

本署檔號
Our Ref: () in EP11/V1/244
來函檔號
Your Ref: () in CB1/SS/8/14
電話
Tel. No.: 2594 6301
圖文傳真
Fax. No.: 2827 8040
電子郵件
Email: kwfong@epd.gov.hk

Environmental Protection Department

Revenue Tower Office
33/F, Revenue Tower,
5 Gloucester Road,
Wan Chai, Hong Kong



環境保護署
稅務大樓辦事處
香港灣仔
告士打道五號
稅務大樓三十三樓

The Chairman
Subcommittee on Road Traffic Ordinance
(Amendment of Schedule 10) Order 2015
Legislative Council
Legislative Council Complex,
1 Legislative Council Road, Central
Hong Kong
(Attn: Ms Angel SHEK)

19 June 2015

Dear Ms SHEK,

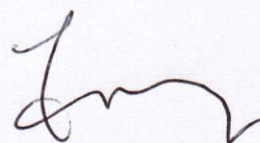
**Subcommittee on Road Traffic Ordinance
(Amendment of Schedule 10) Order 2015**

**List of follow-up actions arising from the discussion
at the meeting on 15 June 2015**

Please find at **Annex** our responses to the views raised by members and additional information as requested.

If you need any further information, please contact the undersigned on 2594 6301.

Yours sincerely,



(KW Fong)

for Director of Environmental Protection

Encl.

(a) Drawings to illustrate Environmental Protection Department (EPD)'s setup of remote sensing equipment at uphill roads

Whether vehicles will emit excessively depends on the proper functioning of their parts (including emission reduction devices). If the vehicles' parts have no problems, they will not be screened out with excessive emissions by the remote sensing equipment during normal driving. We make reference to international guidelines in setting up the remote sensing equipment at smooth traffic location, including flat and uphill roads, and away from vehicles' starting point (such as traffic lights) to avoid any sudden change in vehicle running condition (such as sudden and sharp increase in vehicle speed) that affects the vehicular emission. That is why the remote sensing equipment are also equipped with speed monitor to measure the vehicle speed and acceleration. If the running condition of a vehicle is found abnormal, we will not take any action against it.

All remote sensing equipment are located with fixed coordinates. The staff need to set up the equipment in accordance with the requirements specified in the drawings. For details, please refer to **Figures 1 and 2**.

(b) The emission caps adopted for Euro 6 light duty vehicles

EPD welcomes and encourages the introduction of more environmentally friendly vehicles, and different liquefied petroleum gas (LPG) taxi brands into the local market. For diesel taxis, despite the significant advancement of diesel emission reduction technology, diesel vehicles still emit more nitrogen oxides (a key roadside air pollutant) than LPG or petrol vehicles. Given that roadside air pollution remains serious, we do not consider it opportune to relax control on the use of diesel taxis. The exhaust emission limits adopted by the European Union for Euro 6 light duty vehicles (design weight not more than 3.5 tonnes) are shown as below:

Vehicle Fuel	Carbon Monoxide (CO) (mg/km)	Hydrocarbon (HC) (mg/km)	Non-methane Hydrocarbon (NMHC) (mg/km)	Nitrogen Oxides (NO _x) (mg/km)	Hydrocarbon and Nitrogen Oxides (HC +NO _x) (mg/km)	Particulate (PM) (mg/km)	No. of Particle (#/km)
LPG/Petrol	1000	100	68	60	--	4.5*	6E+11*
Diesel	500	--	--	80	170	4.5	6E+11

Remark * Direct injection engine only

Since 1998, we have allowed only diesel private cars that can meet the nitrogen oxides and particulates emission standards of petrol private cars to register in Hong Kong. There are now 11 models of diesel private cars equipped with Selective Catalytic Reduction (SCR) device in Hong Kong complying with Euro 6 petrol vehicle emission standard. Their average emissions of nitrogen oxides still nearly doubled that of petrol ones of the same class. For LPG vehicles, their emission performance in terms of nitrogen oxides is on a par with petrol counterparts.

In addition, the technology for detecting emission of nitrogen oxides from petrol and LPG vehicles is far better than that from diesel vehicles. Due to the frequent use and high mileage of LPG taxi, aging and even failure of exhaust emission control system can easily happen. Any unrepaired diesel taxi that emits excessively and without being caught will aggravate our roadside air quality. Therefore, we do not consider it opportune to relax control on the use of diesel taxis

(c) Proposed amendment to Road Traffic Ordinance (Amendment of Schedule 10) Order 2015

In response to the consensus reached at the Subcommittee meeting of 15 June 2015, the Government proposes to amend the Road Traffic Ordinance (Amendment of Schedule 10) Order 2015 to increase the test fee in two phases. Details of the amendment proposal are at **Annex (1)**.

Figure 1

圖一

N0001

Site Code: NT-Q05-W0001 (N0001)
Site Name: Clear Water Bay Rd. (near HKUST)
清水灣道 (近香港科技大學)
Site Location: Clear Water Bay Road (Towards Kowloon Near HKUST)
清水灣道近香港科技大學(往九龍方向)
GPS: N22°20' 27.5" , E114°15' 27.3"

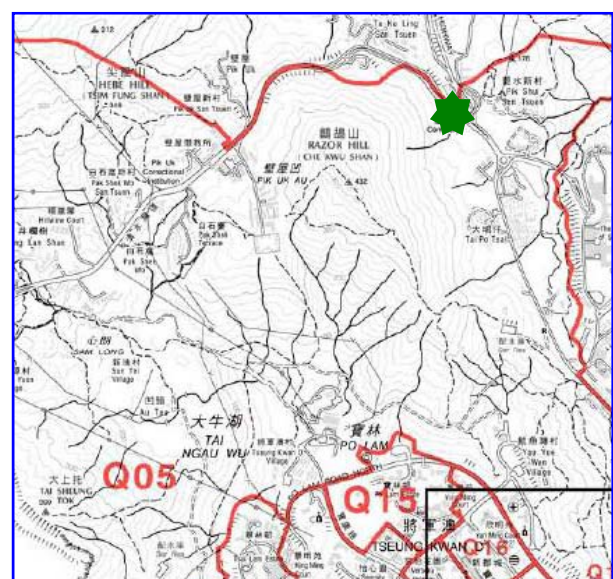
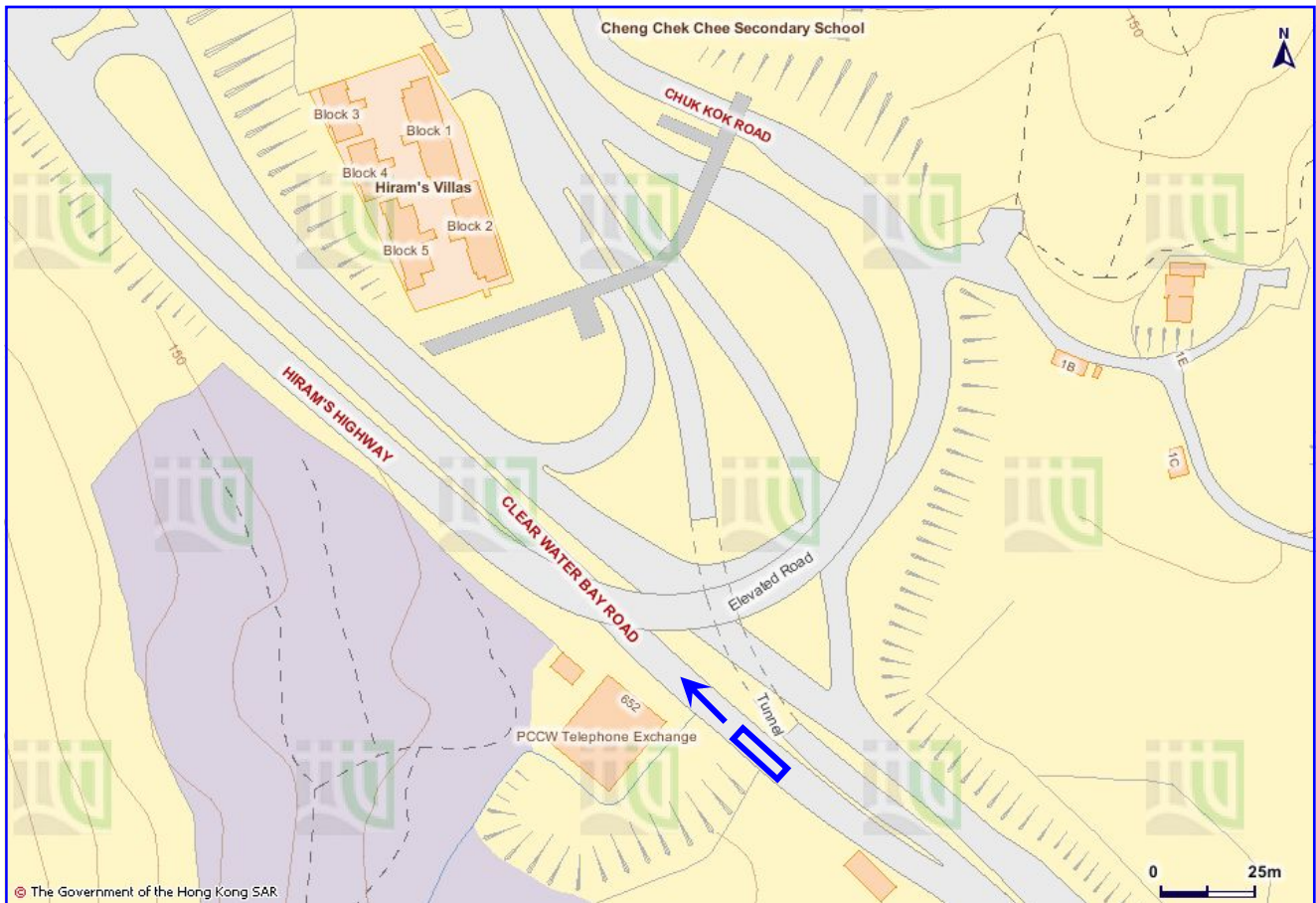
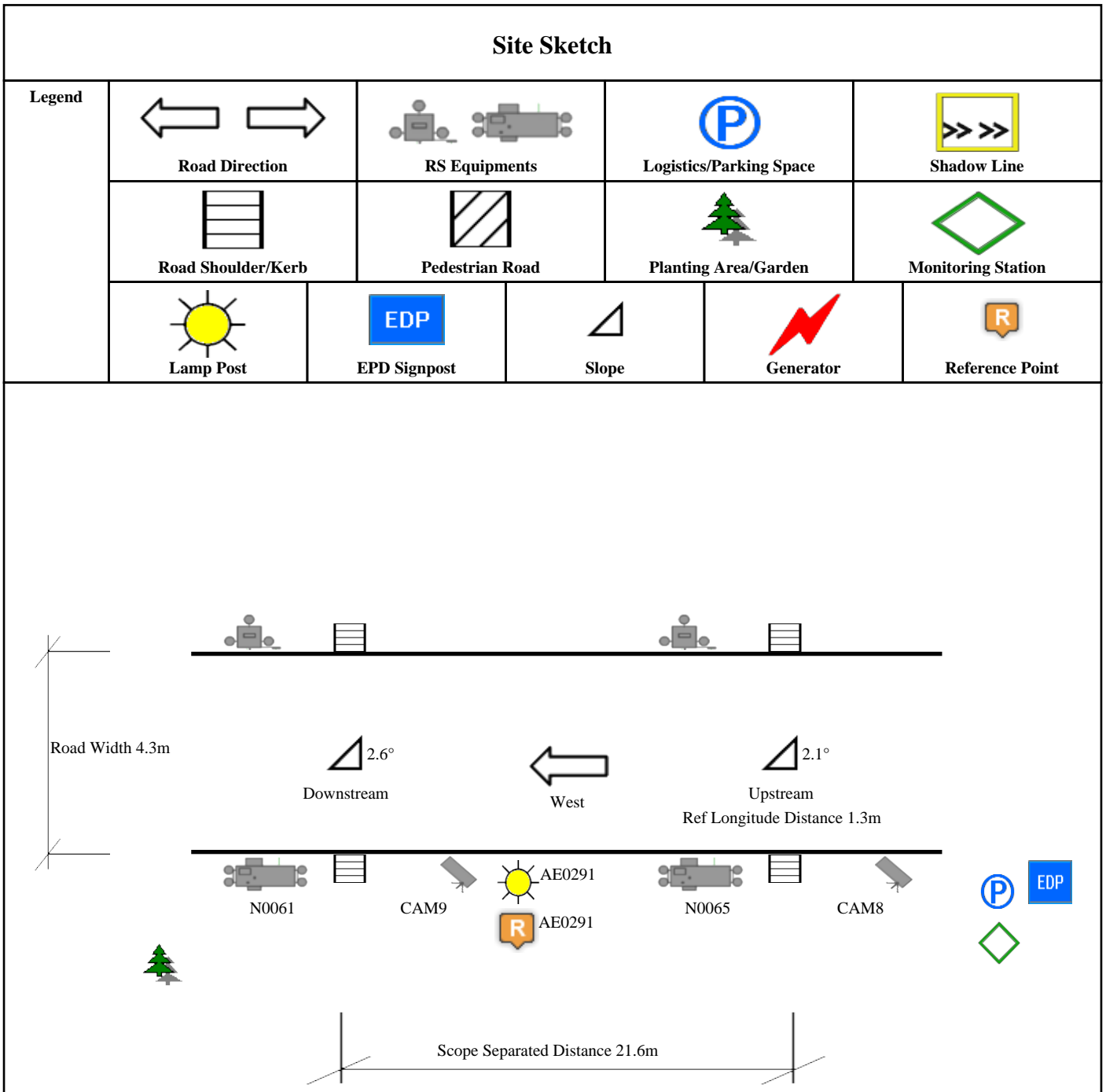




Figure 1
圖一





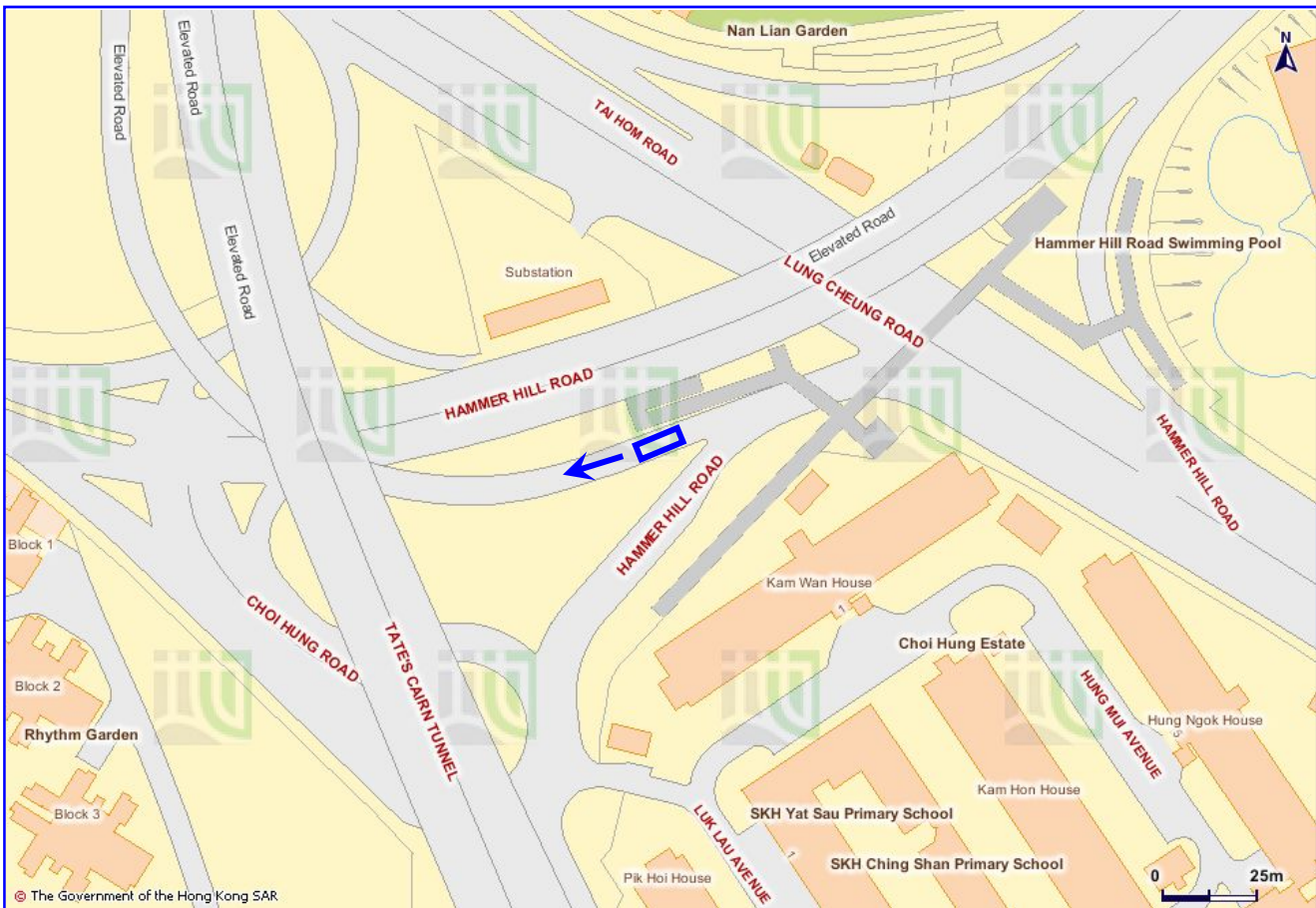
Site Photo

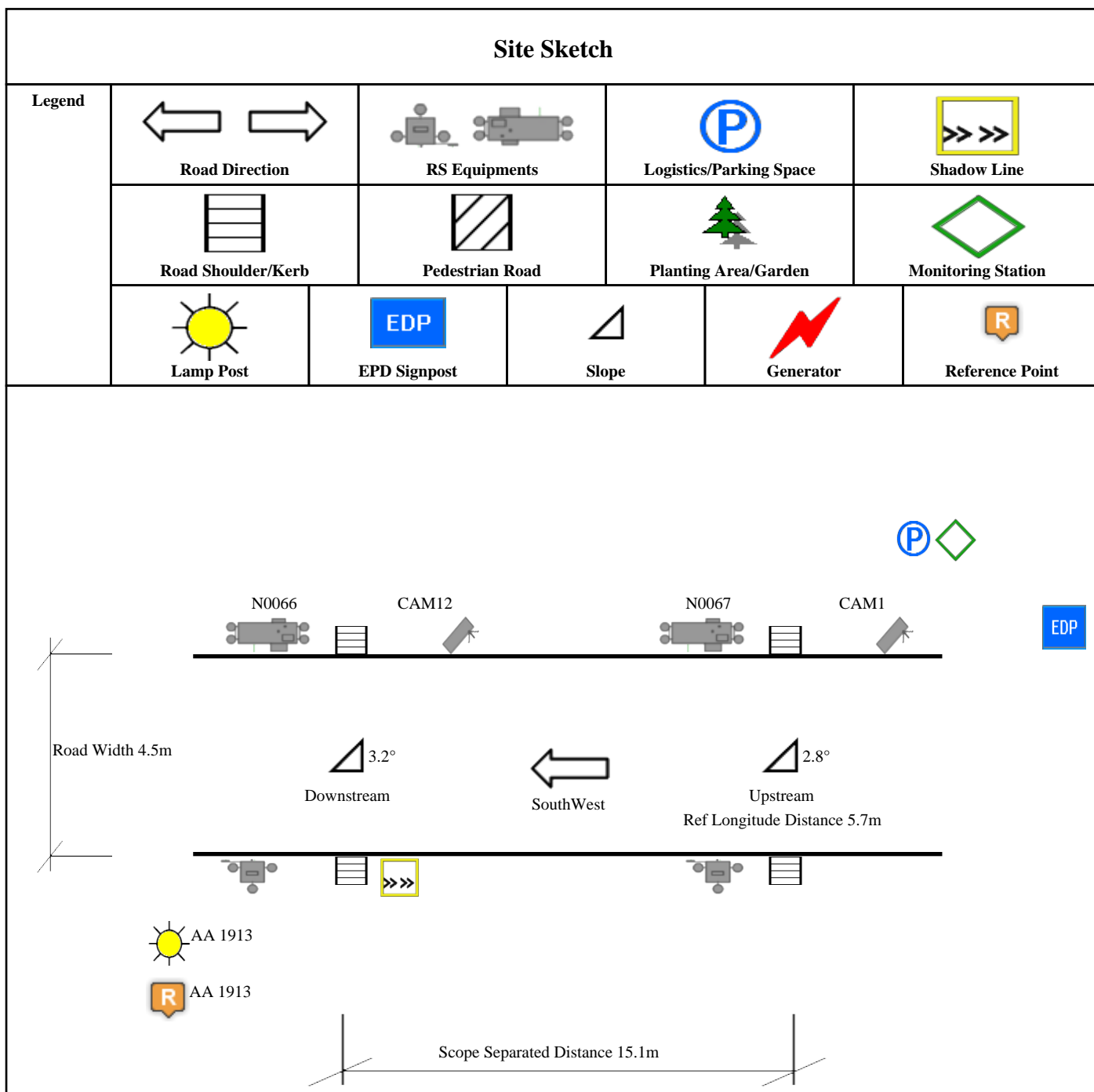


Figure 2
圖二

K0009

Site Code: KLN-H06-N0009 (K0009)
 Site Name: Tate's Cairn Tunnel (Lung Cheung Rd. Entrance)
 大老山隧道 (龍翔道入口)
 Site Location: Tate's Cairn Tunnel (Lung Cheung Road Entrance Near Choi Hung Estate)
 大老山隧道(由龍翔道近彩虹邨進入往沙田方向)
 GPS: N22°20' 14.8" , E114°12' 16.4"







Site Photo



Road Traffic Ordinance (Amendment of Schedule 10) Order 2015

Section 1

1

Road Traffic Ordinance (Amendment of Schedule 10) Order 2015

(Made by the Chief Executive under section 77H(1) of the Road Traffic Ordinance (Cap. 374) after consultation with the Executive Council)

~~1. Commencement~~

~~This Order comes into operation on 1 August 2015.~~

1. Commencement

(1) This Order, except section 3(2), (3) and (4), comes into operation on 1 August 2015.

(2) Section 3(2), (3) and (4) comes into operation on 1 February 2017.

2. Road Traffic Ordinance amended

The Road Traffic Ordinance (Cap. 374) is amended as set out in section 3.

3. Schedule 10 amended (requirements applicable to vehicle emission testing centres)

~~(1) Schedule 10, paragraph 6—~~

Repeal subparagraph (b)

Substitute

“(b) Fee payable in respect of a test of a motor vehicle—

(i) for a motor vehicle with a positive-ignition engine;	\$620 <u>\$465</u>
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(ii) for a motor vehicle with a compression-ignition engine and	\$730
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having a permitted gross vehicle weight not exceeding 5.5 tonnes; \$520

(iii) for a motor vehicle with a compression-ignition engine and having a permitted gross vehicle weight exceeding 5.5 tonnes. \$680
\$495”.

(2) Schedule 10, paragraph 6(b)(i)—

Repeal

“\$465”

Substitute

“\$620”.

(3) Schedule 10, paragraph 6(b)(ii)—

Repeal

“\$520”

Substitute

“\$730”.

(4) Schedule 10, paragraph 6(b)(iii)—

Repeal

“\$495”

Substitute

“\$680”.