

Implementation Schedule of Vehicle Emission Standards in Hong Kong (Updated as at 29 December 2015)

Vehicle Class	Pre - Euro			Euro I		Euro II			Euro III			Euro IV			Euro V			Vehicle Class	Design Weight (t)	Euro VI (Tentative) ^{#7}			
	Pre - ULP	ULP ^{#1}	Diesel	Petrol	Diesel	LPG	Petrol	Diesel	LPG	Petrol	Diesel	LPG	Petrol	Diesel	LPG	Petrol	Diesel			LPG	Petrol	Diesel	
Private Car^{#2}	Before 1.1.92	1.1.92	Before 1.4.95	1.4.95	1.4.95	NA	1.4.97	*1.4.98	NA	1.1.01	* 1.1.01	NA	1.1.06	*1.1.06	NA	1.6.12	*1.6.12	NA	1.6.12	NA	1.9.2016	*1.9.2016	
Goods Vehicle^{#3}	<= 2.5 t	Before 1.1.92	1.1.92	Before 1.4.95	1.4.95	1.4.95	NA	1.10.98	1.10.98	NA	1.1.02	1.1.02	NA	1.1.07	1.1.07	NA	1.6.12	31.12.12	NA	1.6.12	1.1.2017	1.1.2017	
	> 2.5 t - 3.5 t	Before 1.4.95	NA	Before 1.4.95	1.4.95	1.4.95	NA	1.10.98	1.10.98	NA	1.1.02	1.1.02	NA	1.1.07	1.1.07	NA	1.6.12	31.12.12	NA	1.6.12	1.1.2017	1.1.2017	
Goods Vehicle and Bus^{#4}	> 3.5 t	Before 1.4.95			1.4.95	NA	1.4.97	1.4.97	NA	1.10.01	1.10.01	NA	1.10.06	1.10.06	NA	1.6.12	1.6.12	NA	1.6.12	1.6.12	1.1.2017	1.1.2017	
Light Bus^{#5}	<= 3.5 t	Before 1.4.95	NA	Before 1.4.95	1.4.95	NA	1.10.98	1.10.98	1.8.03	1.1.02	1.1.02	1.1.07			1.6.12			NA	No Schedule				
	> 3.5 t	Before 1.4.95		Before 1.4.95	1.4.95	NA	1.10.98	1.10.98	1.8.03	1.10.01	1.8.03	1.10.06			1.6.12			NA	No Schedule				
Taxi		Before 1.1.92	1.1.92	Before 1.1.96 ^{#6}	1.4.95	1.1.96	1.8.01	1.10.98	1.7.99	1.8.03	1.1.01	NA (from 1.8.01)	1.1.06		NA	1.6.12	1.6.12	NA	1.6.12	1.6.12	1.1.2017	1.1.2017	1.1.2017
Motorcycle		before 1.10.99			1.10.99	NA			NA	1.1.07 ^{#8}			NA	1.1.2019 ^{#9}									

* For diesel passenger cars,

HK adopted California Tier I Standards in April 1998.

HK adopted California LEV 1 Standards in January 2001.

HK adopted California LEV 2 Standards in January 2006

HK adopted California LEV 2 Standards or Euro V Standard for passenger car with positive ignition engine in June 2012

California LEV 3 Standards or Euro VI Standard for passenger car with positive ignition engine tentatively in Sep 2016

NA = Not applicable

Note: While Hong Kong adopts EU's emission standards and implementation timetable, US or Japan standards of similar stringency are accepted as equivalent standards where

- #1 For ULP Private Cars registered on or after 1 January 1992 are equipped with catalytic converters.
- #2 Petrol private cars are divided into two categories (max. mass <=2.5t and max. mass >2.5t) with different implementation dates and different emission requirements. However, very few private cars are under the category of max. mass >2.5 t.
- #3 Different implementation dates for Euro III and IV goods vehicles with GVW <=1.7 tonne but the total number for goods vehicles <= 1.7tonne is very small (25 for petrol as of end 2010)
- #4 Different implementation dates for Euro II diesel goods vehicles and buses with GVW of 3.5-4 tonne but the total number of diesel goods vehicles and buses in this range is very small (16 as of end 2010)
- #5 Different implementation dates for Euro III & IV light buses with GVW <=1.7 tonne and petrol pre-Euro light buses 1.7-2.5t, but no light buses of that weight as of end 2010.
- #6 All new taxis supplied to the local market are Euro I models from 1 January 1996.
- #7 The implementation dates for Euro VI emission standards are for the purpose of assessment only.
- #8 All new motorcycle models are required to comply with Euro III emission standards on this date. From 1 January 2009, all motorcycles are required to meet Euro III emission standards.
- #9 The implementation dates for Euro IV emission standards are for the purpose of assessment only.