

LEGISLATIVE COUNCIL BRIEF

Air Pollution Control Ordinance (Cap. 311)

Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) (Amendment) Regulation 2020

INTRODUCTION

The Secretary for the Environment, after consultation with the Advisory Council on the Environment (“ACE”), has made the Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) (Amendment) Regulation 2020 (“the Amendment Regulation”) at **Annex A**, under section 43 of the Air Pollution Control Ordinance (Cap. 311), to progressively phase out some 40 000 existing Euro IV diesel commercial vehicles.

BACKGROUND

2. Diesel commercial vehicles (“DCVs”), which include diesel goods vehicles, light buses and non-franchised buses, are one of the major sources of roadside air pollution. To improve roadside air quality, the Government launched an incentive-cum-regulatory programme in March 2014 to offer ex-gratia payment to the vehicle owners of pre-Euro IV DCVs to progressively phase out their vehicles. The retirement deadlines of pre-Euro IV DCVs are stipulated under the Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation (Cap. 311, sub. leg. X). As at the end of February 2020, about 78 200 pre-Euro IV DCVs have been phased out under the incentive-cum-regulatory programme. All pre-Euro, Euro I and Euro II DCVs have been phased out, and the remaining 1 300 Euro III DCVs will be

phased out by late June 2020¹.

3. To further improve roadside air quality, the Chief Executive has proposed in the 2018 Policy Address to launch a new incentive-cum-regulatory programme to phase out Euro IV DCVs progressively, after phase out all pre-Euro IV DCVs. Compared with Euro IV DCVs, Euro VI DCVs emit about 68-89% less nitrogen oxides (“NOx”) and 50-92% less respirable suspended particulates (“RSP”) as Euro VI is the prevailing statutory emission standards for most newly registered DCVs². A profile of these vehicles is at **Annex B**. The new programme will help further improve the air quality, especially the roadside air quality.

4. Specifically, we propose to –

- (a) offer an ex-gratia payment ranging from 31% to 37% of the average taxable values of new vehicles to vehicle owners for phasing out their Euro IV DCVs, having regard to the age of the vehicles concerned, and offer an extra 15% subsidy of average vehicle body prices to goods vehicles assembled with vehicle additions; and
- (b) require registered Euro IV DCVs to progressively phase out from the specified dates with reference to their respective dates of first registration such that –
 - vehicles first registered in 2006 will be required to comply with the relevant emission standards from 1

¹ The original deadline for application of the ex-gratia payment for phasing out Euro III DCVs was 31 December 2019. Due to operational difficulties caused by the economic downturn in the latter part of 2019, some transport trades were not able to complete the necessary procedures for ex-gratia payment by the original deadline. In view of this, the Environmental Protection Department extended the deadline for six months to 30 June 2020.

² Currently, all first registered DCVs, except buses with a design weight of not more than 9 tonnes and light buses with a design weight of more than 3.5 tonnes, are required to comply with the Euro VI emission standards. The Government plans to tighten the emission standards for buses with a design weight of not more than 9 tonnes and light buses with a design weight of more than 3.5 tonnes seeking first registration from the prevailing Euro V emission standards to Euro VI emission standards starting from March 2021.

- January 2022;
- vehicles first registered in 2007 will be required to comply with the relevant emission standards from 1 January 2023;
 - vehicles first registered in 2008 will be required to comply with the relevant emission standards from 1 January 2024;
 - vehicles first registered in 2009 will be required to comply with the relevant emission standards from 1 January 2025;
 - vehicles first registered in 2010 will be required to comply with the relevant emission standards from 1 January 2026;
 - vehicles first registered in 2011 will be required to comply with the relevant emission standards from 1 January 2027; and
 - vehicles first registered in 2012 will be required to comply with the relevant emission standards from 1 January 2028.

5. The Amendment Regulation is to effect the proposed retirement deadlines for Euro IV DCVs by requiring Euro IV DCVs to comply with the relevant vehicle design standards as set out in the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311, sub. leg. J) (“VDS Regulations”) that is applicable for a DCV of the same class and design weight seeking first registration at the time when the vehicle licence is applied for, as if the vehicle were first registered on the date on which the application for the vehicle licence is made, where the vehicle licence application is made on or after the dates referred to in paragraph 11 below. Failure to comply with the requirement may be a ground for the Commissioner for Transport to refuse to license the vehicles under section 25(1)(a)(ia) or (iic) of the Road Traffic Ordinance (Cap. 374).

6. In line with the previous phasing out pre-Euro IV DCVs

programme launched by the Environmental Protection Department, we propose to use first registration dates for distinguishing Euro IV DCVs in the Amendment Regulation. As first registration dates are stated in vehicle registration documents and are not subject to changes, it is easy and clear for Euro IV vehicle owners to understand the retirement deadlines applicable to their vehicles. The dates on which Euro IV emission standards were adopted for the vehicles concerned at their first registration are set out in **Annex C**.

7. Some DCVs, first registered on a date within the period as specified in **Annex C** but on the date of first registration comply with Euro V emission standards or the US or Japan equivalent standards as set out in **Annex D**, will be excluded from the phasing out Euro IV DCVs programme (“Excluded Vehicles”) and will not be categorised as controlled vehicles under the Amendment Regulation.

8. We have earmarked \$7.1 billion for implementing the ex-gratia payment from September 2020.

CONSULTATIONS

9. We briefed the ACE on 3 December 2018 and consulted the Panel on Environmental Affairs (“the EA Panel”) of the Legislative Council on 22 January 2020 on the proposal of phasing out Euro IV DCVs. Both of them are supportive of the proposal.

10. Between November 2019 and January 2020, we have consulted the relevant trades including transport operators, vehicle suppliers, vehicle body builders and vehicle scrapping agents on the proposal. While they generally welcomed the ex-gratia payment proposal, some of them requested us to exclude those DCVs first registered during the implementation of Euro IV emission standards but constructed to conform with the Euro V emission standards from phasing out. To this end, we have considered the trade’s request thoroughly and

acceded to exclude them from this phasing out exercise.

THE AMENDMENT REGULATION

11. The Amendment Regulation requires registered Euro IV DCVs (i.e. Euro IV goods vehicles, light buses and non-franchised buses running on diesel), except the Excluded Vehicles, to comply with the vehicle design standards as set out in the VDS Regulations that is applicable for a DCV of the same class and design weight seeking first registration at the time when the vehicle licence is applied for, as if the vehicle were first registered on the date on which the application for the vehicle licence is made, where the vehicle licence application is made on or after the following dates –

- (a) 1 January 2022 for all designated Euro IV DCVs first registered in 2006;
- (b) 1 January 2023 for all designated Euro IV DCVs first registered in 2007;
- (c) 1 January 2024 for all designated Euro IV DCVs first registered in 2008;
- (d) 1 January 2025 for all designated Euro IV DCVs first registered in 2009;
- (e) 1 January 2026 for all designated Euro IV DCVs first registered in 2010;
- (f) 1 January 2027 for all designated Euro IV DCVs first registered in 2011; and
- (g) 1 January 2028 for all designated Euro IV DCVs first registered in 2012.

LEGISLATIVE TIMETABLE

12. We will publish the Amendment Regulation in the Gazette on 22 May 2020 and table it at the Legislative Council for negative vetting on 27 May 2020. Subject to the negative vetting by the Legislative Council, the Amendment Regulation will take effect from 1 September 2020.

IMPLICATIONS

Environmental and Sustainability Implications

13. The Amendment Regulation is essential for implementing the proposed retirement deadlines for Euro IV DCVs. Phasing out Euro IV DCVs can improve roadside air quality and it is in line with the sustainability principles of avoiding environmental problems and providing a living environment which protects public health. Better air quality is also conducive to improving the quality of life.

Economic Implications

14. The mandatory retirement of Euro IV DCVs would impose higher business costs for the transportation and logistics sectors as the affected vehicle owners need to replace their vehicles. This may have adverse impact on the livelihood of some professional drivers and small and medium-sized enterprises providing transport and logistics services and part of the increased cost burden may be passed on to users of transportation services including businesses, consumers and passengers, resulting in higher business costs, transport fares and inflation. However, the impact will be partly offset by the ex-gratia payment. On the other hand, the reduced vehicular emissions of RSP and NO_x brought about by the proposal would help reduce the hidden costs of health hazards and productivity loss due to respiratory diseases.

Financial Implications

15. To alleviate the financial hardship of the owners of Euro IV DCVs, the Government proposes to provide them with ex-gratia payment involving a one-off non-recurrent funding of about \$7.1 billion, which has been approved by the Legislative Council. The proposed ex-gratia payment for different types of DCVs based on the average vehicle taxable values of all the vehicle classes concerned in 2018-19 financial year is at **Annex E**. The incentive-cum-regulatory programme may result in an early replacement of Euro IV DCVs with new commercial vehicles and advance the receipt of first registration tax from new vehicles.

Civil Service Implications

16. To implement the ex-gratia payment for phasing out Euro IV DCVs and handle the licensing work arising from the cancellation of the registration of the retired DCVs and consequential first registration of new DCVs arising from the proposal, the Administration shall endeavor to absorb resources required and, when necessary, seek any other additional resources with justification in accordance with the established mechanism.

Other Implications

17. The Amendment Regulation is in conformity with the Basic Law including the provisions concerning human rights, and will not affect the current binding effect of the Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation (Cap. 311, sub. leg. X). It has no gender or family implications.

PUBLICITY

18. We will issue a press release when the Amendment Regulation is published in the Gazette and inform the relevant trades accordingly. A

spokesman will be made available for answering media enquiries.

ENQUIRIES

19. For any enquiries relating to this brief, please contact Mr Dave HO, Assistant Director of Environmental Protection (Air Policy), at 2594 6310.

Environmental Protection Department

May 2020

Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) (Amendment) Regulation 2020

(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 September 2020.

2. Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation amended

The Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation (Cap. 311 sub. leg. X) is amended as set out in sections 3, 4 and 5.

3. Section 3 amended (controlled vehicles)

(1) Section 3—

Renumber the section as section 3(1).

(2) Section 3(1)(d)—

Repeal

“or”.

(3) After section 3(1)(d)—

Add

“(da) a designated vehicle first registered within the period specified in column 3(d) of the Schedule opposite to the vehicle’s permitted gross vehicle weight specified in column 2 of the Schedule (except an excluded vehicle); or”.

(4) After section 3(1)—

Add

“(2) In this section—

excluded vehicle (豁除車輛) means a designated vehicle that on its date of first registration has complied with the applicable requirements relating to construction and on-board diagnostic system as set out in regulations 7E(5), (7) or (10) and 14(10) or (12) of the pre-amended VDS Regulations;

pre-amended VDS Regulations (《修訂前的 VDS 規例》) means the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg. J) as in force immediately before 1 October 2020.”.

4. Section 4 amended (requirements to conform to emission standards)

(1) Section 4(2)—

Repeal

“3” (wherever appearing)

Substitute

“3(1)”.

(2) Section 4(2)(d)—

Repeal

“or”.

(3) After section 4(2)(d)—

Add

“(da) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2006, 1 January 2022;

- (db) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2007, 1 January 2023;
- (dc) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2008, 1 January 2024;
- (dd) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2009, 1 January 2025;
- (de) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2010, 1 January 2026;
- (df) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2011, 1 January 2027;
- (dg) for a controlled vehicle within the meaning of section 3(1)(da) that was first registered in 2012, 1 January 2028; or”.

5. Schedule amended (controlled vehicles)

The Schedule—

Repeal column 3(c)

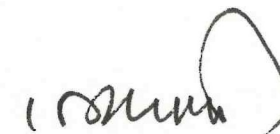
Substitute

“

(c) Period	(d) Period
From 1 January 2001 to 31 December 2005	From 1 January 2006 to 30 December 2012
From 1 January 2002 to 31 December 2006	From 1 January 2007 to 30 December 2012
From 1 October 2001 to 30 September 2006	From 1 October 2006 to 31 May 2012

(c) Period	(d) Period
From 1 January 2001 to 31 December 2005	From 1 January 2006 to 31 May 2012
From 1 January 2002 to 31 December 2006	From 1 January 2007 to 31 May 2012
From 1 August 2003 to 30 September 2006	From 1 October 2006 to 31 May 2012
From 1 October 2001 to 30 September 2006	
From 1 October 2001 to 30 September 2006	From 1 October 2006 to 31 May 2012

”.



Secretary for the Environment

2020 .B.13

Explanatory Note

This Regulation amends the Air Pollution Control (Air Pollutant Emission) (Controlled Vehicles) Regulation (Cap. 311 sub. leg. X) (*principal Regulation*) so that certain designated vehicles (as defined in section 2 of the principal Regulation) are required to conform to the applicable vehicle design standards as set out in the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311 sub. leg. J).

2. The new requirement does not apply to an excluded vehicle (as defined in the newly added section 3(2) of the principal Regulation).

Annex B

**Number of Euro IV DCVs – Subdivided by the First Registration Year and
Vehicle Type
(as at 30 September 2019)**

Vehicle Type	Distribution of Euro IV DCVs by the first registration year (as at end of September 2019)							
	2006	2007	2008	2009	2010	2011	2012	Total
Light Goods Vehicles	270	4 274	5 004	2 236	3 635	4 180	3 889	23 488
Medium Goods Vehicles	487	1 986	2 404	886	2 394	2 426	900	11 483
Heavy Goods Vehicles	10	77	117	133	378	529	254	1 498
Light Buses	7	129	185	55	107	128	55	666
Non-franchised Buses	46	320	538	369	514	492	256	2 535
Total	820	6 786	8 248	3 679	7 028	7 755	5 354	39 670

**Date of First Registration of Certain Motor Vehicle Classes to which Certain Vehicle Design Standards as set out in
the VDS Regulations Apply**

DCVs	Permitted Gross Vehicle Weight	Dates of First Registration of Euro IV DCVs (both dates inclusive)
Goods Vehicles	Not more than 1.7 tonnes	1 January 2006 to 30 December 2012
	More than 1.7 but not more than 3.5 tonnes	1 January 2007 to 30 December 2012
	More than 3.5 tonnes	1 October 2006 to 31 May 2012
Light Buses	Not more than 1.7 tonnes	1 January 2006 to 31 May 2012
	More than 1.7 but not more than 3.5 tonnes	1 January 2007 to 31 May 2012
	More than 3.5 tonnes	1 October 2006 to 31 May 2012
Non-franchised Buses	More than 3.5 tonnes	1 October 2006 to 31 May 2012

Vehicle Design Standards for Excluded Vehicles

- 1) Every light bus which –
 - (a) is equipped with a compression-ignition engine; and
 - (b) has a permitted gross vehicle weight of not more than 3.5 tonnes, must be so constructed when it was first registered that the emission from that light bus conforms to the standards specified in paragraph (a) or (b) of Part I of this Annex and its on-board diagnostic system conforms to the requirements specified in paragraph (a) or (b) of Part III of this Annex.

[Regulation 7E(5) and Regulation 14(10) of the VDS Regulations (as at 1 July 2017)]

- 2) Every goods vehicle which –
 - (a) is equipped with a compression-ignition engine; and
 - (b) has a permitted gross vehicle weight of not more than 3.5 tonnes, must be so constructed when it was first registered that the emission from that goods vehicle conforms to the emission standards specified in paragraph (a) or (b) of Part I of this Annex and its on-board diagnostic system conforms to the requirements specified in paragraph (a) or (b) of Part III of this Annex.

[Regulation 7E(7) and Regulation 14(10) of the VDS Regulations (as at 1 July 2017)]

- 3) Every goods vehicle, light bus or bus which –
 - (a) is equipped with a compression-ignition engine; and
 - (b) has a permitted gross vehicle weight of more than 3.5 tonnes,

must be so constructed when it was first registered that the emission from that goods vehicle, light bus or bus conforms to the emission standards specified in paragraph (a), (b) or (c) of Part II of this Annex and its on-board diagnostic system conforms to the requirements specified in paragraph (a), (b) or (c) of Part IV of this Annex.
[Regulation 7E(10) and Regulation 14(12) of the VDS Regulations (as at 1 July 2017)]

Part I

[Part 1 of Schedule 16 of the VDS Regulations (as at 1 July 2017)]

- (a) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
- (i) All the testing procedures, requirements and emission limits (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 Regulations (EU) No. 566/2011.
 - (ii) The emission limit values for Type I test as specified in Table 1 of Annex XVII to Commission Regulation (EC) No. 692/2008 as amended by its subsequent amendments up to and including amendments made by Commission Regulations (EU) No. 566/2011.
 - (iii) All the type approval requirements 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 Regulations (EU) No. 566/2011.

- (b) United States of America Motor Vehicle Emission Standards, comprising all of the following requirements—
- (i) All the testing procedures, requirements and emission limits as specified in Title 13 of the California Code of Regulations of the United States of America as at 20 March 2012.
 - (ii) The emission limit values as specified in California “LEV II” exhaust emission standards for vehicle models manufactured on and after 2004 as at 20 March 2012.
 - (iii) All the type approval requirements administered by the California Air Resources Board.

Part II

[Part 2 of Schedule 16 of the VDS Regulations (as at 1 July 2017)]

- (a) European Union Motor Vehicle Emission Standards, comprising all of the following requirements—
- (i) All the testing procedures, requirements and emission limits as specified in Directive 2005/55/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Commission Directive 2008/74/EC.
 - (ii) The emission limit values of gaseous and particulate pollutants and opacity of smoke from the engine as specified in Row B2 of

the Tables in Section 6.2.1 of Annex I to Directive 2005/55/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Commission Directive 2008/74/EC.

- (iii) 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 Commission Regulation (EU) 65/2012.

(b) United States of America Motor Vehicle Emission Standards, comprising all of the following requirements—

- (i) All the testing procedures, requirements and emission limits 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 as at 20 March 2012.

- (ii) The emission limit values as specified in—

- (A) emission standards for Otto-cycle heavy-duty vehicle models equipped with positive-ignition engines manufactured on and after 2008 as at 20 March 2012; or

- (B) emission standards and supplemental requirements for heavy-duty vehicle models equipped with compression-ignition engines manufactured on and after 2007 as at 20 March 2012.

- (iii) All the type approval requirements administered by the Environmental Protection Agency of the United States of America.

(c) Japan Motor Vehicles Emission Standards, comprising all of the

following requirements—

- (i) All the testing procedures, requirements and emission limits as specified in 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—
 - (A) Ministry of Land, Infrastructure, Transport and Tourism Ordinances No. 48 of 2009; and
 - (B) Ministry of Land, Infrastructure, Transport and Tourism Announcement No. 349 of 25 March 2008.
- (ii) The emission limit values as specified in the Post New Long-term Regulation published in the Ministry of Land, Infrastructure, Transport and Tourism Announcement No. 349 of 25 March 2008.
- (iii) All the type approval requirements administered by the Ministry of Land, Infrastructure, Transport and Tourism of Japan.

Part III

[Regulation 14(10) of the VDS Regulations (as at 1 July 2017)]

- (a) the on-board diagnostic system specifications administered by the California Air Resources Board; or
- (b) the on-board diagnostic system specifications stipulated 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 Regulations (EU) No. 566/2011.

Part IV

[Regulation 14(12) of the VDS Regulations (as at 1 July 2017)]

- (a) the on-board diagnostic system specifications administered by the Environmental Protection Agency of the United States of America;
- (b) the on-board diagnostic system specifications stipulated in Directive 2005/55/EC of the European Parliament and of the Council as amended by its subsequent amendments up to and including amendments made by Commission Directive 2008/74/EC; or
- (c) the on-board diagnostic system specifications administered by the Ministry of Land, Infrastructure, Transport and Tourism of Japan.

Annex E

Proposed Ex-gratia Payment Levels

Classes of DCVs			Body Types	Ex-gratia payment level [#] for scrapped vehicles of different ages* (HKD)				
				[Figures in the blanket represent the ex-gratia payment level based on % of average taxable values of new vehicles]				
				15 years or above [31%]	14 years [32.5%]	13 years [34%]	12 years [35.5%]	11 years or below [37%]
Light Goods Vehicles	Permitted gross vehicle weight (pgvw) ≤ 5.5 tonnes	Van type	---	89,815	94,161	98,507	102,853	107,199
		Non-van type	Lorry Crane	161,419	166,689	171,959	177,229	182,500
	(A)General Open Body and Enclosed Body		115,306	120,497	125,688	130,879	136,071	
	(B)Body with Equipment		130,698	135,695	140,692	145,689	150,687	
Medium Goods Vehicles	5.5 tonnes < pgvw ≤ 10 tonnes	Tractor	133,225	139,573	145,921	152,269	158,617	
		Lorry Crane	186,652	192,418	198,183	203,949	209,714	
		(A)General Open Body and Enclosed Body	135,261	141,262	147,264	153,265	159,267	
		(B)Body with Equipment	149,096	154,833	160,571	166,308	172,046	
	10 tonnes < pgvw ≤ 13 tonnes	Lorry Crane	209,501	216,372	223,243	230,114	236,985	
		(A)General Open Body and Enclosed Body	168,545	176,157	183,770	191,381	198,993	
		(B)Body with Equipment	182,351	189,698	197,045	204,391	211,738	
	13 tonnes < pgvw ≤ 16 tonnes	Tractor	219,360	228,761	238,162	247,563	256,965	
		Lorry Crane	257,245	265,701	274,156	282,612	291,067	
		(A)General Open Body and Enclosed Body	219,365	228,300	237,236	246,172	255,107	
		(B)Body with Equipment	220,678	229,359	238,040	246,720	255,401	

Classes of DCVs			Body Types	Ex-gratia payment level [#] for scrapped vehicles of different ages* (HKD)				
				[Figures in the blanket represent the ex-gratia payment level based on % of average taxable values of new vehicles]				
				15 years or above [31%]	14 years [32.5%]	13 years [34%]	12 years [35.5%]	11 years or below [37%]
Medium Goods Vehicles	16 tonnes < pgvw ≤ 24 tonnes		Tractor	317,865	333,246	348,626	364,007	379,387
			Tractor Crane	389,236	408,070	426,904	445,738	464,572
			Lorry Crane	312,896	324,044	335,192	346,340	357,488
			(A)General Open Body and Enclosed Body	270,568	282,993	295,418	307,843	320,269
			(B)Body with Equipment	292,562	304,721	316,880	329,039	341,198
Heavy Goods Vehicles	24 tonnes < pgvw ≤ 30 tonnes		Lorry Crane	394,864	407,075	419,287	431,498	443,709
			(A)General Open Body and Enclosed Body	299,973	312,909	325,845	338,780	351,715
			(B)Body with Equipment	313,181	325,646	338,111	350,576	363,041
	pgvw > 30 tonnes		Lorry Crane	522,502	540,889	559,276	577,663	596,050
			(A)General Open Body and Enclosed Body	408,134	427,054	445,974	464,894	483,814
			(B)Body with Equipment	435,176	453,544	471,912	490,280	508,648
Non- franchised Buses	Single-deck	17-30 seats	---	250,716	262,848	274,979	287,111	299,242
	Single-deck	≥ 31 seats	---	423,170	443,646	464,122	484,598	505,074
	Double-deck		---	961,000	1,007,500	1,054,000	1,100,500	1,147,000
Light Buses			---	214,120	224,481	234,841	245,202	255,563

* Counting from the first registration date of the vehicle to the date of cancellation of its vehicle registration.

The ex-gratia payment includes the provision of 31% to 37% of the average taxable values of new vehicles and an extra 15% of average vehicle body prices to goods vehicles assembled with additions.