

立法會
Legislative Council

LC Paper No. CB(1)1089/13-14
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by the Administration)

Ref : CB1/SS/3/13

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

**Minutes of meeting held on
Tuesday, 26 November 2013, at 2:30 pm
in Conference Room 2 of the Legislative Council Complex**

Members present : Hon Cyd HO Sau-lan (Chairman)
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

Member absent : Hon LEE Cheuk-yan

Member attending: Dr Hon Elizabeth QUAT, JP

Public Officers : Agenda item I
attending

Mr Andrew LAI, JP
Deputy Director of Environmental Protection (3)
Environmental Protection Department

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

Dr MAK Shing-tat
Senior Environmental Protection Officer
(Mobile Source)
Environmental Protection Department

**Attendance by
invitation**

: Agenda item I

Clean Air Network

Ms KWONG Sum-yin
Chief Executive

North District Council

Mr LAU Kok-fan
North District Councillor

Hong Kong Fresh Produce Logistics Association

Mr CHAU Sing
Chairman

巴士業供應商聯會

Mr John MA
副主席

Lok Ma Chau China-Hong Kong Freight
Association

Mr Stanley CHIANG
Chairman

Hong Kong Container Drayage Services
Association Limited

Mr Clarence WONG
Chairman

Chinese International School

Miss Natasha CHAK
Student

The Chamber of Hong Kong Logistics Industry

Mr F C CHAN
Executive Vice Chairman

Hong Kong Kowloon & N.T. Grab-Mounted
Lorries Association Limited

Mr CHOR Ka-hing
Chairman

Civic Exchange

Mr Bryan SUEN
Research & Project Officer

關注政府註銷柴油商業車聯盟

Mr YUEN Cheung-fung
發言人

China Hongkong and Macau Boundary Crossing
Bus Association

Mr Alan CHAN
Secretary General

Green Sense

Mr Roy TAM
CEO

Friends of the Earth (HK)

Miss Melonie CHAU
Senior Environmental Affairs Officer

School of Public Health, The University of Hong Kong

Mr LAI Hak-kan
Research Assistant Professor

Public Health Research Centre, The University of Hong Kong

Mr WONG Chit-ming
Associate Professor

北區蔬菜協會

Mr WONG Cheung-hon
理事

香港蔬菜同業聯會

Mr Sam WONG
副會長

Public Omnibus Operators Association

Mr Louis LUNG
Secretary General

Hong Kong Container Tractor Owner Association

Mr LAM Hoi-tat
Secretarial General

Kowloon Truck Merchants Association Limited

Mr LEUNG Kun-kuen
Chairman

CUHK Master of Public Health Class of 2014

Mr MA Zhuo-neng
Master of Public Health Student

Federation of Hong Kong Transport Worker
Organizations

Mr YU Kwok-on
Vice-Chairperson

World Green Organisation

Mr Angus WONG
Policy Advocacy Manager

H.K. Trucks Merchants Association Limited

Mr TANG Ching-liong
Chairman

H.K. Vehicle Transportation Association

Mr Kenneth LEE Fung-nin
Public Relations

The Hong Kong Society of Paediatric Respiriogy

Mr Alfred TAM
Representative

Individual

Ms Smriti SAFAYA

Clerk in attendance : Mr Derek LO
Chief Council Secretary (1)5

Staff in attendance : Mr Bonny LOO
Assistant Legal Adviser 3

Mr Daniel SIN
Senior Council Secretary (1)7

Ms Michelle NIEN
Legislative Assistant (1)5

I Meeting with deputations and the Administration

Submissions from deputations/individuals not attending the meeting

- (LC Paper No. CB(1)379/13-14(10) — Submission from Citybus Limited
 LC Paper No. CB(1)379/13-14(11) — Submission from members of the public (Restricted to Members)
- LC Paper No. CB(1)400/13-14(01) — Submission from Civic Party
 LC Paper No. CB(1)400/13-14(02) — Submission from Hong Kong Scheduled (GMB) Licensee Association
- LC Paper No. CB(1)400/13-14(03) — Submissions from The Hong Kong Institution of Engineers
- LC Paper No. CB(1)425/13-14(03) — Joint submission from Clean Air Network and others
(tabled and subsequently issued via email on 27 November 2013)
- LC Paper No. CB(1)425/13-14(04) — Joint submission from Ms Smriti SAFAYA and others
(tabled and subsequently issued via email on 27 November 2013)

Other relevant papers

- (LC Paper No. CB(1)379/13-14(01) — List of follow-up actions arising from discussion at the meeting on 14 November 2013
- LC Paper No. CB(1)379/13-14(02) — Administration's response to the issues raised by members at the meeting on 14 November 2013
- File Ref: EP150/A7/1 — Legislative Council Brief
 L.N. 160 of 2013 — Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation
- LC Paper No. LS8/13-14 — Legal Service Division Report
- LC Paper No. CB(1)297/13-14(01) — Letter dated 29 October 2013 from Legal Service Division to the Administration
- LC Paper No. CB(1)297/13-14(02) — Reply letter dated 31 October 2013 from the Administration to Legal Service Division

LC Paper No. CB(1)297/13-14(03) — Paper on Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation prepared by the Legislative Council Secretariat (Background brief))

The Subcommittee deliberated (Index of proceedings attached at the **Appendix**).

2. The Chairman said that the Subcommittee would proceed to examine the provisions of the Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation at the next meeting scheduled for 28 November 2013.

II Any other business

3. There being no other business, the meeting ended at 5:00 pm.

Council Business Division 1
Legislative Council Secretariat
14 March 2014

**Proceedings of meeting of the
Subcommittee on Air Pollution Control (Air Pollutant Emission)
(Controlled Vehicles) Regulation
on Tuesday, 26 November 2013, at 2:30 pm
in Conference Room 2 of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
Meeting with the Administration			
000020 – 000506	Chairman	Opening remarks by Chairman	
000507 – 000838	Clean Air Network	Presentation of views (LC Paper No. CB(1)379/13-14(03))	
000839 – 001147	Mr LAU Kok-fan, North District Councillor	Mr LAU: (a) expressed concern about the supply of second-hand Euro IV and Euro V diesel commercial vehicles to meet the demand for replacement of Euro III and earlier models; and (b) commented that the proposed 15-year service life might cause financial difficulties for operators due to the long breakeven period in recovering the cost of the vehicles from their business.	
001148 – 001427	巴士業供應商聯會	The Representative: (a) supported the Administration's initiatives to replace old polluting vehicles; and (b) indicated that vehicle vendors would unlikely push up vehicle price given the strong market competition.	
001428 – 001617	Lok Ma Chau China-Hong Kong Freight Association	Mr Stanley CHIANG: (a) supported the Administration's proposals; and (b) commented that the Administration should review the level of First Registration Tax on goods vehicles, which was high compared with passenger vehicles.	
001618 – 001707	Hong Kong Container Drayage Services Association Limited	Mr Clarence WONG supported the Administration's proposals	

Time marker	Speaker	Subject(s)	Action required
001708 – 001917	Chinese International School	Miss Natasha CHAK commented that the retirement of pre-Euro IV diesel commercial vehicles should not be postponed as currently proposed due to the urgent need to reduce roadside air pollution.	
001918 – 002100	The Chamber of Hong Kong Logistics Industry	Mr F C CHAN: (a) supported the Administration's initiatives, and hoped that the various proposed measures could be implemented as early as possible; (b) had reservations on the proposed 15-year service life limit for newly registered vehicles after 1 February 2014; and (c) suggested that the Administration should review the emission standards for vehicles every year.	
002101 – 002244	Hong Kong Kowloon & N.T. Grab-Mounted Lorries Association Limited	Mr CHOR Ka-hing: (a) accepted the Administration's proposal in order to improve air quality; and (b) commented that the mandatory retirement of pre-Euro IV diesel commercial vehicles would affect many operators in his sector and the Administration should provide sufficient financial assistance to those operators with difficulties.	
002245 – 002541	Civic Exchange	Presentation of views (LC Paper No. CB(1)379/13-14(04))	
002542 – 002853	關注政府註銷柴油商業車聯盟	Mr YUEN Cheung-fung commented that the Administration should take care of the practitioners who experienced financial hardship as a result of the mandatory retirement of their commercial vehicles.	
002854 – 003133	Friends of the Earth (HK)	Presentation of views (LC Paper No. CB(1)379/13-14(05))	
003134 – 003435	School of Public Health, The University of Hong Kong	Presentation of views (LC Paper No. CB(1)379/13-14(06)) and (Speaking notes LC Paper No. CB(1)425/13-14(01))	
003436 – 003755	Public Health, The University of Hong Kong	Presentation of views (LC Paper No. CB(1)379/13-14(07)) and (Speaking notes LC Paper No. CB(1)425/13-14(02))	

Time marker	Speaker	Subject(s)	Action required
003756 – 003935	北區蔬菜協會	<p>Mr WONG Cheung-hon:</p> <p>(a) supported the Administration's legislative proposals; and</p> <p>(b) suggested that the Administration should allow flexibility in extending the retirement periods in respect of diesel commercial vehicles with low mileage or low utilization by one or two years.</p>	
003936 – 004216	Hong Kong Fresh Produce Logistics Association	<p>Mr CHAU Sing:</p> <p>(a) accepted the Administration's objective to improve air quality and safeguard public health; and</p> <p>(b) suggested that the Administration should give due regard to the operating difficulties of the sector and introduce measures to ensure orderly replacement of commercial vehicles.</p>	
004217 – 004533	China Hongkong and Macau Boundary Crossing Bus Association	<p>Mr Alan CHAN:</p> <p>(a) supported the Administration's proposals;</p> <p>(b) agreed that the current proposal, where vehicle owners could receive ex-gratia payment by retiring their existing vehicles without having to purchase a replacement at the same time, would help ease the cash flow of small companies; and</p> <p>(c) accepted the proposed 15-year service limit for new vehicles if it was applied across-the-board so that all operators would compete on a level playing field.</p>	
004534 – 004836	Green Sense	<p>Mr Roy TAM:</p> <p>(a) supported the Administration's initiatives which would improve roadside air pollution;</p> <p>(b) suggested that the Administration should encourage regular and proper maintenance of vehicles by imposing additional emission performance indicators; and</p> <p>(c) suggested that the Administration should control the proliferation of commercial vehicles as well as private cars, and should reduce road construction programmes.</p>	

Time marker	Speaker	Subject(s)	Action required
004837 – 005400	Chairman Mr CHAN Hak-kan Administration	<p>Mr CHAN Hak-kan:</p> <p>(a) noted that deputations generally supported the legislative proposals;</p> <p>(b) queried how the Administration would ensure adequate supply of second-hand Euro IV and Euro V commercial vehicles.</p> <p>The Administration responded that:</p> <p>(a) it would liaise with vehicle vendors for an adequate supply of vehicles to meet market demand;</p> <p>(b) more than 46 000 of the existing 120 000 diesel commercial vehicles were Euro IV or Euro V models, which could be the source of second-hand vehicles; and</p> <p>(c) pre-Euro IV diesel commercial vehicles would be phased out by 2020. The owners of these vehicles should have sufficient time to plan their replacement schedule.</p>	
005401 – 005844	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu:</p> <p>(a) requested the Administration to introduce additional measures to help owners of vehicles of relatively low mileage and utilization to meet the cost of replacing their commercial vehicles;</p> <p>(b) enquired about the number of Euro IV and Euro V diesel commercial vehicles; and</p> <p>(c) queried whether Euro IV or Euro V diesel commercial vehicles first registered before 1 February 2014 would be allowed unlimited service life under the Regulation.</p> <p>The Administration:</p> <p>(a) responded that as at the end of March 2013, there were more than 46 000 Euro IV or Euro V diesel commercial vehicles registered with the Transport Department;</p> <p>(b) confirmed that Euro IV or Euro V diesel commercial vehicles registered before 1 February 2014 were not bound by the Regulation and could</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>have a longer service life beyond 15 years; and</p> <p>(c) did not rule out any new measures or legislation in future that might mandate the replacement or retirement of existing Euro IV or Euro V diesel commercial vehicles first registered before 1 February 2014.</p> <p>Mr TANG Ka-piu asked the Administration to analyze any increase in the number of first registered Euro IV and Euro V diesel commercial vehicles leading up to 1 February 2014.</p> <p>The Chairman commented that the Administration should consider amending the Regulation to avoid giving the wrong impression to vehicle owners that any Euro IV or Euro V registered before 1 February 2014 would have an indefinite service life.</p>	
005845 – 010252	Chairman Mr POON Siu-ping Administration	<p>Mr POON Siu-ping enquired:</p> <p>(a) whether the Transport Department could cope with the workload arising from registering the expected large number of replacement diesel commercial vehicles under the Regulation;</p> <p>(b) whether the vehicle builders could cope with the service demand in meeting the targets of replacing pre-Euro IV diesel commercial vehicles; and</p> <p>(c) whether a commercial vehicle newly registered after 1 February 2014 could be allowed to operate beyond the 15-year service life if it had been properly maintained and was able to meet the prevailing emission standards.</p> <p>The Administration responded that:</p> <p>(a) the Transport Department had not indicated difficulties in coping with the workload in vehicle licensing;</p> <p>(b) in the light of the comments from the vehicle body building trade, the Administration had already extended the retirement deadlines for Euro I, II and III diesel commercial vehicles by one year respectively. The current time frame should be feasible for the trade to complete the required vehicle body building work to meet the target; and</p>	

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		(c) the Regulation allowed a diesel commercial vehicle registered after 1 February 2014 to continue operation if it could meet the prevailing emission standard every time a licence renewal was sought after the 15-year service life period.	
010253 – 010704	Chairman Dr Kenneth CHAN Administration	<p>Dr Kenneth CHAN:</p> <p>(a) noted that there was general support from the deputations for the Administration's legislative proposal; and</p> <p>(b) queried whether the Administration could work with the vehicle body building sector to expedite processes to shorten the vehicle retirement periods.</p> <p>The Administration responded that:</p> <p>(a) under the proposal, the more polluting diesel commercial vehicles would be phased out earlier for the benefit of roadside quality;</p> <p>(b) advancing the vehicle retirement deadlines would have implications for vehicle body-builders as well as other stakeholders. The proposal had already been worked out in consideration of all relevant factors.</p>	
010705 – 011052	Chairman Mr Frankie YICK Administration	<p>Mr Frankie YICK:</p> <p>(a) noted the general support among deputations to the Administration's proposal;</p> <p>(b) enquired whether the Administration would take active steps to liaise with vehicle vendors to import suitable second-hand commercial vehicles to ease market demand; and</p> <p>(c) whether the Administration would introduce loan schemes or extend existing loan guarantee schemes to help small operators to meet the financial difficulties in replacing their commercial vehicles.</p> <p>The Administration responded that:</p> <p>(a) vehicle vendors could import any diesel commercial vehicles as long as they could comply with the prevailing emission standards;</p>	

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		<p>(b) some banks and financial institutions had indicated that they would offer favourable terms for their customers to purchase commercial vehicles; and</p> <p>(c) the Small and Medium Enterprise Loan Guarantee Scheme administered by the Trade and Industry Department could provide loan guarantee to logistics companies on capital investment initiatives (including purchasing of vehicles).</p> <p>Mr Frankie YICK requested the Administration to extend the loan guarantee scheme to other small transport operators rather than restricting it to logistics companies.</p>	
011053 – 011335	Chairman Mr Dennis KWOK Administration	<p>Mr Dennis KWOK enquired:</p> <p>(a) whether the Administration had taken into account the public health cost due to degradation of air quality in formulating the current policy of mandatory retirement of commercial vehicles; and</p> <p>(b) whether the Administration had compiled data about economic loss due to poor air quality.</p> <p>The Administration responded that:</p> <p>(a) the objective of the legislative proposal was to promote public health through reduction of vehicle emissions;</p> <p>(b) the policy would also have to reflect the "polluter pays" principle and diesel commercial vehicle owners should also be responsible for part of the vehicle replacement cost.</p>	
<i>Break from 011336 to 011750</i>			
<i>Session II</i>			
011751 – 011920	Chairman	Welcomed the second batch of deputations.	
011921 – 012230	香港蔬菜同業聯會	<p>Mr Sam WONG:</p> <p>(a) supported the Administration's initiatives which would help improve roadside air quality; and</p> <p>(b) suggested that the Administration should allow a further buffer of two to three years for vehicle owners of his sector to retire and replace their Euro III commercial vehicles after 2020.</p>	

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012231 – 012507	Public Omnibus Operators Association	Presentation of views (LC Paper No. CB(1)379/13-14(08))	
012508 – 012813	Hong Kong Container Tractor Owner Association	Mr LAM Hoi-tat: (a) supported the legislative proposal which already represented a compromise between the sector and the Government; (b) expressed concerns that many logistics operators, especially the single-vehicle owners, would be driven out of business as a result of the Regulation as they could not afford a replacement vehicle and the logistics trade would then be dominated by large companies; (c) commented that the First Registration Tax for container vehicles was high compared with other types of commercial vehicle such as non-franchised buses.	
012814 – 013044	Kowloon Truck Merchants Association Limited	Mr LEUNG Kun-kuen: (a) supported the Administration's proposal; (b) commented that it was unfair that the same level of ex-gratia payment should apply to all diesel commercial vehicles, when goods vehicles were subject to a rate of First Registration Tax which was much higher than those of other types of diesel commercial vehicles such as non-franchised buses; and (c) commented that the Administration should announce implementation details as early as possible as goods vehicles required a longer lead time for assembly of vehicle frames and components.	
013045 – 013323	CUHK Master of Public Health Class of 2014	Mr MA Zhuo-neng commented that the Administration should phase out pre-Euro to Euro III diesel commercial vehicles as early as possible to reduce health risk to the public from vehicle emissions.	
013324 – 013622	Federation of Hong Kong Transport Worker Organizations	Presentation of views (LC Paper No. CB(1)379/13-14(09))	

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013623 – 013912	World Green Organisation	<p>Mr Angus WONG:</p> <p>(a) supported the Administration's proposals and appealed to Members to support the legislation;</p> <p>(b) did not agree with the views of some sectors that the retirement periods of pre-Euro IV vehicles should be further extended as this would affect the implementation of the new Air Quality Objective.</p>	
013913 – 014241	H.K. Trucks Merchants Association Limited	<p>Mr TANG Ching-liong:</p> <p>(a) supported the Administration's clean air objective;</p> <p>(b) suggested highlighting the date by which vehicles with first registration dates before 1 April 1995 had to be phased out (i.e. 31 December 2015) instead of the date (i.e. 1 January 2016), since which such vehicles would not have their licence renewed.</p> <p>(c) suggested that the Administration should review each year whether the service life of newly registered vehicles should remain 15 years; and</p> <p>(d) clarified that vehicle vendors would not push up the price of second-hand commercial vehicles.</p>	
014242 – 014457	H.K. Vehicle Transportation Association`	<p>Mr Kenneth LEE Fung-nin:</p> <p>(a) supported the Administration's initiatives;</p> <p>(b) expressed concern that many practitioners of his Association would encounter difficulties in raising funds to replace their retiring commercial vehicles;</p> <p>(c) requested the Administration to provide advice or information and provide training for those who wished to wind down their business after having scrapped their vehicles; and</p> <p>(d) commented that many vehicle owners would replace their vehicles close to the retirement deadlines, and enquired whether flexibility would be allowed for vehicle owners to continue their operations when the replacement vehicles were not yet ready by the retirement deadlines.</p>	
014458 – 014810	The Hong Kong Society of Paediatric Respiriology	<p>Dr Alfred TAM mentioned the contribution of emissions from vehicles to roadside air pollution and how they affected children's health.</p>	

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014811 – 015104	Ms Smriti SAFAYA	Ms SAFAYA expressed concern about air pollution due to vehicle emissions and urged the Government to take more creative measures to address the issue.	
015105 – 015455	Chairman Administration	<p>The Administration gave the following responses:</p> <ul style="list-style-type: none"> (a) there was clear evidence that vehicle emissions, especially particulates from diesel commercial vehicles, posed a grave public health risk and the problem must be addressed; (b) the Administration adopted an "incentive-cum-regulatory" approach for the orderly phasing out of pre-Euro IV diesel commercial vehicles; (c) the Administration understood the hardships faced by the transport sector. A consensus had now been reached on a workable timetable and an acceptable ex-gratia payment scheme to enable the orderly retirement of polluting vehicles; (d) the Administration appealed to the community and Legislative Council's support for the Regulation so that the Regulation could be implemented with effect from 1 February 2014; and (e) subject to the passage of the proposed Regulation, the Administration planned to submit funding application to the Finance Committee in January 2014 to implement the ex-gratia payment scheme. 	
015456 – 015855	Chairman Mr Kenneth LEUNG Administration	<p>Mr Kenneth LEUNG suggested that:</p> <ul style="list-style-type: none"> (a) the Administration should consider lowering the First Registration Tax of some of the commercial vehicles which were purchased to replace the retiring diesel commercial vehicles under the current scheme on a one-off basis; and (b) the Administration should address the legislative gap regarding the service life limit of the existing Euro IV and Euro V diesel commercial vehicles registered before 1 February 2014. <p>The Administration responded that:</p> <ul style="list-style-type: none"> (a) the issue of First Registration Tax of replacement commercial vehicles was outside the scope of the current legislative exercise; and 	

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		(b) the priority was to deal with the worst polluting diesel commercial vehicles. The issue regarding the retirement of the existing Euro IV and Euro V vehicles could be considered after the current proposals had been smoothly implemented.	
015856 – 020340	Chairman Mr POON Siu-ping Administration	<p>Mr POON Siu-ping asked the Administration to consider:</p> <p>(a) the transport sector's suggestion of offering ex-gratia payment to owners with pre-Euro IV diesel commercial vehicles but leaving them the flexibility to decide when they would replace their vehicles before the respective retirement deadline;</p> <p>(b) changing the wording of the retirement deadline of pre-Euro diesel commercial vehicles from "1 January 2016" to "31 December 2015", and likewise the respective deadlines of Euro I to III diesel commercial vehicles;</p> <p>(c) reviewing the level of First Registration Tax of new commercial vehicles to replace the retiring models.</p> <p>The Administration responded that:</p> <p>(a) the transport sector's proposal was contrary to the objective of encouraging vehicle owners to replace their vehicles early; and</p> <p>(b) the Administration would make it clear in the publicity programme for the Regulation 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.</p>	
020341 – 021009	Chairman Mr Frankie YICK H.K. Trucks Merchants Association Limited Administration	<p>Mr Frankie YICK said that he would separately take up with the Financial Secretary the sector's suggestion of lowering First Registration Tax for commercial vehicles.</p> <p>Mr Frankie YICK asked the H.K. Trucks Merchants Association Limited's views on whether the supply of second-hand commercial vehicles could meet the market demand.</p> <p>Mr YICK also asked if the Administration would allow flexibility to a vehicle owner if he could demonstrate due efforts to replace his vehicle but failed to do so by</p>	

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		<p>the retirement deadline due to technical reasons.</p> <p>In the case of light goods vehicles, Mr TANG Ching-liong of the H.K. Trucks Merchants Association Limited responded that taking into consideration the delivery time of the vehicle components and time of assembly, all orders for replacement vehicles must be placed by June 2014 to ensure that all pre-Euro light goods vehicles could be retired by the statutory deadline. He added that order for replacement of pre-Euro heavy commercial vehicles must be placed in early 2014 in order to meet the deadline of 1 January 2016.</p> <p>The Administration responded that the legislation had allowed the Director of Environmental Protection the discretion to exempt compliance with the retirement deadline due to unforeseen disruption to the supply or delivery of vehicles. But vehicle owners should not take it for granted that the exemption would be given if they chose to replace their vehicles on the last few days before the retirement deadlines only to find out that the replacement vehicles could not be ready by the deadlines.</p> <p>The Chairman suggested the Administration should give vehicle owners a clear timeline for the key steps they should take for the replacement of diesel commercial vehicles.</p>	
021010 – 021409	Chairman Mr TANG Ka-piu Administration	<p>Mr TANG Ka-piu said that the Administration should provide at least an indication of how to deal with existing Euro IV and Euro V commercial vehicles registered before 1 February 2014, by the time it sought the Finance Committee's funding approval for the ex-gratia payment scheme.</p> <p>Mr TANG enquired how the proposed mandatory retirement/replacement of diesel commercial vehicles would affect the vehicle repair sector and what measures would be introduced to assist the repair workshop operators whose skills were limited to servicing Euro III or earlier models of commercial vehicles.</p> <p>The Administration responded that:</p> <p>(a) vehicle suppliers had agreed to made available technical information on vehicle maintenance;</p>	

Time marker	Speaker	Subject(s)	Action required
		<p>(b) the Environmental Protection Department was collaborating with the Vocational Training Council and commercial vehicle suppliers to provide training for vehicle mechanics on maintaining their vehicles; and</p> <p>(c) the Vocational Training Council would set up a database on vehicle maintenance and repair.</p>	
021410 – 022308	<p>Chairman Mr Frankie YICK Administration ALA3</p>	<p>At the invitation of the Chairman, the Administration introduced the paper CB(1)379/13-14(02).</p> <p>Assistant Legal Adviser 3 asked how the public would be informed about the procedure for applying for exemption from compliance with the Regulation.</p> <p>The Administration responded that the Environmental Protection Department would work with the Transport Department on operational details and would disseminate the information to interested vehicle owners and post the information on the relevant government website.</p> <p>Mr Frankie YICK commented that such information would spread in the market quite naturally once available.</p> <p>The Chairman said that the necessary procedure and mechanism should be built-in to the legislation as far as possible rather than being implemented by administrative means.</p>	
022309 – 022556	<p>Chairman Mr POON Siu-ping Mr Frankie YICK Administration ALA3</p>	<p>The Administration elaborated on Part (c) of the paper CB(1)379/13-14(03) regarding the arrangements with respect to non-franchised buses, which were subject to inspection for issuance of Certificate of Fitness before the Regulation came into effect.</p> <p>Mr Frankie YICK supported the Administration's approach.</p> <p>Mr POON Siu-ping enquired when the Administration would publicize the arrangement to the transport sector.</p> <p>The Administration responded that the Transport Department had disseminated the information among relevant trade associations of the non-franchised buses sector.</p>	

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		<p>Mr Frankie YICK asked if the implementation of the modified arrangements for the Certificate of Fitness Examination could be aligned with the commencement of the Regulation.</p> <p>The Administration responded that the Transport Department intended that the modified examination arrangement would be implemented in early 2014 in tandem with the commencement of the Regulation.</p> <p>Assistant Legal Adviser 3 and Mr Frankie YICK asked if the implementation of the modified arrangements of the Certificate of Fitness Examination required any amendment to existing legislation.</p> <p>The Administration advised that the modified arrangements of the Certificate of Fitness Examination were not related to the current legislative exercise, and could be implemented administratively under a guideline.</p>	
022557 – 023022	Chairman Mr YICK Chi-ming Administration	<p>The Administration briefed members on Parts (d) and (e) of the paper CB(1)379/13-14(02).</p> <p>In response to Mr Frankie YICK's enquiry, the Administration advised that applicants of the Small and Medium Enterprise Loan Guarantee Scheme should be bona fide registered companies in Hong Kong.</p>	
023023 – 023215	Chairman Administration	<p>The Chairman said that the Subcommittee would proceed to examine the provisions of the Regulation in detail at the next meeting to be held on 28 November 2013.</p> <p>The meeting was adjourned at 5:00 pm.</p>	