

**Subcommittee on Air Pollution Control (Vehicle Design Standards)
(Emission) (Amendment) Regulation 2017**

**List of follow-up actions arising from the discussion
at the meeting on 7 March 2017**

Emission standards for diesel private cars

On the tightening of the emission standards for newly registered diesel private cars from California LEV II to LEV III and not allowing first registration of diesel private cars that can pass the statutory emission test for petrol private cars (i.e. Euro VI) starting from 1 July 2017, the Administration is requested to:

- (a) clarify the policy objectives of tightening the emission standards for diesel private cars, and whether the objectives include controlling the number of diesel private cars, discouraging members of the public from purchasing diesel private cars, and containing overall vehicle growth in Hong Kong;
- (b) provide a comparison of the different emission standards (i.e. Euro V, Euro VI, California LEV II and California LEV III) for diesel private cars, including the emission limits of various pollutants, testing procedures and other major requirements of the standards;
- (c) provide a summary of the findings of major research/studies, if any, conducted by overseas jurisdictions and/or internationally recognized institutions, on the emission performance of California LEV III-compliant diesel private cars in real-world driving vis-à-vis laboratory tests;
- (d) with analysis of the major arguments in the international context which are respectively in favour of and against the use of diesel private cars (such as the relevant impacts on public health, environment and climate change), explain why it is justified to adopt the more stringent California LEV III standards instead of Euro VI for these vehicles in Hong Kong; and
- (e) advise whether the Administration would consider adopting a different set of emission standards for diesel private cars, or imposing a statutory ban on new registration of these vehicles in Hong Kong, if it is found that the emission performance of California LEV III-compliant diesel private cars in real-world driving is not superior to that of their Euro VI counterparts.

Ex-gratia payment scheme to phase out pre-Euro IV diesel commercial vehicles

2. Given that the ex-gratia payments under the scheme to phase out pre-Euro IV diesel commercial vehicles ("DCVs") including goods vehicles, light buses and non-franchised buses are calculated with reference to the average taxable values of new vehicles to eligible vehicle owners, the Administration is requested to advise whether it will consider increasing the ex-gratia payments to address the concern about the price premium between Euro V models and Euro VI models, and hence the additional costs for replacing pre-Euro IV DCVs by Euro VI models after tightening of the statutory emission standards of newly registered vehicles concerned (including DCVs) to Euro VI, with a view to encouraging owners of pre-Euro IV DCVs to switch to Euro VI models early.

Applicability of statutory emission standards on cross-boundary vehicles

3. The Administration is requested to explain whether non-commercial cross-boundary vehicles from the Mainland which have been issued or will be issued with International Circulation Permits for use in Hong Kong are subject to Hong Kong's prevailing statutory emission standards for newly registered vehicles of the same class.