full cost recovery basis and the "user-pays" principle, the test fee will also need to be fixed on a full cost recovery basis even if the Government provides the test service.

#### *Fees payable for re-testing*

17. The Subcommittee notes that motor vehicles may need to be re-tested after repair because their emission problems have not been properly fixed by the mechanics of vehicle repair workshops. Under such circumstances, it may be unfair for the vehicle owners to bear the cost of re-testing their vehicles. There is a suggestion that the Administration may consider exempting these vehicle owners from payment of re-testing fees once for each emission testing notice ("ETN") issued.

18. The Administration points out that during the initial periods of introducing the dynamometer-based emission tests (in 2000 for smoky diesel vehicles and in 2014 for petrol/LPG vehicles with excessive emissions), the Administration paid the test fee once for those vehicle owners whose vehicles failed an emission test within a certain margin, as the vehicle repair trade then had not fully mastered the skills to fix the emission problem. The special arrangement was terminated after the vehicle repair trade had generally become conversant with the repair. For instance, the special free test arrangement was stopped by end January 2015 in the case of introducing the dynamometer-based emission test for petrol/LPG vehicles.

#### *Effective date of new test fees*

19. While appreciating the difficulties faced by DVETC operators, members in general consider that the Administration should address the concerns of the transport trades about the large magnitude of test fee adjustment, and request the Administration to consider postponing the effective date of implementing the fee increase. The Administration reiterates that the test fee has not been adjusted over the past 17 years albeit the increase in the operating costs of DVETCs, including rental, salary and the expenses associated with the introduction of dynamometer and related ancillary equipment. All DVETC operators have indicated that their operations are not sustainable. Moreover, only a very small fraction of vehicle owners, i.e. those who have not properly maintained and repaired their vehicles, will be affected by the new test fees. The Administration considers that the test fee increase should not be delayed for the few vehicle owners who have not properly maintained their vehicles.

20. Noting the Administration's stance that it will not contemplate delaying implementation of the test fee increase, members have explored with the Administration the alternative of implementing the fee increase in phases. This would help the transport trades to absorb the impact of the fee increase progressively, while the Administration can take time to enhance implementation of the emission tests (e.g. incorporating the emission tests as part of the annual examination for licence renewal of motor vehicles). Specifically, the Chairman suggests the fee increase be implemented by two phases, i.e. 50% of the test fee increase for each type of vehicles concerned comes into operation on 1 August 2015 (i.e. first phase); and the remaining 50% of the fee increase comes into operation 24 months later (i.e. second phase). The Chairman indicates that he may consider moving a motion to repeal the Order if the Administration will not take heed of members' request for a phased implementation of the fee increase.

21. Having regard to members' concerns and suggestions as well as the need to implement the test fee increase, the Administration agrees to accede that the increase in the emission test fee for the abovementioned three types of vehicles be implemented by two phases but counter-proposes that the second phase of the test fee increase should come into operation 18 months (instead of 24 months as suggested by the Chairman) after implementing the first phase. Members in general consider the Administration's counter-proposal acceptable. The Administration will move amendments to the Order to this effect.

### Operation of DVETCs and vehicle repair workshops

#### *Capacity of DVETCs and waiting time for emission test services*

22. The Subcommittee notes that the number of DVETCs for providing test services for diesel vehicles has declined from 12 in 2005 to six at present and indeed owing to equipment breakdown, only two are still in operation. Let aside the issue of sustainability of DVETCs, members have concerns whether the small number of DVETCs can cope with the prevailing demand for emission test services for the abovementioned three types of vehicles, and if not, diesel vehicles will have to face a prolonged waiting time for the services. To assess the demand for emission test services, members have also sought information on the number of vehicles served with ETNs and the number of emission tests performed by DVETCs in 2014.

23. The Administration advises that the numbers of vehicles tested for ETNs issued in 2014 for diesel vehicles up to 5.5 tonnes, diesel vehicles over 5.5 tonnes, and petrol and LPG vehicles are 1 658, 2 630 and 2 434 respectively. According to the Administration's assessment, each DVETC can handle about 32 emission tests per day. Assuming 240 working days a year, a DVETC can execute about 7 700 emission tests a year. As there is currently one DVETC in operation for diesel vehicles over 5.5 tonnes and another for smaller diesel vehicles; and four DVETCs in operation for petrol/LPG vehicles, the

Administration considers that the testing capacity is well above the demand for emission test services.

### *Vehicle repair*

24. Some members consider that the Administration should put in place measures to help the vehicle repair trade to improve their skills for rectifying problems of vehicles to pass the emission test, thereby minimizing the need of re-testing and hence payment of re-testing fees by the vehicle owners.

25. The Administration advises that as part of the preparation for introducing the strengthened emission control for petrol/LPG vehicles, the Administration held over 40 dynamometer-based emission test demonstration cum seminars to help the vehicle maintenance trade to understand the new test method and the maintenance needed for fixing excessive emission problems. The Administration will continue to work closely with vehicle repair trade associations to disseminate the relevant vehicle maintenance information to the trade, and arrange as necessary further seminars and emission test demonstrations etc. for their members.

26. The Administration further advises that it has liaised with the Vocational Training Council ("VTC") to incorporate vehicle maintenance information in their vehicle technology training courses. From 2014 to 2015, VTC organized 12 classes for in-service mechanics on fixing the excessive emission problems of petrol/LPG vehicles. The Administration observes that the vehicle repair trade on the whole has now mastered such skills. To assist individual mechanics who may still encounter problems during the vehicle repair, the Administration is now operating a hotline to provide technical advice on vehicle repair to vehicle mechanics. If necessary, EPD staff will join the mechanic in diagnosing the excessive emission problem and the necessary repair works (including tuning the engine-combustion system). The Administration also offered free emission test for ascertaining the effectiveness of the repair during the initial stage. The Administration points out that the demand for such technical assistance has reduced from a few cases per day when the strengthened emission control was just launched to less than once per week at present, as vehicle mechanics have got more familiar with the vehicle repair.

27. The Subcommittee has sought information on the number of emission tests that smoky vehicles have to undergo on average upon each ETN served in 2014. Members note that the average number of tests per vehicle in that year is 1.4, for diesel vehicles up to 5.5 tonnes, 1.2 for diesel vehicles over 5.5 tonnes, and 1.5 for petrol and LPG vehicles. The Administration considers the problem for vehicles to be re-tested for each ETN issued is not serious.

## Emission test

### *Prescribed period for passing an emission test*

28. The Subcommittee notes that owners of vehicles found to have excessive emissions and served with an ETN will be required to pass the emission test at a DVETC within 12 working days so as to ensure the problem is rectified. Failure to meet the requirement will lead to cancellation of the licence of the vehicle concerned.

29. Some members are concerned that if a vehicle is caught emitting excessively, the owner may not be able to have the emission problem of the vehicle fixed timely, for reasons such as a long waiting time for vehicle repair services or delivery of replacement parts, in order to pass a emission test within the prescribed period of 12 working days upon receipt of an ETN. The Administration informs members that there is already a standing practice to extend the prescribed period for passing the emission test for vehicles that have a genuine need for more time to fix their excessive emission problems. The owner or his mechanic can apply for the extension by mail/fax or in person to EPD with justifications. Each case will be considered on its merits.

### *Inclusion of emission test in the annual examination for licence renewal of motor vehicles*

30. The Subcommittee has discussed with the Administration the feasibility and timing to include dynamometer-based emission tests as part of the annual examination for licence renewal of motor vehicles, so that the vehicles will not need to undergo additional emission tests in the same year after passage of the annual examination, which should help reduce the cost burden arising from emission tests on vehicle owners.

31. As advised by the Administration, it is working on the inclusion of dynamometer-based emission test as part of the annual examination of motor vehicles to align with the policy of reducing vehicular emissions and improving roadside air quality. While the proposal has yet to be implemented given the lead time for making various preparations, vehicle owners are still obliged to properly maintain and repair their vehicles to avoid them causing excessive emissions. The Administration stresses that as long as a vehicle owner fulfils his responsibility to properly repair and maintain his vehicle, he needs not pay the test fee.

## Replacement of catalytic converters

32. As advised by the Administration, petrol and LPG vehicles rely on their catalytic converters to reduce emissions and the converters need to be replaced periodically. In August 2013, EPD launched a one-off subsidy scheme to assist owners of petrol and LPG taxis and public light buses ("PLBs") to replace the catalytic converters and oxygen sensors of their vehicles to reduce emissions



("the Scheme") and help the owners develop the habit of timely replacement of these major emission reduction devices. Participation in the Scheme was voluntary, and the Scheme completed in April 2014. According to the Administration, about 17 000 or 80% of taxis and PLBs participated in the Scheme.

33. The Subcommittee notes that some members of the taxi trades have complained that the catalytic converters provided under the Scheme are quickly worn out and cannot help reduce emissions from motor vehicles effectively because they are not original equipment manufactured ("OEM") devices. The trades consider that the Administration should deploy resources and take measures to help the transport trades to replace these catalytic converters under the Scheme by OEM types. In this connection, the Subcommittee notes that for the 180 and 1 862 ETNs issued for PLBs and taxis respectively between September 2014 and April 2015, 148 PLBs and 1 086 taxis are vehicles with converters replaced under the Scheme.

34. The Administration clarifies that vehicles may still have excessive emissions after replacement of catalytic converters if other vehicle parts (e.g. mixers, evaporators and exhaust gas recirculation devices) have not been properly fixed. After these defective parts have been properly fixed, the vehicles should be able to pass the emission test. Besides, catalytic converters may be worn out over use and need to be replaced at suitable intervals. In the case of LPG taxis and PLBs, replacement should be made after some 100 000 kilometre mileage.

35. In light of the concerns of the transport trades about the quality of catalytic converters provided under the Scheme, the Subcommittee has enquired with the Administration about its mechanism for selecting the devices and handling complaints from vehicle owners concerned. The Subcommittee notes that EPD adopted Government's standing open tendering procedures in procuring the catalytic converters and oxygen sensors as well as arranging for their replacement services. Also as a standard practice, EPD has specified in the tender objective technical performance standards of the products without considering their make of origin.

36. The Administration advises that, to ensure the quality of the converters under the Scheme, EPD has requested tenderers of non-proprietary products to provide third-party emission reduction performance testing reports to prove that their products comply with the specifications. Also a 12-month free warranty was provided to all products supplied under the Scheme. Comparing with the usual trade practice which offers no warranty for parts, the scheme indeed can provide greater protection to vehicle owners. EPD has also established procedures for handling warranty claims, including checking if the precious metal content (which is critical to the emission reduction) of the catalytic converters can meet the stipulated standards, and requiring the manufacturer to investigate into broken converters. If the investigation finds no quality problem, EPD will invite experts from VTC to review and provide third-party

opinion to ensure the investigation results are fair and protect the interests of the vehicle owners, and inform the vehicle owners of the results. Under such arrangement, EPD received about 230 complaints from vehicle owners (i.e. involving 230 vehicles) against the replaced parts or replacement services which is about 1% of the vehicle owners participated in the Scheme.

#### Location of remote sensing equipment for screening vehicles with excessive emission

37. The Subcommittee notes the concerns from some members of the transport trades about the objectivity of emission measurement if the remote sensing equipment deployed by EPD for screening petrol and LPG vehicle emission is placed at the lower end of steep roads, where vehicles will normally generate more emissions as a result of more fuel combustion when running uphill. The Subcommittee has enquired about the Administration's considerations for determining the locations for placing remote sensing equipment on roads.

38. According to the Administration, in deploying remote sensing equipment, EPD has made reference to similar international practices and guidelines. The equipment is set up at locations with smooth traffic including flat road or slight uphill road to detect emissions from vehicles under normal driving conditions. If vehicles' parts (including emission reduction device) are operating normal, they will not be detected with excessive emissions. EPD will not deploy remote sensing equipment at down slope road section because vehicles' engines are not under loading when going downhill and the emissions cannot reflect whether the vehicles' parts or emission reduction devices are functioning properly.

#### Restriction on importation of diesel taxis

39. The Subcommittee notes that while LPG vehicles are a clean alternative to diesel vehicles, there are criticisms from the taxi trades about the existing policy restriction on importation of diesel taxis as it has in effect limited the options of vehicle types/brands for making replacement of older taxis. Some members of the trades consider that the Government should lift the restriction so long as the new taxis (including diesel taxis) acquired for replacement can meet the prescribed statutory emission standards. In their views, this will help address the maintenance/repair problems and cost concerns associated with LPG taxis without undermining the goal of improving roadside air quality. Members have sought the Administration's views in this regard.

40. The Administration advises that EPD welcomes the introduction of more environmentally friendly vehicles into Hong Kong, and also encourages different LPG taxi brands to come into the local market. As observed, there are currently three LPG taxi brands, one petrol hybrid model and one electric model running in Hong Kong. The Administration points out that for diesel cars, despite the advancement in emission reduction technology, their nitrogen

oxides emissions can still be four times higher than those from petrol or LPG counterparts. Given that roadside air pollution remains serious, the Administration does not consider it opportune to relax control on the use of diesel taxis. At the request of the Subcommittee, the Administration has provided supplementary information for members' reference on the respective emission caps adopted by the European Union for Euro 6 diesel, petrol and LPG vehicles; and the emission performance of diesel vehicles compared to that of petrol and LPG vehicles if the former are equipped with selective catalytic reduction devices.

### **Proposed amendments**

41. A copy of the Administration's proposed resolution to amend the Order for introducing the phased implementation of the emission test fee increase as set out in paragraphs 20 and 21 above is given in **Appendix III**. The Administration intends to move the proposed resolution at the Council meeting of 8 July 2015 to give effect to the amendments.

42. The Subcommittee will not move any amendments in its name.

### **Advice sought**

43. Members are invited to note the contents of this report.

Council Business Division 1  
Legislative Council Secretariat  
25 June 2015

**Subcommittee on Road Traffic Ordinance (Amendment of Schedule 10) Order 2015**

**Membership list**

**Chairman** Hon Frankie YICK Chi-ming

**Members** Hon Cyd HO Sau-lan, JP  
Hon CHAN Hak-kan, JP  
Dr Hon KWOK Ka-ki  
Hon POON Siu-ping, BBS, MH  
Hon TANG Ka-piu

(Total: 6 members)

**Clerk** Ms Angel SHEK

**Legal Adviser** Miss Carrie WONG

**Subcommittee on Road Traffic Ordinance (Amendment of Schedule 10) Order 2015**

**List of deputations and individual  
who have submitted views to the Subcommittee**

- \*1. China Inspection Company Limited
  2. Chung Shing Taxi Limited
  - \*3. Environmental Technology Consultants Limited
  4. Hong Kong Commercial Vehicle Maintenance Association
  5. Hong Kong Container Tractor Owner Association Limited
  6. Hong Kong, Kowloon and NT Public and Maxicab Light Bus Merchants' United Association
  7. Hong Kong Taxi Owners' Association Limited
  - \*8. Hong Kong Vehicle Carbon Emission Testing Company Limited
  9. Hong Kong Vehicle Repair Merchants Association Limited
  10. LPG Vehicle Supporting Association
  11. Mr LUI Ah-fook
  12. NT Taxi Operations Union
  13. Sun Star Taxi Operators Association
  14. Taxi Dealers & Owners Association Limited
  15. The Kowloon Taxi Owners Association Limited
  16. Transport and Logistics Services Council
  - \*17. Union Inv. Holdings Limited
  18. United Friendship Taxi Owners & Drivers Association Limited
  19. Wai Yik HK, KLN and NT Taxi Owners Association Limited
  - \*20. Yau Shing Motor Services Limited
  21. 環保汽車維修同業聯會
  22. 西北區的士司機從業員總會
- \* submitted written views only

**Interpretation and General Clauses Ordinance**

**Resolution of the Legislative Council**

**Road Traffic Ordinance (Amendment of Schedule 10)  
Order 2015**

Resolution made and passed by the Legislative Council under section 34(2) of the Interpretation and General Clauses Ordinance (Cap. 1) on 2015.

**Resolved** that the Road Traffic Ordinance (Amendment of Schedule 10) Order 2015, published in the Gazette as Legal Notice No. 90 of 2015 and laid on the table of the Legislative Council on 20 May 2015, be amended as set out in the Schedule.

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## Schedule

### Amendments to Road Traffic Ordinance (Amendment of Schedule 10) Order 2015

**1. Section 1 substituted**

Section 1—

**Repeal the section**

**Substitute**

**“1. Commencement**

(1) This Order, except section 3(2), (3) and (4), comes into operation on 1 August 2015.

(2) Section 3(2), (3) and (4) comes into operation on 1 February 2017.”.

**2. Section 3 amended (Schedule 10 amended (requirements applicable to vehicle emission testing centres))**

(1) Section 3—

**Renumber the section as section 3(1).**

(2) Section 3(1), new paragraph 6(b)(i)—

**Repeal**

“\$620”

**Substitute**

“\$465”.

(3) Section 3(1), new paragraph 6(b)(ii)—

**Repeal**

“\$730”

**Substitute**

“\$520”.

- (4) Section 3(1), new paragraph 6(b)(iii)—

**Repeal**

“\$680”

**Substitute**

“\$495”.

- (5) After section 3(1)—

**Add**

- “(2) Schedule 10, paragraph 6(b)(i)—

**Repeal**

“\$465”

**Substitute**

“\$620”.

- (3) Schedule 10, paragraph 6(b)(ii)—

**Repeal**

“\$520”

**Substitute**

“\$730”.

- (4) Schedule 10, paragraph 6(b)(iii)—

**Repeal**

“\$495”

**Substitute**

“\$680”.”.



Clerk to the Legislative Council

2015