

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

**List of follow-up actions arising from the discussion  
at the meeting on 10 June 2015**

1. The Administration is requested to provide written responses to the concerns and suggestions expressed by the deputations at the meeting as well as in their written submissions, as highlighted below –

Test fee increase

- (a) it is unfair that the increased operating costs of privately-run designated vehicle emission testing centres ("DVETCs") should be passed through the test fee increase onto the transport trades, and ultimately onto passengers or transport services users, on the ground of unsustainability of DVETCs;
- (b) the Government should shoulder responsibility of environmental protection by providing emission tests free of charge or at fees lower than those payable to DVETCs;

Emission tests

- (c) the Administration should include dynamometer-based emission tests as part of the annual examination administered by the Transport Department 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, thereby reducing the cost burden of the vehicle owners;
- (d) considerations for determining the locations of remote sensing equipment and the concern about the objectivity of emission measurement if the remote sensing equipment is placed at the lower end of steep roads, as vehicles will generate more emissions as a result of more fuel combustion when they are running uphill;

Replacement of catalytic converters and vehicle repair

- (e) mechanism for selecting the catalytic converters under the one-off subsidy scheme for replacement of this component to reduce emissions from vehicles ("the Scheme"); and for handling complaints about the quality of these catalytic converters;

- (f) the alleged problem 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;
- (g) the Administration should consider deploying resources and taking measures to help the transport trades to replace the non-OEM catalytic converters under the Scheme by OEM catalytic converters for their vehicles; and

Liquefied petroleum gas taxis

- (h) concerns about the existing policy restrictions on importation of diesel taxis, and whether the Government would consider relaxing the requirements on the types of vehicles for replacement of diesel or liquefied petroleum gas ("LPG") taxis so long as they can meet the prescribed emission standards.
2. The Administration is requested to provide information on –
- (a) the respective number of petrol and LPG vehicles participating in the Scheme; and
  - (b) the respective number of petrol and LPG vehicles that were served with emission testing notices ("ETNs") in the past year, with breakdown of the number of vehicles (i) with catalytic converters replaced under the Scheme, and (ii) required to be re-tested for an ETN issued.
3. The Administration is requested to advise whether it would consider –
- (a) postponing the date on which the new test fee for DVETCs will come into operation in the light of concerns raised by deputations; and
  - (b) earmarking spaces at public facilities (such as car parking facilities for heavy vehicles and new government complexes) under planning for lease to DVETC operators at affordable rental level, with a view to enhancing the sustainability of their operation.