

L.N. 24 of 2017

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

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

(Made by the Secretary for the Environment under section 43 of the Air Pollution Control Ordinance (Cap. 311) after consultation with the Advisory Council on the Environment)

1. Commencement

This Regulation comes into operation on 1 July 2017.

2. Air Pollution Control (Vehicle Design Standards) (Emission) Regulations amended

The Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg. J) are amended as set out in sections 3 to 32.

3. Regulation 2 amended (interpretation)

(1) Regulation 2—

- (a) definition of *engine of direct-injection type*;
- (b) definition of *evaporative emission*—

Repeal the definitions.

(2) Regulation 2—

Add in alphabetical order

“*direct-injection type* (直噴型), in relation to an engine, means a type of engine in which the fuel is injected directly into the combustion space above the piston crown;

indirect-injection type (非直噴型), in relation to an engine, means a type of engine in which the fuel is not injected directly into the combustion space above the piston crown;”.

4. Regulation 4A amended (vehicle design standards relating to smoke emission for motor vehicles registered on or after 1 April 1995)

After regulation 4A(3)—

Add

“(4) This regulation does not apply to vehicles specified in regulations 7G(17) and (18) and 7H(6) and (7).”.

5. Regulation 7 repealed (vehicle design standards for certain motor vehicles)

Regulation 7—

Repeal the regulation.

6. Regulation 7B repealed (vehicle design standards for certain motor vehicles registered on or after 1 January 2006)

Regulation 7B—

Repeal the regulation.

7. Regulation 7C repealed (vehicle design standards for certain motor vehicles registered on or after 1 October 2006)

Regulation 7C—

Repeal the regulation.

8. Regulation 7E amended (vehicle design standards for certain motor vehicles registered on or after 1 June 2012)

(1) Regulation 7E, heading—

Repeal

“certain motor vehicles registered on or after 1 June 2012”

Substitute

“goods vehicles, light buses and buses registered between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (2) Regulation 7E—

Repeal subregulations (2) and (3).

- (3) Regulation 7E(4)(d)—

Repeal

“on or after 1 June 2012”

Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (4) Regulation 7E(5)(c)—

Repeal

“on or after 1 June 2012”

Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (5) Regulation 7E—

Repeal subregulation (6).

- (6) Regulation 7E(7)(c)—

Repeal

“on or after 31 December 2012”

Substitute

“between 31 December 2012 and 31 December 2017 (both dates inclusive)”.

- (7) Regulation 7E(8)(d)—

Repeal

“on or after 1 June 2012”

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Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (8) Regulation 7E(9)(d)—

Repeal

“on or after 1 June 2012”

Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (9) Regulation 7E(10)(c)—

Repeal

“on or after 1 June 2012”

Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

- (10) Regulation 7E(11)(d)—

Repeal

“on or after 1 June 2012”

Substitute

“between 1 June 2012 and 31 December 2017 (both dates inclusive)”.

9. Regulations 7F, 7G and 7H added

After regulation 7E—

Add

“7F. Vehicle design standards for private cars and taxis registered on or after 1 July 2017

- (1) This regulation does not apply to vehicles specified in regulation 9.
- (2) Every private car or taxi which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol only; and
 - (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive),
must be so constructed that the emission from that private car or taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17.
- (3) Every private car or taxi which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol only; and
 - (c) is registered on or after 1 September 2019,
must be so constructed that the emission from that private car or taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17.
- (4) Every private car or taxi which—
 - (a) is equipped with a positive-ignition engine of direct-injection type;
 - (b) is constructed to operate on unleaded petrol only; and

- (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive),
must be so constructed that the emission from that private car or taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17 and paragraph (a) of Part 1 of Schedule 18.
- (5) Every private car or taxi which—
 - (a) is equipped with a positive-ignition engine of direct-injection type;
 - (b) is constructed to operate on unleaded petrol only; and
 - (c) is registered on or after 1 September 2019,
must be so constructed that the emission from that private car or taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.
- (6) Every private car which—
 - (a) is equipped with a compression-ignition engine; and
 - (b) is registered on or after 1 July 2017,
must be so constructed that the emission from that private car conforms to the standards specified in paragraph (c) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.
- (7) Every taxi which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;

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- (b) is constructed to operate on liquefied petroleum gas only; and
- (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive),

must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17.

(8) Every taxi which—

- (a) is equipped with a positive-ignition engine of indirect-injection type;
- (b) is constructed to operate on liquefied petroleum gas only; and
- (c) is registered on or after 1 September 2019,

must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17.

(9) Every taxi which—

- (a) is equipped with a positive-ignition engine of direct-injection type;
- (b) is constructed to operate on liquefied petroleum gas only; and
- (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive),

must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17 and paragraph (a) of Part 1 of Schedule 18.

(10) Every taxi which—

- (a) is equipped with a positive-ignition engine of direct-injection type;

- (b) is constructed to operate on liquefied petroleum gas only; and
 - (c) is registered on or after 1 September 2019, must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.
- (11) Every taxi which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol and liquefied petroleum gas only; and
 - (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive), must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17.
- (12) Every taxi which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol and liquefied petroleum gas only; and
 - (c) is registered on or after 1 September 2019, must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17.
- (13) Every taxi which—
 - (a) is equipped with a positive-ignition engine of direct-injection type;

- (b) is constructed to operate on unleaded petrol and liquefied petroleum gas only; and
- (c) is registered between 1 July 2017 and 31 August 2019 (both dates inclusive),

must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17 and paragraph (a) of Part 1 of Schedule 18.

(14) Every taxi which—

- (a) is equipped with a positive-ignition engine of direct-injection type;
- (b) is constructed to operate on unleaded petrol and liquefied petroleum gas only; and
- (c) is registered on or after 1 September 2019,

must be so constructed that the emission from that taxi conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.

7G. Vehicle design standards for goods vehicles and light buses registered on or after 1 January 2018

- (1) This regulation does not apply to vehicles specified in regulation 9.
- (2) Every goods vehicle or light bus which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of not more than 3.5 tonnes; and

- (d) is registered between 1 January 2018 and 31 August 2020 (both dates inclusive),
must be so constructed that the emission from that goods vehicle or light bus conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17.
- (3) Every goods vehicle or light bus which—
 - (a) is equipped with a positive-ignition engine of indirect-injection type;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of not more than 3.5 tonnes; and
 - (d) is registered on or after 1 September 2020,
must be so constructed that the emission from that goods vehicle or light bus conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17.
- (4) Every goods vehicle or light bus which—
 - (a) is equipped with a positive-ignition engine of direct-injection type;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of not more than 3.5 tonnes; and
 - (d) is registered between 1 January 2018 and 31 August 2020 (both dates inclusive),

must be so constructed that the emission from that goods vehicle or light bus conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17 and paragraph (a) of Part 1 of Schedule 18.

- (5) Every goods vehicle or light bus which—
- (a) is equipped with a positive-ignition engine of direct-injection type;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of not more than 3.5 tonnes; and
 - (d) is registered on or after 1 September 2020,

must be so constructed that the emission from that goods vehicle or light bus conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.

- (6) Every goods vehicle or light bus which—
- (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of not more than 3.5 tonnes; and
 - (c) is registered between 1 January 2018 and 31 August 2020 (both dates inclusive),

must be so constructed that the emission from that goods vehicle or light bus conforms to the standards specified in paragraph (a) or (c) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.

- (7) Every goods vehicle or light bus which—

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- (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of not more than 3.5 tonnes;
and
 - (c) is registered on or after 1 September 2020,
must be so constructed that the emission from that
goods vehicle or light bus conforms to the standards
specified in paragraph (b) or (c) of Part 1 of
Schedule 17 and paragraph (b) of Part 1 of Schedule
18.
- (8) Every light bus which—
- (a) is equipped with a positive-ignition engine of
indirect-injection type;
 - (b) is constructed to operate on liquefied petroleum
gas only;
 - (c) has a design weight of not more than 3.5 tonnes;
and
 - (d) is registered between 1 January 2018 and
31 August 2020 (both dates inclusive),
must be so constructed that the emission from that
light bus conforms to the standards specified in
paragraph (a), (c) or (d) of Part 1 of Schedule 17.
- (9) Every light bus which—
- (a) is equipped with a positive-ignition engine of
indirect-injection type;
 - (b) is constructed to operate on liquefied petroleum
gas only;
 - (c) has a design weight of not more than 3.5 tonnes;
and
 - (d) is registered on or after 1 September 2020,

must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17.

(10) Every light bus which—

- (a) is equipped with a positive-ignition engine of direct-injection type;
- (b) is constructed to operate on liquefied petroleum gas only;
- (c) has a design weight of not more than 3.5 tonnes; and
- (d) is registered between 1 January 2018 and 31 August 2020 (both dates inclusive),

must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (a), (c) or (d) of Part 1 of Schedule 17 and paragraph (a) of Part 1 of Schedule 18.

(11) Every light bus which—

- (a) is equipped with a positive-ignition engine of direct-injection type;
- (b) is constructed to operate on liquefied petroleum gas only;
- (c) has a design weight of not more than 3.5 tonnes; and
- (d) is registered on or after 1 September 2020,

must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (b), (c) or (d) of Part 1 of Schedule 17 and paragraph (b) of Part 1 of Schedule 18.

(12) Every light bus which—

- (a) is equipped with a positive-ignition engine;

- (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of more than 3.5 tonnes; and
 - (d) is registered on or after 1 January 2018, must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 16.
- (13) Every light bus which—
 - (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of more than 3.5 tonnes; and
 - (c) is registered on or after 1 January 2018, must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (a), (b) or (c) of Part 2 of Schedule 16.
- (14) Every light bus which—
 - (a) is equipped with a positive-ignition engine;
 - (b) is constructed to operate on liquefied petroleum gas only;
 - (c) has a design weight of more than 3.5 tonnes; and
 - (d) is registered on or after 1 January 2018, must be so constructed that the emission from that light bus conforms to the standards specified in paragraph (a), (b) or (c) of Part 2 of Schedule 16.
- (15) Every goods vehicle which—
 - (a) is equipped with a positive-ignition engine;

- (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of more than 3.5 tonnes; and
 - (d) is registered between 1 January 2018 and 31 March 2019 (both dates inclusive),
- must be so constructed that the emission from that goods vehicle conforms to the standards specified in paragraph (a) or (c) of Part 2 of Schedule 17, paragraph (b) of Part 2 of Schedule 18 and Schedule 19.

(16) Every goods vehicle which—

- (a) is equipped with a positive-ignition engine;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of more than 3.5 tonnes; and
 - (d) is registered on or after 1 April 2019,
- must be so constructed that the emission from that goods vehicle conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 17, paragraph (b) of Part 2 of Schedule 18 and Schedule 19.

(17) Every goods vehicle which—

- (a) is equipped with a compression-ignition engine;
- (b) has a design weight of more than 3.5 tonnes; and
- (c) is registered between 1 January 2018 and 31 March 2019 (both dates inclusive),

must be so constructed that the emission from that goods vehicle conforms to the standards specified in paragraph (a) or (c) of Part 2 of Schedule 17, paragraphs (a) and (b) of Part 2 of Schedule 18 and Schedule 19.

(18) Every goods vehicle which—

- (a) is equipped with a compression-ignition engine;
- (b) has a design weight of more than 3.5 tonnes; and
- (c) is registered on or after 1 April 2019,

must be so constructed that the emission from that goods vehicle conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 17, paragraphs (a) and (b) of Part 2 of Schedule 18 and Schedule 19.

7H. Vehicle design standards for buses registered on or after 1 January 2018

(1) This regulation does not apply to vehicles specified in regulation 9.

(2) Every bus which—

- (a) is equipped with a positive-ignition engine;
- (b) is constructed to operate on unleaded petrol only;
- (c) has a design weight of not more than 9 tonnes; and
- (d) is registered on or after 1 January 2018,

must be so constructed that the emission from that bus conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 16.

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- (3) Every bus which—
 - (a) is equipped with a positive-ignition engine;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of more than 9 tonnes; and
 - (d) is registered between 1 January 2018 and 31 March 2019 (both dates inclusive),must be so constructed that the emission from that bus conforms to the standards specified in paragraph (a) or (c) of Part 2 of Schedule 17, paragraph (b) of Part 2 of Schedule 18 and Schedule 19.
- (4) Every bus which—
 - (a) is equipped with a positive-ignition engine;
 - (b) is constructed to operate on unleaded petrol only;
 - (c) has a design weight of more than 9 tonnes; and
 - (d) is registered on or after 1 April 2019,must be so constructed that the emission from that bus conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 17, paragraph (b) of Part 2 of Schedule 18 and Schedule 19.
- (5) Every bus which—
 - (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of not more than 9 tonnes; and
 - (c) is registered on or after 1 January 2018,must be so constructed that the emission from that bus conforms to the standards specified in paragraph (a), (b) or (c) of Part 2 of Schedule 16.

- (6) Every bus which—
 - (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of more than 9 tonnes; and
 - (c) is registered between 1 January 2018 and 31 March 2019 (both dates inclusive),must be so constructed that the emission from that bus conforms to the standards specified in paragraph (a) or (c) of Part 2 of Schedule 17, paragraphs (a) and (b) of Part 2 of Schedule 18 and Schedule 19.
- (7) Every bus which—
 - (a) is equipped with a compression-ignition engine;
 - (b) has a design weight of more than 9 tonnes; and
 - (c) is registered on or after 1 April 2019,must be so constructed that the emission from that bus conforms to the standards specified in paragraph (b) or (c) of Part 2 of Schedule 17, paragraphs (a) and (b) of Part 2 of Schedule 18 and Schedule 19.”.

10. Regulation 8 amended (compliance with more stringent standards)

Regulation 8—

Repeal

“7, 7B, 7C, 7D, 7E”

Substitute

“7D, 7E, 7F, 7G, 7H”.

11. Regulation 9 amended (vehicles to which regulations 7, 7B, 7C, 7D, 7E and 14 do not apply)

- (1) Regulation 9, heading—

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Repeal

“7, 7B, 7C, 7D, 7E”

Substitute

“7D, 7E, 7F, 7G, 7H”.

- (2) Regulation 9—

Repeal

“7, 7B, 7C, 7D, 7E and 14 shall”

Substitute

“7D, 7E, 7F, 7G, 7H and 14 do”.

- (3) Regulation 9(c), English text—

Repeal

“kilometres per hour”

Substitute

“km/h”.

12. Regulation 10 amended (requirements as to engine and fuel)

- (1) Regulation 10(1)(b), English text—

Repeal

“millimetres”

Substitute

“mm”.

- (2) Regulation 10—

Repeal subregulation (2).

- (3) Regulation 10—

Repeal subregulation (3)

Substitute

“(3) Every taxi registered on or after 1 July 2017 equipped with an engine—

(a) must be equipped with a positive-ignition engine;

(b) must be constructed to—

(i) operate on liquefied petroleum gas only;

(ii) operate on unleaded petrol only; or

(iii) operate on liquefied petroleum gas and unleaded petrol only; and

(c) for a taxi constructed to operate on unleaded petrol—must be constructed in such a way that a petrol pump dispensing nozzle spout with an outside diameter of 23.6 mm cannot be inserted into its filling pipe.”.

(4) Regulation 10(3A)(a)(ii), English text—

Repeal

“millimetres”

Substitute

“mm”.

13. Regulation 14 amended (certain motor vehicles to be equipped with on-board diagnostic system)

(1) Regulation 14—

Repeal subregulations (1), (2), (3), (4), (5), (6) and (7).

(2) Regulation 14(8)—

Repeal

“7E(2), (3), (4)”

Substitute

“7E(4)”.

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- (3) Regulation 14(8)(b), Chinese text—

Repeal

“理事會規例EC第715/2007號”

Substitute

“規例EC第715/2007號”.

- (4) Regulation 14(8)(c), Chinese text—

Repeal

“國土交通及旅遊省”

Substitute

“國土交通省”.

- (5) Regulation 14—

Repeal subregulation (9).

- (6) Regulation 14(10)(b), Chinese text—

Repeal

“理事會規例EC第715/2007號”

Substitute

“規例EC第715/2007號”.

- (7) Regulation 14—

Repeal subregulation (11).

- (8) Regulation 14(12)—

Repeal

“regulation 7E(9), (10) and (11)”

Substitute

“regulations 7E(9), (10) and (11), 7G(12), (13) and (14) and 7H(2) and (5)”.

- (9) Regulation 14(12)(c), Chinese text—

Repeal

“國土交通及旅遊省”

Substitute

“國土交通省”.

- 14. Schedule 2 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 January 1992 and 30 September 1998 (both dates inclusive))**

Schedule 2—

Repeal the Schedule.

- 15. Schedule 2A repealed (vehicle design standards (emission) for private cars equipped with compression-ignition engines and registered between 1 January 1992 and 31 March 1998 (both dates inclusive))**

Schedule 2A—

Repeal the Schedule.

- 16. Schedule 3 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 April 1995 and 30 September 1998 (both dates inclusive))**

Schedule 3—

Repeal the Schedule.

- 17. Schedule 4 repealed (vehicle design standards (emission) for private cars equipped with compression-ignition engines and registered on or after 1 April 1998)**

Schedule 4—

Repeal the Schedule.

- 18. Schedule 5 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 October 1998 and 30 June 1999 (both dates inclusive))**

Schedule 5—

Repeal the Schedule.

- 19. Schedule 6 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 October 1998 and 30 September 2001 (both dates inclusive) and for certain light buses registered between 1 October 2001 and 31 July 2003 (both dates inclusive))**

Schedule 6—

Repeal the Schedule.

- 20. Schedule 6A repealed (vehicle design standards (emission) for certain motor vehicles registered on or after 1 October 2001 and for certain light buses registered on or after 1 August 2003)**

Schedule 6A—

Repeal the Schedule.

- 21. Schedule 7 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 July 1999 and 31 December 2000 (both dates inclusive), for taxis equipped with compression-ignition engines and registered between 1 July 1999 and 31 July 2001 (both dates inclusive) and for certain motor vehicles registered between 1 July 1999 and 30 September 2001 (both dates inclusive))**

Schedule 7—

Repeal the Schedule.

- 22. Schedule 8 repealed (vehicle design standards (emission) for motor cycles registered on or after 1 October 1999)**

Schedule 8—

Repeal the Schedule.

- 23. Schedule 9 repealed (vehicle design standards (emission) for motor tricycles registered on or after 1 October 1999)**

Schedule 9—

Repeal the Schedule.

- 24. Schedule 10 repealed (vehicle design standards (emission) for certain motor vehicles registered between 1 January 2001 and 31 December 2001 (both dates inclusive))**

Schedule 10—

Repeal the Schedule.

- 25. Schedule 10A repealed (vehicle design standards (emission) for certain taxis registered on or after 1 August 2001)**

Schedule 10A—

Repeal the Schedule.

- 26. Schedule 10B repealed (vehicle design standards (emission) for certain motor vehicles registered on or after 1 January 2002)**

Schedule 10B—

Repeal the Schedule.

- 27. Schedule 10C repealed (vehicle design standards (emission) for certain light buses registered on or after 1 August 2003)**

Schedule 10C—

Repeal the Schedule.

- 28. Schedule 11 repealed (motor vehicles registered between 1 January 2001 and 31 May 2012 (both dates inclusive) with positive-ignition engines not requiring installation of on-board diagnostic system)**

Schedule 11—

Repeal the Schedule.

- 29. Schedule 12 repealed (vehicle design standards (emission) for certain motor vehicles registered on or after 1 January 2006)**

Schedule 12—

Repeal the Schedule.

- 30. Schedule 13 repealed (vehicles design standards (emission) for certain motor vehicles registered between 1 October 2006 and 31 May 2012 (both dates inclusive))**

Schedule 13—

Repeal the Schedule.

- 31. Schedule 16 amended (vehicle design standards (emission) for certain motor vehicles registered on or after 1 June 2012)**

- (1) Schedule 16—

Repeal

“[reg. 7E]”

Substitute

“[regs. 7E, 7G & 7H]”.

- (2) Schedule 16, Chinese text, Part 1, paragraph (a)(i)—

Repeal

“委員會規例EC第715/2007號”

Substitute

“規例EC第715/2007號”。

- (3) Schedule 16, Part 1, paragraph (a)(ii)—

Repeal

“of the European Parliament and of the Council”。

- (4) Schedule 16, Chinese text, Part 1, paragraph (a)(iii)—

Repeal

“理事會規例EC第715/2007號”

Substitute

“規例EC第715/2007號”。

- (5) Schedule 16, Part 1, paragraph (b)(i), after “America”—

Add

“as at 20 March 2012”。

- (6) Schedule 16, Part 1, paragraph (b)(ii), after “2004”—

Add

“as at 20 March 2012”。

- (7) Schedule 16, Chinese text, Part 1, paragraph (c)(i)(A) and (B), (ii) and (iii)—

Repeal

“國土交通及旅遊省”

Substitute

“國土交通省”。

- (8) Schedule 16, Chinese text, Part 2, paragraph (a)(i)—

Repeal

“議會指令2005/55/EC”

Section 32

Substitute

“指令2005/55/EC”.

- (9) Schedule 16, Chinese text, Part 2, paragraph (a)(iii)—

Repeal

“議會指令2007/46/EC”

Substitute

“指令2007/46/EC”.

- (10) Schedule 16, Part 2, paragraph (b)(i), after “America”—

Add

“as at 20 March 2012”.

- (11) Schedule 16, Part 2, paragraph (b)(ii)(A), after “2008”—

Add

“as at 20 March 2012”.

- (12) Schedule 16, Part 2, paragraph (b)(ii)(B), after “2007”—

Add

“as at 20 March 2012”.

- (13) Schedule 16, Chinese text, Part 2, paragraph (c)(i)(A) and (B), (ii) and (iii)—

Repeal

“國土交通及旅遊省”

Substitute

“國土交通省”.

32. Schedules 17, 18 and 19 added

After Schedule 16—

Add

“Schedule 17

[regs. 7F, 7G & 7H]

Vehicle Design Standards (Emission) for Certain Motor Vehicles Registered on or after 1 July 2017

Part 1

- (a) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system (except Type VI test) as specified in Regulation (EC) No. 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.
 - (ii) The emission limit values for Type I test as specified in Table 2 (Euro 6 Emission Limits) of Annex I to Regulation (EC) No. 715/2007 of the European Parliament and of the Council as amended by Commission Regulation (EC) No. 692/2008 and its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.
 - (iii) The emission standards and on-board diagnostic system standards as specified in Row W, X, Y, ZA, ZB or ZC of Table 1 of Appendix 6 to Annex I to Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including

amendments made by Commission Regulation (EU) No. 2016/646.

- (iv) All the type approval requirements as specified in Directive 2007/46/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Regulation (EU) No. 2015/758.
- (b) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system (except Type VI test) as specified in Regulation (EC) No. 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.
 - (ii) The emission limit values for Type I test as specified in Table 2 (Euro 6 Emission Limits) of Annex I to Regulation (EC) No. 715/2007 of the European Parliament and of the Council as amended by Commission Regulation (EC) No. 692/2008 and its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.
 - (iii) The emission standards and on-board diagnostic system standards as specified in Row ZD, ZE or ZF of Table 1 of Appendix 6 to Annex I to Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.

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- (iv) All the type approval requirements as specified in Directive 2007/46/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Regulation (EU) No. 2015/758.
 - (c) United States of America Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system as specified in Title 13 of the California Code of Regulations of the United States of America as at 23 December 2016.
 - (ii) The emission limit values as specified in “LEV III” in section 1961.2 of Article 2 of Chapter 1 of Division 3 of Title 13 of the California Code of Regulations of the United States of America as at 23 December 2016.
 - (iii) All the type approval requirements administered by the California Air Resources Board.
 - (d) Japan Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system as specified in—
 - (A) the Safety Regulation for Road Vehicles (i.e. the Ministry of Transport Ordinance No. 67 of 28 July 1951) as amended by its subsequent amendments up to and including amendments made by the Ministry of Land, Infrastructure, Transport and Tourism Ordinance No. 18 of 31 March 2015; and

- (B) the Announcement that Prescribes Details of Safety Regulations for Road Vehicles (i.e. the Ministry of Land, Infrastructure and Transport Announcement No. 619 of 15 July 2002) as amended by its subsequent amendments up to and including amendments made by the Ministry of Land, Infrastructure, Transport and Tourism Announcement No. 459 of 31 March 2015.
- (ii) The emission limit values as specified in Article 41 of the Announcement that Prescribes Details of Safety Regulations for Road Vehicles (i.e. the Ministry of Land, Infrastructure and Transport Announcement No. 619 of 15 July 2002) as amended by its subsequent amendments up to and including amendments made by the Ministry of Land, Infrastructure, Transport and Tourism Announcement No. 459 of 31 March 2015.
- (iii) All the type approval requirements administered by the Ministry of Land, Infrastructure, Transport and Tourism of Japan.

Part 2

- (a) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system as specified in Regulation (EC) No. 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including

amendments made by Commission Regulation (EU) No. 2016/1718.

- (ii) The emission limit values of gaseous and particulate pollutants from the engine as specified in the Table entitled “Euro VI Emission Limits” of Annex I to Regulation (EC) No. 595/2009 of the European Parliament and of the Council as amended by Commission Regulation (EU) No. 582/2011 and its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.
- (iii) The requirements as specified in—
 - (A) Row A of Table 1 of Appendix 9 to Annex I to Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718, for vehicle models equipped with compression-ignition engines; or
 - (B) Row B of Table 1 of Appendix 9 to Annex I to Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718, for vehicle models equipped with positive-ignition engines.
- (iv) All the type approval requirements as specified in Directive 2007/46/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Regulation (EU) No. 2015/758.

- (b) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
 - (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system as specified in Regulation (EC) No. 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.
 - (ii) The emission limit values of gaseous and particulate pollutants from the engine as specified in the Table entitled “Euro VI Emission Limits” of Annex I to Regulation (EC) No. 595/2009 of the European Parliament and of the Council as amended by Commission Regulation (EU) No. 582/2011 and its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.
 - (iii) The requirements as specified in Row C of Table 1 of Appendix 9 to Annex I to Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.
 - (iv) All the type approval requirements as specified in Directive 2007/46/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Regulation (EU) No. 2015/758.
- (c) United States of America Motor Vehicle Emission Standards, comprising all of the following requirements—

- (i) All the testing procedures, requirements and emission limits including those for on-board diagnostic system for 2017 and later model years as specified in the Code of Federal Regulations Title 40 Protection of Environment Part 86 Control of Emissions from New and In-use Highway Vehicles and Engines of the United States of America including and up to the amendments on 25 October 2016.
- (ii) The emission limit values as specified in—
 - (A) section 86.008-10 entitled “Emission standards for 2008 and later model year Otto-cycle heavy-duty engines and vehicles” in the Code of Federal Regulations Title 40 Protection of Environment Part 86 Control of Emissions from New and In-use Highway Vehicles and Engines of the United States of America including and up to the amendments on 25 October 2016, for vehicle models equipped with positive-ignition engines including all the phase-in requirements for 2009; or
 - (B) section 86.007-11 entitled “Emission standards and supplemental requirements for 2007 and later model year diesel heavy-duty engines and vehicles” in the Code of Federal Regulations Title 40 Protection of Environment Part 86 Control of Emissions from New and In-use Highway Vehicles and Engines of the United States of America including and up to the amendments on 25 October 2016, for vehicle models equipped with compression-ignition engines including all the phase-in requirements for 2010.

- (iii) All the type approval requirements administered by the United States Environment Protection Agency.
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Schedule 18

[regs. 7F, 7G & 7H]

Vehicle Design Standards for Particulate Emission from Certain Motor Vehicles Registered on or after 1 July 2017

Part 1

- (a) Number of particles emitted must not exceed 6×10^{12} per kilometre, as measured by the Type I test procedure specified in Regulation (EC) No. 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.
- (b) Number of particles emitted must not exceed 6×10^{11} per kilometre, as measured by the Type I test procedure specified in Regulation (EC) No. 715/2007 of the European Parliament and of the Council and Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/646.

Part 2

- (a) Number of particles emitted must not exceed 8×10^{11} per kilowatt-hour, as measured by the Worldwide Harmonised Steady State Cycle (WHSC) test procedure specified in Regulation (EC) No. 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.
- (b) Number of particles emitted must not exceed 6×10^{11} per kilowatt-hour, as measured by the Worldwide Harmonised Transient Driving Cycle (WHTC) test procedure specified in Regulation (EC) No. 595/2009 of the European Parliament and of the Council and Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.

Schedule 19

[regs. 7G & 7H]

Portable Emissions Measurement System Demonstration Test at Type Approval

Portable emissions measurement system demonstration test at type approval as specified in Appendix 1 to Annex VI to Commission Regulation (EU) No. 582/2011 as amended by its subsequent amendments up to and including amendments made by Commission Regulation (EU) No. 2016/1718.”.

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

L.N. 24 of 2017
B1675

WONG Kam-sing
Secretary for the Environment

9 February 2017

Explanatory Note

This Regulation amends the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg. J) (*principal Regulations*). In order to reduce vehicular emissions, this Regulation imposes more stringent vehicle design standards on—

- (a) private cars and taxis first registered on or after 1 July 2017; and
 - (b) other motor vehicles first registered on or after 1 January 2018, except buses having a design weight of not more than 9 tonnes, light buses having a design weight of more than 3.5 tonnes, special purpose vehicles, motor cycles and motor tricycles.
2. Regulations 7, 7B, 7C and 7E(2), (3) and (6) of the principal Regulations and their associated Schedules (except Schedule 16) are obsolete and therefore repealed (sections 5 to 8, 14 to 27, 29 and 30).
3. New regulation 7F specifies enhanced vehicle design standards for certain private cars and taxis which are registered on or after 1 July 2017 (section 9).
4. New regulation 7G specifies enhanced vehicle design standards for certain goods vehicles and light buses which are registered on or after 1 January 2018 (section 9).
5. New regulation 7H specifies enhanced vehicle design standards for certain buses which are registered on or after 1 January 2018 (section 9).

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

Explanatory Note
Paragraph 6

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6. Regulation 10 of the principal Regulations is amended to allow the use of petrol-cum-LPG taxis (section 12).
7. Regulation 14(1), (2), (3), (4), (5), (6), (7), (9) and (11) of the principal Regulations and its associated Schedule 11 are obsolete and therefore repealed (sections 13 and 28).
8. The new Schedule 17 sets out the Euro VI Motor Vehicle Emission Standards adopted in the European Union and the emission standards adopted in the United States of America and Japan, to be complied with by certain motor vehicles first registered on or after 1 July 2017. Part 1 of the new Schedule 17 covers certain motor vehicles that have a design weight of not more than 3.5 tonnes. Part 2 of that Schedule covers certain motor vehicles that have a design weight of more than 3.5 tonnes (section 32).
9. The new Schedule 18 sets out the vehicle design standards for particulate emission from certain motor vehicles adopted in the European Union (section 32).
10. The new Schedule 19 sets out the standards of portable emissions measurement system demonstration test at type approval for heavy-duty vehicles having a design weight of more than 3.5 tonnes (section 32).