

立法會
Legislative Council

LC Paper No. CB(1)882/16-17
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA

Panel on Environmental Affairs

Minutes of special meeting
held on Friday, 24 February 2017, at 8:30 am
in Conference Room 2 of the Legislative Council Complex

Members present : Dr Hon Junius HO Kwan-yiu, JP (Deputy Chairman)
Hon LEUNG Yiu-chung
Hon Tommy CHEUNG Yu-yan, GBS, JP
Hon Jeffrey LAM Kin-fung, GBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon CHAN Hak-kan, BBS, JP
Hon Paul TSE Wai-chun, JP
Hon LEUNG Kwok-hung
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon WU Chi-wai, MH
Hon MA Fung-kwok, SBS, JP
Hon Charles Peter MOK, JP
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon LEUNG Che-cheung, BBS, MH, JP
Hon Kenneth LEUNG
Hon KWOK Wai-keung
Dr Hon Fernando CHEUNG Chiu-hung
Dr Hon Elizabeth QUAT, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Dr Hon CHIANG Lai-wan, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Andrew WAN Siu-kin
Hon CHU Hoi-dick
Hon HO Kai-ming
Hon SHIU Ka-fai

Hon HUI Chi-fung
Hon KWONG Chun-yu
Hon Nathan LAW Kwun-chung
Dr Hon YIU Chung-yim

Member attending : Hon Jeremy TAM Man-ho

Members absent : Hon Tanya CHAN (Chairman)
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Dennis KWOK Wing-hang
Hon Kenneth LAU Ip-keung, MH, JP

Public Officers attending : **For item I**

Mrs Alice CHEUNG, JP
Deputy Director of Environmental Protection (3)
Environmental Protection Department

Mr MOK Wai Chuen, JP
Assistant Director (Air Policy)
Environmental Protection Department

Mr Dave HO
Principal Environmental Protection Officer (Mobile Source)
Environmental Protection Department

Attendance by invitation : **For Item I**

Public Omnibus Operators Association
Mr Matthew WONG
Chairman

China Hong Kong and Macau Boundary Crossing Bus Association
Mr Alan CHAN
General Secretary

Yuen Long District Tourists and Passengers Omnibus Operators Association
Mr MAN Hoi-tik
Vice-Chairman

Hong Kong Van Drivers Association
Mr FUNG Chun-pong
Deputy Secretary General

Kowloon District Tourists and Passengers Omnibus Operators Association
Mr James WONG
Committee Member

Tuen Mun District Tourists and Passengers Omnibus Operators Association
Mr Dick YIP
Chairman

Hong Kong District Tourists and Passengers Omnibus Operators Association
Mr CHAN Chi-tak
Vice Chairman

The Motor Traders Association of Hong Kong
Mr Joseph LAU
Vice Chairman

Hong Kong Professional Hoisting Engineering Association Limited
Mr Danny NG
Chairman

The Civic Party
Mr Brandon KAU
Representative

HK Trucks Merchants Association
Mr LEUNG Yuet-chun
Chairman

Federation of Automobile Services Industry Hong Kong
Mr TANG Ching-liong
Chairman

The Institute of The Motor Industry Hong Kong
Dr Ringo LEE
Chairman

The European Automotive Council of the European Chamber
of Commerce in Hong Kong

Mr Andreas-frank Hermann BINDER
Chairman

Clean Air Network

Mr Andrew CHAN
Communication Officer

Hong Kong Commercial Vehicle Maintenance Association
Limited

Mr MA Sing-wai
Vice Chairman

N. W. Area Taxi Drivers & Operators Association

Mr WONG Wing-chung
Chairman

Society of Automotive Engineers International Hong Kong

Mr Edward CHAN
Vice Chairman

Liberal Party Youth Committee

Mr FU Chuen-fu
Chairperson

Professional Crane Lorry Association Limited

Mr WONG Tak-wing
Secretary

Individual

Mr CHAU Wai-lun

**Clerk in
attendance** : Ms Angel SHEK
Chief Council Secretary (1)1

**Staff in
attendance** : Ms Anki NG
Senior Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

I. Receiving public views on the proposal to tighten emission standards of newly registered vehicles

(LC Paper No. CB(1)295/16-17(06) — Administration's paper on "Proposals to tighten emission standards for newly registered vehicles"

LC Paper No. CB(1)563/16-17(01) — Updated background brief on "Tightening of emission standards of newly registered motor vehicles" prepared by the Legislative Council Secretariat

LC Paper No. CB(1)571/16-17(02) — Administration's written response to issues arising from the meeting on 19 December 2016 regarding the proposal to tighten emission standards of newly registered vehicles)

Meeting with deputations/individuals and the Administration

Submissions from deputations/individuals not attending the meeting

(LC Paper No. CB(1)563/16-17(10) — New Lantao Bus Co. (1973) Limited)

In the absence of the Chairman, the Deputy Chairman took over the chair of the meeting.

2. The Deputy Chairman welcomed representatives of the Administration and deputations/individuals to the meeting. He reminded the deputations/individuals that their written submissions provided to the Panel and views presented at the meeting would not be covered by the protection and immunity provided under the Legislative Council (Powers and Privileges) Ordinance (Cap. 382).

Presentation of views by deputations/individuals

3. At the invitation of the Deputy Chairman, a total of 21 deputations/individuals presented their views on the proposal to tighten the emission standards of newly registered vehicles. A summary of the views of

these deputations/individuals was in the **Annex**.

(Post-meeting note: Two submissions received after the meeting were circulated to members via email on 24 February and 3 March 2017.)

Discussion

Response by the Administration

4. At the invitation of the Deputy Chairman, the Deputy Director of Environmental Protection (3) ("DDEP(3)") and the Assistant Director (Air Policy) ("AD(AP)") gave a consolidated response to the views expressed by the deputations/individuals. DDEP(3) advised that motor vehicles were the major source of roadside air pollution. To improve roadside air quality, the Administration's standing policy was to tighten motor vehicle fuel and emission standards in line with latest international developments when there was an adequate supply of compliant fuels and vehicles in Hong Kong, and to encourage the use of public transport for daily commute. The Administration briefed the Panel on its initial and revised proposals to tighten the emission standards of newly registered vehicles at the meetings on November 2015 and December 2016 respectively. To address concerns expressed by the transport trades, the Administration had, in the revised proposal, deferred the proposed commencement date of the Euro VI emission standards for goods vehicles and non-franchised buses by one year from 1 January 2017 to 1 January 2018. The Administration would continue to organize more vehicle maintenance seminars in conjunction with Vocational Training Council and vehicle manufacturers to disseminate repair and maintenance ("R&M") information for vehicles of advanced engine design. The Administration would also review the waiver of first registration tax for environment-friendly commercial vehicles, which would expire from 1 April 2018.

5. DDEP(3) clarified that as diesel private cars generally emitted more pollutants including nitrogen oxides ("NO_x") and particulate matters ("PM") than petrol cars, the Administration had adopted the more stringent California LEV standards as the statutory limits for diesel private cars since 1998. The proposed tightening of the emission standard for diesel private cars from California LEV II to California LEV III represented only an upgrade of the existing local standard. In light of the latest findings of international reputable organizations that Euro III to Euro VI diesel private cars meeting the respective prescribed emission certification standards in a test laboratory emitted substantially above the regulated limit in real-world driving, even though they did not have defeat devices for passing the tests, the Administration proposed to cease the existing arrangement of allowing diesel private cars passing the Euro test for petrol private cars to first-register with effect from 1 July 2017.

6. Regarding the transport trades' concern that there might not be an adequate range of right-hand drive Euro VI vehicle models to choose from due to the small local market demand, AD(AP) advised that vehicle trading organizations representing the majority of vehicle suppliers, including the Motor Traders Association and the European Automotive Council of the European Chamber of Commerce in Hong Kong, had assured that introduction of the Euro VI emission standards would not disrupt the supply of vehicles in the local market, and they had no objection to the proposed implementation timetable. He added that Singapore, which also used right-hand drive vehicles, had planned to implement the Euro VI emission standards for diesel vehicles from 1 January 2018.

7. As regards the concern about the shortage of Euro VI compliant vehicles and the resultant price hike due to the potential surge in demand arising from the coincidence of the vehicle emission tightening with the existing scheme for phasing out pre-Euro IV diesel commercial vehicles ("DCVs"), AD(AP) advised that as the remaining number of pre-Euro IV DCVs (about 23 000) to be phased out by end of 2019 was small compared to the average number phased out under the scheme each year (about 17 000) during the past few years, it was anticipated that the scheme would not put undue pressure on the demand of Euro VI vehicles.

8. Regarding the suggestion that the Administration should accept diesel private cars complying with Euro VI Real Driving Emission ("RDE") requirements, AD(AP) advised that the RDE requirements still allowed diesel private cars to emit NOx substantially above the regulated limit in real-world driving, 1.1 times from September 2019 and 50% from 2021. To combat air pollution caused by diesel cars, Mayors of Paris, Mexico City, Madrid and Athens had pledged at the C40 Mayors Summit to ban diesel vehicles from their cities by 2025. Although some argued that diesel private cars accounted for less than 1% of the total private car fleet, diesel private cars had increased at a rapid rate over the past few years. If no action was taken to stop first registration of diesel private cars which could not comply with the statutory California LEV standards, the number of diesel private cars would continue to grow at a pace much faster than petrol private cars, thereby creating more serious roadside air pollution.

Implementation schedule and supply of compliant vehicles

9. Mr YICK Chi-ming opined that the timing of implementing the Euro VI emission standards for newly registered goods vehicles and non-franchised buses from 1 January 2018 did not seem to be in line with the Administration's standing policy to tighten vehicle emission standards when there was an adequate supply of compliant vehicles in Hong Kong. In his understanding, the models of Euro VI vehicles available in the local market was still limited, and their relatively high prices would increase the financial burden on the transport trades to comply with the new emission standards. He stressed that the Administration should only

implement the new emission standards after the supply of Euro VI vehicles had proven to be adequate. To address the concern of the vehicle maintenance trade about the skills gap of vehicle mechanics for Euro VI vehicles, the Administration should require vehicle manufacturers to open up the R&M technology, including the testing software.

10. Mr SHIU Ka-fai stressed that the Administration should take into account the viability of the transport trades when considering the timing to tighten vehicle emission standards. Mr LEUNG Kwok-hung cautioned that premature implementation of the new emission standards would lead to a surge in demand for Euro VI vehicles and drive up the prices of such vehicles, which would be detrimental to the operation and survival of the trades. Mr WONG Ting-kwong and Mr LEUNG Che-cheung said that as the trades had reported various technical problems with existing Euro IV and V vehicles, the Administration should wait until the relevant technology had matured before implementing the Euro VI emission standards in Hong Kong.

11. DDEP(3) advised that according to the vehicle dealers, there would be an adequate supply of Euro VI vehicles in the local market to tie in with the implementation schedule, which had already been deferred by one year from 1 January 2017 to 1 January 2018 in the case of newly registered goods vehicles and non-franchised buses. AD(AP) reiterated that the Motor Traders Association had assured that implementation of the Euro VI emission standards would not disrupt the supply of vehicles in the local market. Moreover, vehicle suppliers would make available for Euro VI vehicles R&M information and On Board Diagnostic ("OBD") system checkers (including software) at a reasonable cost, as they had been doing in the European Union. There were also third party-OBD checkers, which seemed more popular among the trades.

12. Dr YIU Chung-yim suggested that the Administration should take the lead to procure Euro VI vehicles and to require contractors of Government projects to procure such vehicles, so as to drive market supply of compliant vehicles ahead of implementing the new vehicle emission standards. AD(AP) advised that it was existing policy to give priority to environment-friendly vehicles with low emissions when replacing government vehicles, having regard to market supply, operational needs and availability of resources.

Emission standards and performance of diesel vehicles

13. Mr HUI Chi-fung said that the Democratic Party supported in principle the Administration's proposal to tighten the vehicle emission standards. He sought the justifications for the policy change in not accepting diesel private cars passing the Euro test for petrol private cars to first-register. As diesel private cars were not banned from the roads in many countries where air pollution was not serious,

he queried whether the health hazard posed by diesel vehicles was as bad as people were led to believe.

14. DDEP(3) reiterated the Administration's public transport-oriented policy and advised that as diesel private cars generally emit more pollutants than petrol cars, the Administration had adopted a more stringent vehicle emission standard, i.e. the emission standard of California, for these vehicles since 1998. In the absence of evidence then that the Euro test for petrol private cars was inadequate for diesel private cars, the Administration agreed in 2009 to allow the first registration of diesel private cars that could pass the statutory emission test for petrol private cars (i.e. Euro V) even though they could not meet the California LEV standards. However, in recent years, there was growing concern and authoritative scientific findings in the international community on the high emissions of diesel private cars. Out of their concerns about the air pollution caused by diesel vehicles, Mayors of Paris, Mexico City, Madrid and Athens had committed to removing all diesel vehicles from their cities by 2025 to tackle air pollution. Accordingly, the Administration intended to cease allowing diesel private cars passing the Euro test for petrol private cars to first-register starting from 1 July 2017.

15. Dr YIU Chung-yim enquired about the reasons for not ceasing to accept diesel private cars passing the Euro test for petrol private cars to first-register immediately as this could be done ahead of tightening the statutory limit from California LEV II to LEV III. DDEP(3) responded that the Administration did not do so after considering the different views of stakeholders, and having regard to the time required for diesel private car vendors to get prepared for the change.

16. The Deputy Chairman noted that according to the Administration, Euro VI light duty diesel vehicles emitted 55% less NO_x compared to their Euro V counterparts. However, during the period from September 2019 to September 2021, the RDE test limit would still be 2.1 times the corresponding regulated limit. He sought clarification on whether the lenient RDE test limit would in effect render the 55% reduction in emission unachievable by the upgrade from Euro V to Euro VI standards.

17. AD(AP) advised in the affirmative. He added that the RDE test would be tightened to 1.5 times the regulated limit only from September 2021. In the meantime, diesel private cars could still emit NO_x much higher than the regulated limit in real-world driving that involved transient increases in engine load which were not simulated in the RDE test.

Consultation on the proposals

18. Noting that the relevant subsidiary legislation, i.e. the Air Pollution Control

(Vehicle Design Standards) (Emission) (Amendment) Regulation 2017 was gazetted on 17 February 2017 and introduced to the Legislative Council ("LegCo") on 22 February 2017, Mr SHIU Ka-fai expressed dissatisfaction that the Administration had not waited until after the Panel had received views from the transport trades and further discussed with the Administration on the legislative proposal before finalizing the implementation schedule and putting the legislative proposal to gazettal. Mr LEUNG Che-cheung shared a similar view.

19. DDEP(3) advised that the Administration had briefed the Panel on the initial proposal at the meeting on 27 November 2015. Having regard to the feedback received during the consultation with stakeholders on the initial proposal, the Administration had revised the timetable for tightening the emission standards for newly registered vehicles (except diesel private cars) to Euro VI in phases starting from 1 July 2017, and reviewed the control regarding new registration of diesel private cars. When the Administration subsequently briefed members at the Panel meeting on 19 December 2016 on the matter, members generally supported the revised proposal.

(To allow sufficient time for discussion, the Deputy Chairman extended the meeting for 15 minutes beyond the appointed ending time.)

Motions

20. The Deputy Chairman referred members to the following two motions proposed by Mr YICK Chi-ming –

Motion 1

"交通運輸業界一向支持政府的環保工作，但認為政府並未有考慮實際情況，在業界面對的資金、營運成本上升、維修技術開放及設施等問題尚未解決前，堅持盡快落實推出歐盟六型車輛之入口標準，嚴重影響業界之運作及生存，本會現建議政府修改條例之生效日期：

私家車及的士之生效日期延後至2018年1月1日。"

(Translation)

"The transport trades have all along supported the Government's efforts in environmental protection, but opine that the Government has not taken the actual situation into consideration and has insisted to expeditiously implement the Euro VI emission standards for vehicle import before the problems faced by the

trades on capital, rising operating costs, the opening up of maintenance technology and the provision of facilities are solved, which will gravely affect the operation and survival of the trades, and this Panel proposes that the Government should amend the commencement dates as stipulated under the relevant ordinance to the effect that:

The commencement dates for private cars and taxis be postponed to 1 January 2018."

21. The Deputy Chairman decided that Mr YICK Chi-ming's proposed motion was directly related to the agenda item. Members had no objection against the Panel dealing with the motion. Upon the Deputy Chairman's invitation, DDEP(3) responded that in setting the implementation timetable of the tightening of the relevant emission standards for private cars and taxis with effect from 1 July 2017, the Administration had taken into account all relevant factors and considered the timetable appropriate.

22. The Deputy Chairman put the motion to vote. Of the members present, 11 voted in favour of and six voted against the motion. No member abstained. The Deputy Chairman declared that the motion was carried.

Motion 2

"交通運輸業界一向支持政府的環保工作，但認為政府並未有考慮實際情況，在業界面對的資金、營運成本上升、維修技術開放及設施等問題尚未解決前，堅持盡快落實推出歐盟六型車輛之入口標準，嚴重影響業界之運作及生存，本會現建議政府修改條例之生效日期：

巴士及貨車的相關廢氣排放標準應於下列情況出現後才確立實施日期：

- (a) 市場有足夠品牌選擇(包括日本或中國品牌)；及
- (b) 確保汽車製造商之技術開放，包括測檢軟件。"

(Translation)

"The transport trades have all along supported the Government's efforts in environmental protection, but opine that the

Government has not taken the actual situation into consideration and has insisted to expeditiously implement the Euro VI emission standards for vehicle import before the problems faced by the trades on capital, rising operating costs, the opening up of maintenance technology and the provision of facilities are solved, which will gravely affect the operation and survival of the trades, and this Panel proposes that the Government should amend the commencement dates as stipulated under the relevant ordinance to the effect that:

The commencement dates of relevant emission standards for buses and goods vehicles should be finalized when the following conditions are met:

- (a) sufficient choices of brands (including Japanese or Chinese ones) are available in the market; and
- (b) relevant technologies (including softwares for emission testing) adopted by car manufacturers are made public."

23. The Deputy Chairman decided that Mr YICK Chi-ming's proposed motion was directly related to the agenda item. Members had no objection against the Panel dealing with the motion. Upon the Deputy Chairman's invitation, DDEP(3) responded that the introduction of the Euro VI emission standards would not disrupt the supply of vehicles in the local market and vehicle supply would remain adequate. As part of the Euro VI emission standard requirements, vehicle manufacturers were required to make available R&M information.

24. The Deputy Chairman put the motion to vote. Of the members present, 12 voted in favour of and four voted against the motion. No member abstained. The Deputy Chairman declared that the motion was carried.

25. The Deputy Chairman requested the Administration to provide a written response to the two motions passed at the meeting.

(Post-meeting note: The wording of the motions passed at the meeting were issued to members vide LC Paper Nos. CB(1)608/16-17(01) and (02) on 27 February 2017. The Administration's response to the motions was circulated to Panel members and copied to members of the Subcommittee on Air Pollution Control (Vehicle Design Standards) (Emissions) (Amendment) Regulation 2017 vide LC Paper No. CB(1)654/16-17(01) on 6 March 2017.)

II. Any other business

26. There being no other business, the meeting ended at 10:41 am.

Council Business Division 1
Legislative Council Secretariat
26 April 2017

Panel on Environmental Affairs
Special meeting on Friday, 24 February 2017, at 8:30 am
in Conference Room 2 of the Legislative Council Complex

Receiving public views on the proposal to tighten emission standards of newly registered vehicles

Summary of views and concerns expressed by deputations/individuals

No.	Name of deputation/individual	Submission/Major views and concerns
1.	Public Omnibus Operators Association	<ul style="list-style-type: none"> • Supported the proposal to tighten emission standards for newly registered vehicles. • The Administration should provide more financial subsidies and tax incentives to help the transport trades which had to bear higher costs to comply with the new standards. • The Administration should provide support to the vehicle maintenance trade to complement the tightening of vehicle emission standards.
2.	China Hong Kong and Macau Boundary Crossing Bus Association	<ul style="list-style-type: none"> • The Administration should provide financial subsidies to facilitate the transport trades to comply with the new standards, as the limited supply of compliant right-hand drive vehicles due to the small local market would drive up the prices of Euro VI vehicles.
3.	Yuen Long District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> • Objected to the proposed commencement date of 1 January 2018 of the Euro VI emission standards for light bus and bus with design weight over 9 tonnes. • The Administration should allow a 12-month period from promulgating the new emission standards for the trades to source Euro VI vehicles before implementation. • Euro IV diesel commercial vehicles ("DCVs") should be covered by the ex-gratia payment scheme for phasing out pre-Euro IV DCVs.
4.	Hong Kong Van Drivers Association	<ul style="list-style-type: none"> • Suggested that the implementation date of the new emission standards for light buses and goods vehicles be deferred until there was adequate supply of Euro VI vehicles, parts and accessories as well as competent vehicle mechanics in the local market.
5.	Kowloon District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> • Supported the policy intention to tighten emission standards for newly registered vehicles. • The tax concession for commercial vehicles complying with Euro VI emission standards should be extended, as the supply of compliant vehicles in the local market was currently limited to European models which were more expensive.

No.	Name of deputation/individual	Submission/Major views and concerns
6.	Tuen Mun District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> • Expressed reservation towards the tightening of vehicle emission standards in view of the high cost of Euro VI vehicles and their parts and accessories, and shortage of qualified vehicle mechanics. • Euro VI compliant parts and accessories were very costly and required frequent replacement.
7.	Hong Kong District Tourists and Passengers Omnibus Operators Association	<ul style="list-style-type: none"> • Supported the policy intention to improve roadside air quality. • Euro IV and V compliant after-treatment systems were very costly and required frequent replacement. • The Administration should provide financial and technical assistance to the transport trades to facilitate transition of their vehicles' emission standards to Euro VI.
8.	The Motor Traders Association of Hong Kong	<ul style="list-style-type: none"> • LC Paper No. CB(1)563/16-17(02) (Chinese version only)
9.	Hong Kong Professional Hoisting Engineering Association Limited	<ul style="list-style-type: none"> • Supply of Euro VI heavy goods vehicles which supported on-board hoisting equipment and long engine idling time was unavailable in the market. • Competent mechanics for Euro VI heavy goods vehicles were lacking in the local market.
10.	The Civic Party	<ul style="list-style-type: none"> • LC Paper No. CB(1)607/16-17(01) (Chinese version only)
11.	HK Trucks Merchants Association	<ul style="list-style-type: none"> • Supported the policy intention to improve roadside air quality. • The commencement date of the Euro VI emission standards should be deferred until there was adequate supply of compliant vehicles and competent mechanics in the local market.
12.	Federation of Automobile Services Industry Hong Kong	<ul style="list-style-type: none"> • LC Paper No. CB(1)563/16-17(03) (Chinese version only)
13.	The Institute of The Motor Industry Hong Kong	<ul style="list-style-type: none"> • LC Paper No. CB(1)563/16-17(04) (Chinese version only)
14.	The European Automotive Council of the European Chamber of Commerce in Hong Kong	<ul style="list-style-type: none"> • LC Paper No. CB(1)563/16-17(05) (English version only)
15.	Clean Air Network	<ul style="list-style-type: none"> • LC Paper No. CB(1)563/16-17(06)

No.	Name of deputation/individual	Submission/Major views and concerns
16.	Hong Kong Commercial Vehicle Maintenance Association Limited	<ul style="list-style-type: none"> LC Paper No. CB(1)563/16-17(07) (Chinese version only)
17.	N. W. Area Taxi Drivers & Operators Association	<ul style="list-style-type: none"> Objected to the tightening of vehicle emission standards as R&M costs for Euro VI vehicles would be very high. The Administration should instead provide more assistance to encourage taxi operators to switch to electric vehicles, such as providing more public charging facilities.
18.	Society of Automotive Engineers International Hong Kong	<ul style="list-style-type: none"> LC Paper No. CB(1)563/16-17(08) (Chinese version only)
19.	Liberal Party Youth Committee	<ul style="list-style-type: none"> Expressed reservation towards the proposal to tighten vehicle emission standards. The implementation timetable for the Euro VI emission standards coincided with that of the scheme for phasing out pre-Euro IV DCVs by end of 2019. A surge in demand for Euro VI vehicles would drive up the price of such vehicles. Diesel private cars were more energy efficient than petrol private cars and hence more environmental friendly. The Administration should accept diesel private cars complying with Euro VI Real Driving Emission requirements which would substantially reduce their on-road nitrogen oxides emission.
20.	Professional Crane Lorry Association Limited	<ul style="list-style-type: none"> LC Paper No. CB(1)563/16-17(09) (Chinese version only)
21.	Mr CHAU Wai-lun	<ul style="list-style-type: none"> Expressed reservation towards the proposal to tighten vehicle emission standards. The competence of vehicle mechanics in repairing Euro IV and V vehicles was not up to standard, let alone in repairing Euro VI vehicles.