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() in EP150/R7/1 X Environmental Protection Department
CB1/PS/3/08

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Headquarters
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CB(1) 2000/09-10(02)

環境保護署總部
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Clerk to Panel on Environmental Affairs
Legislative Council Building
8 Jackson Road- Central
Hong Kong
(Attention: Miss Becky Yu)

20 May 2010

Panel on Environmental Affairs
Subcommittee on Improving Air Quality
List of follow-up actions arising from the discussion
at the meeting on 11 May 2010

As requested by Members at the above meeting, we set out below the following supplementary information in respect of the follow-up action items (4) to (6).

- (4) To consider conducting a survey to ascertain the adequacy of the grant level of the incentive scheme.

On the issue of the grant level, we have already provided in our response on 11 May 2010 a detailed account of the rationale behind the proposed grant level, which includes the following -

- (a) the oldest Euro II vehicles have now entered their 13th year of operation, same as the Euro I vehicles at the time when the grant scheme was launched. Therefore, we propose to set the grant level for replacing Euro II vehicles at 18% of the 2009 average vehicle taxable values, which is the same percentage used in Euro I replacement scheme;
- (b) the highest amount a vehicle owner may receive is about \$200,000, which should be attractive to vehicle owners; and

- (c) the amount is higher than that of Japan and European Union countries such as France and Germany which operate similar schemes. To ensure prudent spending of public money, we do not see justifiable grounds to increase the grant level.

We consider the suggestion of conducting a survey by the Government to ascertain the adequacy of the grant level not practicable. Firstly, in contrast to the new vehicle market, the sale of second-hand vehicles is less transparent. It is not easy for a third party to obtain the actual transaction price. In fact, apart from the market factors such as the state of the economy, demand and supply etc, the prices of second-hand vehicles would also vary according to vehicle age, mileage and vehicle conditions. Furthermore, we have heard that some sellers of Euro II vehicles may set a higher selling price to reflect the consideration that the prospective buyers may receive extra payment should they apply for the grant even after using the vehicle for a few years. Therefore, the transaction price of an individual second-hand vehicle should not be used as an objective reference to reflect the overall price levels of second-hand vehicles in the market.

- (5) To provide written response to the joint submission from the Kowloon Joint submission from Kowloon District Tourists and Passengers Omnibus Operators Association, Hong Kong District Tourists and Passengers Omnibus Operators Association, Tsuen Wan District Tourists and Passengers Omnibus Operators Association, Yuen Long District Tourists and Passengers Omnibus Operators Association, Tuen Mun District Tourists and Passengers Omnibus Operators Association and Public Omnibus Operators Association, and the submission from Non-franchised Public Buses Workers Association.

We and Transport Department have provided separate written replies to the suggestions raised by the trade. The relevant replies are attached at Annex I, II and III.

- (6) To consider testing out the performance of Euro V to ease the concerns of the trades and encourage participation in the scheme.

Following Government's launching of the tax incentive scheme for Euro V commercial vehicles on 1 April 2008, there are currently more than 130 Euro V commercial vehicle models and the numbers are increasing

continuously. Among the current registered commercial vehicles, over 240 commercial vehicles are Euro V ones. They cover different vehicle types including light buses, light, medium and heavy goods vehicles, franchised and non-franchised buses. In addition, some new vehicles purchased by the Government also meet the Euro V emission standard. So far, these vehicles are operating normally. We believe the actual operational performance of these Euro V vehicles could help ease the trade's concerns.

Yours sincerely,

A handwritten signature in black ink, appearing to be 'LAU Hoi-nam', written over a faint, illegible printed name.

(LAU Hoi-nam)
for Director of Environmental of Protection

本署檔號：(139) in VS 50/131/106 Pt 2

來函編號：

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郵遞及傳真 (2782 0935)

九龍區旅運巴士同業聯會
香港區旅運巴士同業聯會
荃灣區旅運巴士同業聯會
元朗區旅運巴士同業聯會
屯門區旅運巴士同業聯會
公共巴士同業聯會
(召集人：黃良柏先生)

黃先生：

非專營巴士業界對歐盟II期商業柴油車輛換車資助計劃之意見

貴會於2010年5月7日致運輸署助理署長的來信已收悉。就來信中的各點建議，謹覆如下：

來信提及的歐盟II期商業柴油車輛換車資助計劃，是一項新的計劃，尚需得到立法會財務委員會撥款，才可以落實執行。若有關計劃落實，本署可考慮給予參與歐盟II期商業柴油車輛換車資助計劃的車輛於今年豁免大驗，並以一般年驗替代。

至於有關增加資助金額及生效日期的意見，本署會轉交環保署作考慮。

就貴會提出驗車期可能會於資助計劃落實後出現緊張之問題，本署會密切留意巴士檢驗預約的情況。如發現驗車需求增加，本署會調配人手、增加驗車期，避免令驗車輪候時間延長。業界如有落實換車計劃，請盡早與本署聯絡，以便作出適當安排。

多謝 貴會就上述計劃提出的寶貴意見，謹此致謝。

運輸署署長

(曾文瑋



代行)

二〇一〇年五月十七日

特別副本送：

助理署長 / 行政及牌照

(傳真 : 2824 0433)

環保署 / 高級環境保護主任 (流動污染源) 1

(傳真 : 2824 9361)

立法會議員劉健儀 GBS 太平紳士

(傳真 : 2530 9167)

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公共巴士同業聯會
九龍區旅運巴士同業聯會
香港區旅運巴士同業聯會
荃灣區旅運巴士同業聯會
元朗區旅運巴士同業聯會
屯門區旅運巴士同業聯會
(召集人:黃良柏先生)
傳真號碼: 2782 0935

黃先生:

非專營巴士業界對歐盟二期商業柴油車輛換車資助計劃之意見

就貴會於2010年5月7日致函運輸署，提出有關歐盟二期資助計劃的意見，運輸署已將有關資助計劃的建議轉交本署考慮，本署的回覆如下:

(一) 增加資助金額以越早更換車齡越低的車輛獲越高資助為原則

我們認為建議的資助金額和安排是合適的。現時歐盟二期車輛最舊的車齡是13年，與歐盟一期車輛在資助計劃開始時一樣。所以我們建議歐盟二期車輛可獲得的資助金額應與歐盟一期車輛資助水平相同，即約為同類別車輛應課稅價值的18%。在訂定資助金額時，我們已經採用2009年的平均車輛應課稅價值作為基礎，以反映新車的車價在近年間之變動。按我們的建議，車主最高可獲約\$200,000資助。相對歐盟一期車輛資助水平，資助金額已有所增加，也較日本及歐盟國家如法國和德國等地推出的資助計劃為高。為確保公帑用得其所，我們並無理據增加資助金額。由於歐盟二期車輛的車齡分別不大，為了避免資助計劃過於複雜引起車主混淆，我們認為應該維持資助金額不與車齡掛鈎的做法。

(二) 資助計劃在立法會財務委員會撥款後起生效

我們不同意建議。資助計劃的目的是鼓勵車主利用資助計劃盡早更換他們老舊的車輛。如車主早已安排其歐盟二期柴油商業車輛在計劃生效前以新車替換，向這些車主發放資助金，並不能達到鼓勵提早換車的目的。

多謝 貴會對更換歐盟二期柴油商業車輛資助計劃的意見。

環境保護署署長

(何嘉文 代行)

副本送呈：運輸署 (傳真號碼: 2824 4255)
立法會議員劉建儀 GBS 太平紳士 (傳真號碼: 2530 9167)

2010 年 5 月 20 日

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蘇理事長：

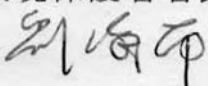
更換歐盟二期柴油商業車輛資助計劃

多謝 貴會於 2010 年 4 月 23 日致函環境局副局長，提出有關歐盟二期資助計劃的意見，本署獲授權回覆。

按我們向歐盟二期車主提供換車資助的建議，車主只須在計劃生效日期起至完結前符合資助條件，主要包括報銷一輛歐盟二期舊車及更換一輛符合歐盟四期排放標準的新車；在報銷舊車當日，該車輛領有有效車輛牌照及在拆毀及取消舊車登記之後才為新車辦理首次登記，便可以申領資助。因此，我們認為無須另設先訂購新車才登記參與計劃這一安排。此外，我們也建議給予合資助資格的車主長達36個月的申請資助期，所以亦無須另設一年更換車輛的限制。至於 貴會所指的真空期並不存在，因為資助計劃的主要目的是鼓勵車主提早更換老舊車輛，若車主早已安排在計劃生效前以新車替換其歐盟二期柴油商業車輛，向他們提供資助並無助鼓勵他們早日淘汰這些老舊車輛；而且也會有違善用公帑的根本原則。

就 貴會建議容許已登記參與計劃的車主，以一般年檢代替大驗，運輸署表示會詳細考慮有關建議，並於稍後向業界公佈安排細節。

多謝 貴會支持更換歐盟二期柴油商業車輛資助計劃。

環境保護署署長
(劉海南  代行)

副本送呈：運輸署
立法會議員李鳳英女士 (傳真號碼:2787 2061)

二零一零年五月十二日