

PILOT GREEN TRANSPORT FUND

Guide to Application

1 April 2017

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1. INTRODUCTION

The Pilot Green Transport Fund (the Fund) is to encourage the transport sector to test out green and low-carbon transport technology so as to improve roadside air quality and avert global climate change. Furthermore, the Fund helps nurture the budding of green technologies and will open up business opportunity for green transport technologies in Hong Kong. The total amount of the Fund is HK\$300 million.

1.1 Purpose of this Guide

This Guide provides guidance on the application for subsidy under the Fund and sets out the basic requirements for and responsibilities of the subsidy recipient. The information in this Guide is arranged as below –

Section 1 Introduction: gives an introduction about the Fund and its operation.

Section 2 Application and Vetting Procedures: describes the application and vetting procedures of the Fund.

Section 3 Guide to Application: describes the eligibility criteria for the applicant and the green technology for trial, the requirements of the trial and the scope of the subsidy.

Section 4 Notes for Completing Application Form: provides guidance on filling out the application form of the Fund.

Section 5 Notes for Release and Use of Subsidy: provides some major conditions for the release and use of the approved subsidy under the Fund.

1.2 Operation of the Fund

The Fund is to support the testing of green and innovative technologies applicable to the public transport sector as well as goods vehicles (including special purpose vehicles) that can help improve our air quality and/or reduce greenhouse gas emissions. The public transport sector includes ferries, taxis, public light buses, vehicles of charitable / non-profit-making organizations providing services to their clients, franchised buses and non-franchised public buses. The Fund will only

support a technology that stands a good chance of coping with the local operation demands and being adopted by the relevant transport trade should the trial be successful. The following are the guiding principles for determining the eligibility of an application under the Fund –

- (a) the Fund will subsidize the capital cost of the hardware (including installation cost if applicable) of the innovative green product proposed for trial on a cost-sharing basis, but will not subsidize the associated recurrent expenditure, such as the operation, repair and maintenance costs;
- (b) the innovative green product should work on sound scientific principles. It should outperform significantly the emission or fuel economy performance of its conventional counterpart in respect of air pollutant or greenhouse gas emissions or fuel economy or bring along significant emission or fuel economy benefits in the case of retrofit or add-on devices. The extent of performance improvement shall at least be comparable with that achieved by advanced technologies for similar applications;
- (c) the technology of the innovative green product should not already be commonly or widely in use for day-to-day application locally in the targeted transport trades. It should also likely be affordable for the transport trades in respect of capital and operation costs;
- (d) the innovative green product should likely be able to cope with the operating conditions in Hong Kong such as the hilly terrain, hot and humid climate, intensity of operation, etc.;
- (e) new fossil fuel engine technology that involves a substantial degree of innovativeness in engine design or construction to achieve significant improvement in emission control performance or fuel economy will be eligible for application to the Fund. However, regular upgrading of emission performance of conventional fossil fuel vehicles in accordance with the prevailing international standards (for example, European standards) will not generally be eligible;
- (f) the use of the innovative green product must not violate any statutory

requirements such as roadworthiness, fire safety, etc. and can satisfy the approval requirements of the relevant regulatory authorities;

- (g) the innovative green product under application shall not be receiving or have received funding¹ from other Government sources, public bodies or charitable organizations for the same purpose; and
- (h) the Fund is not intended for supporting research of new green technologies.

Moreover, the applicant is encouraged to cooperate with potential suppliers of green transport technologies, research institutes or other relevant stakeholders for conducting the trial.

1.3 Administration

The Fund is administered by the Pilot Green Transport Fund Secretariat (the Secretariat) of Environmental Protection Department (EPD). A Steering Committee has been formed to advise EPD on the approval of funding for each application. The Steering Committee is chaired by a non-official member and includes, inter alia, members appointed in their personal capacity but drawn from the relevant sectors including academic institutions, the transport trades, etc., as well as representatives of concerned Government departments.

¹ Except tax incentive schemes to encourage the use of electric vehicles and environment-friendly commercial vehicles.

2. APPLICATION AND VETTING PROCEDURES

2.1 Submission of Application

The Fund is open for applications from 30 March 2011 until the HK\$300 million budget is fully utilized. An applicant has to fill out an application form attached to this Guide, which is available from –

Pilot Green Transport Fund Secretariat, Environmental Protection Department,
33/F, Revenue Tower, 5 Gloucester Road, Wan Chai, Hong Kong

Tel : 2824 0022

Fax-on-Demand : 2824 0022

E-mail : pgtf@epd.gov.hk

Softcopy of this guideline and application form can be downloaded from the EPD website at <http://www.epd.gov.hk>

The completed application form and supporting documents should be sent to the Secretariat at the above address. The Secretariat will acknowledge in writing the application within 5 working days.

2.2 Vetting of Applications

The application will be assessed by EPD or a third party assessor appointed by EPD. The Secretariat or the third party assessor may request the applicant to provide clarification or supplementary information.

The Secretariat will normally be able to complete assessing an application in two to three months and report the outcome to the Steering Committee for deliberation if all the requested information is properly provided in the application. However, a longer time may be required should there be many applications awaiting the vetting or the application involves a technology or issues that require more time to consider. The Secretariat will notify the applicant two weeks before the Steering Committee meeting which will consider his application. The Steering Committee generally holds meetings at a quarterly interval, depending on the status and number of applications received.

The Steering Committee will make its recommendation to the Director of Environmental Protection Department (Director) whether an application be approved or rejected, or any further information is required from the applicant. If further information is required, the Secretariat will notify the applicant within 5 working days after the meeting. After receiving applicant's responses, the Steering Committee will make a final decision either at the next meeting or by sending their views to the Secretariat for the Director's consideration. The Secretariat will inform the applicant of the Director's decision as soon as practicable.

The Steering Committee will consider the relative priorities for funding support. If an application is recommended for approval, the Steering Committee will recommend a subsidy amount and, if any, the terms and conditions which will form part of the agreement.

The Secretariat will post a summary of the approved application to the afore-mentioned EPD website.

2.3 Withdrawal of Application

The applicant can write to the Secretariat to withdraw an application at any time before signing with the Government an agreement for receiving the subsidy.

In the case of an application on which the Secretariat or the third party assessor has requested for additional information or clarification, the Secretariat will consider the application withdrawn if the applicant has not responded to the request by the specified date and the applicant will be notified accordingly.

2.4 Resubmission of Application

If an application for subsidy was rejected, the Secretariat will only accept an application for trial of the same green technology if there are new grounds for considering the application, particularly whether the concerns of the Steering Committee on the previous application have been addressed. The resubmitted application will be treated as a new one and processed accordingly.

3. GUIDE TO APPLICATION

3.1 Eligible Applicants

The Fund will support the testing of green and innovative technologies applicable to the public transport sector including ferries, taxis, public light buses, vehicles of charitable / non-profit-making organizations² providing services to their clients, franchised buses and non-franchised public buses, as well as goods vehicles (including special purpose vehicles).

The applicant should be an existing operator in the transport sector with operation based in Hong Kong (including cross-boundary transport) who –

- (a) has been carrying out business in the relevant transport service for more than one year³;
- (b) will likely remain in the service after the trial to bear fruit;
- (c) has the potential to put the new technology under test into wider use in his own operation upon successful trial results;
- (d) is willing to share the findings of the test with other operators; and
- (e) is not receiving or has not received funding⁴ from other Government sources, public bodies or charitable organizations for the same purpose of the application.

² Charitable / non-profit making organization refers to an institution which is exempted from tax in accordance with section 88 of the Inland Revenue Ordinance (Cap. 112).

³ A subsidiary company which has less than one year relevant transport experience but is wholly owned by an operator that has been in relevant transport business for more than one year, is also eligible.

⁴ Except tax incentive schemes to encourage the use of electric vehicles and environment-friendly commercial vehicles.

3.2 Eligible Green and Innovative Technologies

The Fund supports a green and innovative transport technology which–

- (a) works on sound scientific principles;
- (b) outperforms its conventional counterpart by emitting significantly less air pollutant or greenhouse gas, or demonstrating much better fuel economy⁵. However, regular upgrading of emission performance of conventional fossil fuel vehicles in accordance with the prevailing international standards (e.g. European standards) should not generally be qualified for application;
- (c) has not been commonly or widely used for day-to-day operation in the relevant transport trade locally;
- (d) is affordable to the transport trades in respect of capital and operation costs;
- (e) is likely able to cope with the local operating conditions such as hilly terrain, hot and humid climate, intensity of operation, etc.;
- (f) does not violate any statutory requirements such as licensing, road safety, roadworthiness, fire safety, etc. and can satisfy the approval requirements of the relevant regulatory authorities; and
- (g) is not for research purpose.

It may involve one or more of the following products –

- (a) alternative-fueled vehicles such as hybrid vehicles, plug-in hybrid vehicles, electric vehicles, etc.;
- (b) after-treatment emission reduction devices such as diesel particulate filters, selective catalytic reduction devices, exhaust gas recirculation

⁵ In the case of technology involving retrofit or add-on devices, it shall cause either significantly reduced emission or much better fuel economy. The extent of performance improvement shall at least be comparable with that achieved by advanced technologies for similar applications.

systems, wet scrubbers, etc.;

- (c) fuel saving devices; or
- (d) conversion of in-use conventional vehicles to alternative-fueled vehicles.

As technology continues to develop, innovative green products other than the above may also be available for trial by the transport trades. The Steering Committee will consider such applications on a case-by-case basis.

3.3 Trial Schedule

The subsidized product should be tried for a period long enough to allow sufficient data to be collected to assess the technology's performance and its practicability of wider use in Hong Kong. The trial period normally ranges from 12 to 24 consecutive months depending on the technology involved. For example, an electric vehicle may need to be tested for two years to evaluate the performance of its battery. The applicant should propose a trial period with justification for consideration by the Steering Committee. However, the Steering Committee may recommend a different trial period if it thinks fit.

The commencement date of the trial should be within 12 months after the agreement of subsidy is signed by the applicant. The commencement date of the trial is the date upon which the subsidy recipient shall start to put the subsidized product into use for the trial.

3.4 Product Performance Data Collection

During the trial period, a subsidy recipient shall record fuel/energy consumption, maintenance cost and any other relevant data on a daily basis for evaluating the performance of the subsidized product being tested. The applicant shall agree with the Director on the type and form of data to be collected.

For charging or similar support system, the subsidy recipient shall install an independent metering for each subsidized product to record fuel/energy consumption.

Upon completion of the trial, the subsidy recipient shall provide the data collected in the trial to the Secretariat or an independent third party assessor appointed by the Director to compile a report on the performance of the subsidized product. The subsidy recipient shall also provide for comparison the performance of conventional product(s) used for the same purpose during the trial period or other historical period as required by the Steering Committee. The applicant shall agree with the Director on the type and form of data to be collected

During the trial period or after the completion of the trial, the subsidy recipient, upon the request of the Director, shall provide the subsidized product, free of charge, for testing the emission performance of the subsidized product.

3.5 Subsidy Level

The Fund only subsidizes the capital cost of the hardware (including installation cost if applicable) of the green and innovative technology product proposed for trial but not the associated recurrent expenditure. The subsidy levels for various technologies to be tested are set out in Table 1 below.

An applicant is allowed to submit more than one application to try different technologies (e.g. a public light bus operator to try both hybrid vehicles and electric vehicles) or to test products from different suppliers for the same technology under the same application to compare performance subject to the caps in the Table 1. A transport operator is, however, subject to an upper limit of **\$12 million** in total subsidy.

As technology continues to develop, innovative green products other than those in Table 1 may also be available for trial by the transport trades. The Steering Committee will consider such applications on a case-by-case basis, using the same principles that the Fund would cover as much as 50% of the capital cost of the vehicles and the set up cost of the dedicated charging facilities or refilling facilities or other related support systems; or 75% of the cost of emission reduction/fuel saving devices (including installation cost if applicable), subject to the upper limits of **\$9 million** for each application and **\$12 million** for each applicant.

Table 1 – Subsidy levels and caps

Green and innovative technology product	Subsidy level	Subsidy cap
(a) <u>Alternative-fueled vehicles</u> (i) Subsidy per vehicle (ii) Related support systems	(i) Price premium between the alternative-fueled vehicle and the conventional vehicle or 50% of the cost of the alternative-fueled vehicle, whichever is higher (ii) 50% of setting up cost	\$3 million per vehicle, and \$9 million per application
(b) <u>Conventional vehicles</u> (i) After-treatment emission reduction devices; (ii) Fuel saving devices; or (iii) Conversion of in-use conventional vehicles to alternative-fueled vehicles	75% of the cost of the device including installation or the vehicle conversion cost	\$1.5 million per device or vehicle conversion, and \$9 million per application
(c) <u>Ferries</u> Engine retrofit or testing of alternative-fueled engine	75% of the device or engine including installation	\$3 million per engine or device, and \$9 million per application

3.6 Limits of Applications

To encourage the industry to test out and adopt green and innovative technologies by facilitating a reasonable number of operators in a specific transport trade to experience the first-hand use of such innovative green products, and to avoid mistaking the Fund as one that provides subsidy to operators in acquiring innovative green product, limits are set on the number of applications from a transport trade (e.g. public light bus operators) on a type of innovative transport technology (e.g. hybrid vehicles); and on the number of units of such green product per application.

Such limits are decided by the Steering Committee with the objectives of enabling a thorough trial of a technology by a transport trade for which an application has been made, and effective sharing of the trial experience within the relevant transport trade. Consideration will also be given to the characteristics of the specific innovative green product, the operation modes of the transport trade, products of similar technologies that have already been put on trial, and the availability of products from other suppliers of similar technologies.

In case several applications are received from the same transport trade for the same type of technology and the relevant limits are exceeded, the Steering Committee will decide on the priorities of the applications based on the following underlying considerations –

- (a) whether the application will cover the operation modes of a specific trade, which can be quite diverse even within the trade; and
- (b) whether the completion of the trial under application, if successful, can help encourage the transport trade to use the innovative green product.

Details of the above limits have been uploaded onto the EPD website whose address is in Section 2.1 of this Guide.

4. NOTES FOR COMPLETING APPLICATION FORM

This Section provides guidance for the applicant to complete the application form.

4.1 General

- (a) All sections of the application form must be completed and supplemented by supporting documents when necessary. Where the information sought is not applicable or not available, please fill in “NA”.
- (b) The information provided in the application form should be typed or printed, and should be clear and concise. Additional pages may be attached to the application form if necessary.
- (c) One application should be submitted for each type of technology described in Section 3.2 for each vehicle class as classified by the Transport Department⁶.
- (d) If an applicant is a limited or unlimited company, it must apply under the name of the company and the application form must be signed by an authorized person of the company in the Declaration.
- (e) If an applicant is a sole proprietor, he/she must sign the Declaration by himself/herself.
- (f) If an applicant is a partnership, all partners should provide their names and signatures as Authorized Person in the Declaration.

4.2 Section A - Particulars of Applicant

- (a) If the applicant is a sole proprietor, please provide a title such as Mr, Mrs, Miss or Ms.
- (b) The business registration certificate number should be provided unless

⁶ Vehicle classes include taxi, light goods vehicle, medium goods vehicle, heavy goods vehicle, special purpose vehicle, public light bus, private light bus, public bus and private bus.

the applicant is exempted from making an application for business registration under the Business Registration Ordinance (Cap. 310). If the applicant is a limited company, certificate of incorporation number should also be provided. The applicant should attach a copy of the certificate(s).

- (c) If an applicant would like to have his application considered as one submitted by a charitable or non-profit-making organization, relevant supporting documents should be provided.
- (d) If an applicant is a company which has less than one year relevant transport experience but is wholly owned by an operator that has been in the relevant transport business for more than one year, the applicant should provide the information of the parent company as well as the applicant in the application form and attach a copy of relevant business documents, and proof of their relationship.

4.3 Section B – Green and Innovative Product Trial Proposal

- (a) The applicant should outline the technology to be tried out, including how the technology will be used and attach an implementation schedule and plan showing the stages from procurement, installation to the actual trial. With the exception of product involved in cross-border operation, the entire trial must be conducted in Hong Kong.
- (b) If the trial involves installing support system such as charging stations, the applicant should attach an installation plan to give an outline of the system and a list of installation locations. Supporting document should be provided to prove that the applicant could install and use the support system at the proposed location.
- (c) The applicant should provide overseas retail/open market price of the technology for reference and attach the following supporting documents –
 - (i) quotation from the supplier(s); and
 - (ii) reference of overseas retail/open market price, such as the relevant internet website of the technology.

- (d) The applicant should indicate whether the product to be tested is a proprietary product⁷ only available from a single supplier. For a proprietary product, the applicant should give full justifications for choosing the product and an explanation on the reasonableness of the price of the product.
- (e) The applicant should provide documents to substantiate the compliance of the trial product with the relevant statutory requirements (such as road safety, roadworthiness, fire safety, vehicle registration and licensing, land use, electrical installation etc.). For example, if the product is a vehicle, the applicant should provide the type approval or any applicable approval documents (e.g. in-principle approval or provisional type approval) issued by the Transport Department. In this regard, the type of vehicle and technology should be readily available in overseas markets, and the manufacturer of the vehicle should be ready to provide all necessary information and certification documents required by the Transport Department in order to reduce the approval time; and in the case of conversion of vehicles, supporting approval documents from the original vehicle manufacturer shall be required. If the trial involves installing supporting facilities, the applicant should provide, among others, proof of right or permission to use the premises for the installation. A product involved in cross-border operation must also meet all legal requirements of relevant jurisdiction outside Hong Kong. The applicant is required to indicate the product's compliance status in the application form and attach supporting document to prove the compliance. The applicant shall bear solely all risks, and all costs and expenses of acquiring and installing any subsidized product or support system and completing compliance of legal requirement.
- (f) The applicant should attach documents supporting the stated environmental benefits, and the emission reduction or fuel saving calculation. The document could be an official report issued by the relevant manufacturer, a government department, an independent emission certification agent, etc. that shows fuel efficiency and the emission performance (such as nitrogen oxides, hydrocarbons and

⁷ The proprietary product may be a patentable product. For further information on patentable inventions, Please refer to sections 93 to 97 of the Patents Ordinance (Cap.514).

carbon dioxide emissions) of the technology to be tested, supporting technical data and the method used to evaluate the technology.

- (g) The applicant should propose a trial period in the number of consecutive months.
- (h) The applicant should not propose a commencement date of trial more than 12 months from the date of application approval. If the trial can only commence more than 12 months after the date of approval, the applicant should provide explanation in the application form together with supporting document.
- (i) The applicant should propose data collection plan and schedule for collecting systematically information on the subsidized product's performance. The program should include, among others, what, how and when such data will be collected.
- (j) The subsidy amount proposed by the applicant for each technology should tally with his detailed calculation in Section C of the application form. The subsidy amount is also subject to the cap of \$9M per application and \$12 million for each transport operator as stipulated in Section 3.5. If the total amount the subsidy already granted to or being applied by the applicant exceeds the subsidy cap, the application will not be accepted.
- (k) The applicant should list out all other applications submitted by the applicant and its Related Companies⁸. If an applicant is a partnership, the applicant should provide information on other trial applications submitted to the Fund by each individual partner. The subsidy already granted to or under application by the individual partner will be taken into account to determine whether the application is accepted.

⁸ "Related Companies" under the Fund is defined as:

- (i) a holding company (including individual) which directly owns more than 50% shares of an applicant;
- (ii) a subsidiary company with more than 50% shares directly owned more by the holding company in (i); and
- (iii) a subsidiary company with more than 50% shares directly owned by the applicant.

4.4 Section C – Subsidy Calculation Tables

The applicant should refer to the latest version of the Guide for the average values of conventional vehicles in calculating the price premium between an alternative-fueled vehicle and conventional vehicle. To obtain the latest Guide, please refer to Section 2.1. Table 2 shows the applicable average values of conventional vehicles.

Table 2 - Average Values of Conventional Vehicles (including first registration tax)

Vehicle Class	Permitted Gross Vehicle Weight [W] tonnes	2016 ⁹ Average Value HK\$
Light goods vehicle (non-van type)	$1.9 < W \leq 5.5$	357,000
Light goods vehicle (van type)	$1.9 < W \leq 5.5$	316,000
Medium goods vehicle	$5.5 < W \leq 10$	435,000
	$10 < W \leq 13$	536,000
	$13 < W \leq 16$	722,000
	$16 < W \leq 24$	893,000
Heavy goods vehicle	$24 < W$	1,019,000
Non-franchised bus with 17 to 30 seats		674,000
Non-franchised bus with 31 seats and above		1,440,000
Franchised public bus, single deck		1,964,000 ¹⁰
Franchised public bus, double deck		2,680,000
Diesel light bus		736,000
Taxi		232,000

⁹ The values are provided by the Transport Department and will be updated every year.

¹⁰ Average value in 2015 is adopted as there was no registration of conventional single deck franchised bus in 2016.

5. NOTES FOR RELEASE AND USE OF SUBSIDY

5.1 Contractual Requirements

After an application has been approved, the applicant, as the subsidy recipient, must sign an agreement with the Government and shall comply with all the agreement terms for receiving the subsidy from the Fund. Nothing in this Guide shall constitute a contract. No binding agreement will be made between the Government and a successful applicant until the agreement is duly executed by all parties thereto. This section summarizes some of the major conditions for the release and use of the approved subsidy.

5.2 Use of Subsidy

The subsidy shall only be used for the purchase and installation of the innovative green products and its support system, or for transport conversion or retrofit as approved by the Director for his subsidy application. The subsidy shall not be used for any other purpose such as operation, repair and maintenance of these products and system. The subsidy recipient shall not sell or assign the subsidized product during the trial period without the consent of the Director.

5.3 Release of Subsidy

The subsidy will be released on reimbursement basis (i.e. the subsidy recipient shall first settle payment before seeking reimbursement from the Fund) according to the following principles –

- (a) Any product not named in the approved application will not be reimbursed.
- (b) Actual subsidy of each subsidized product shall be based on the actual cost of the subsidized product and according to subsidy level in Section 3.5, and shall not exceed the approved subsidy of that subsidized product.
- (c) Total amount to be reimbursed to the subsidy recipient should not exceed the approved subsidy of the application.

- (d) If the approved subsidy is to cover the setting up of a support system such as charging stations, tranches may be released for interim payments. Otherwise, the subsidy shall be released after the subsidized product has been delivered, its compliance with the relevant statutory requirements has been established and the subsidized product is ready for use, and after the subsidy recipient has settled the payment of the subsidized product.
- (e) Subject to the conditions in (d) above, when the subsidy recipient has settled the payment of the subsidized product under trial, it may, via the Secretariat, request the Fund to release a percentage of the invoiced amount, which is set as the percentage of subsidized product's capital cost and installation cost subsidized by the Government.

The Secretariat will work with the subsidy recipient to form a subsidy release schedule based on these principles. Once the Secretariat has approved the paid invoice submitted by the subsidy recipient, the Government shall release the subsidy within 30 days.

5.4 Cancellation of Trial and Return of Subsidy

Under the following conditions and other conditions listed in the agreement, the Steering Committee will consider whether the trial should be cancelled -

- (a) the trial's commencement is two months behind the schedule approved by the Director;
- (b) the subsidy recipient is found to have received before or during the trial any funding - with the exception of the tax incentive from incentive schemes to encourage the use of electric vehicles and environment-friendly vehicles - from other Government sources, public bodies or charitable organizations for the same purpose;
- (c) any violation of the terms and conditions in the agreement, or
- (d) the subsidy recipient, its director, staff or its agent suffers prosecution under the Prevention of Bribery Ordinance (Cap. 201)) in respect of the procurement or trial of the subsidized product.

The Director may serve a notice to the subsidy recipient to require the subsidy recipient to remedy the failure within the timeframe as stated in the notice. If the subsidy recipient fails to remedy the failure within the timeframe specified in the notice, the Director may cancel the trial, and immediately cease to pay any subsidy to the subsidy recipient and require the subsidy recipient to return to the Government any subsidy already obtained from the Fund for the cancelled trial.

5.5 Procurement of Goods and Services

If the subsidized product to be procured is a proprietary product¹¹, the applicant should have indicated this on the application form during the funding application with full justification for choosing the product and an explanation on the reasonableness of the price of the product. Once the proprietary product is approved by the Director, change to another proprietary product is not allowed unless approved by the Director.

The subsidy recipient should ensure that the procurement of the subsidized product is carried out in an unbiased and fair manner, paying due attention in relation to the intellectual property rights of the subsidized product, and must comply with the following procedures unless the Steering Committee agrees otherwise -

- (a) For each procurement the aggregate value of which does not exceed HK\$50,000, quotations from at least two suppliers should be obtained (verbal quotation is acceptable for value below HK\$10,000 with proper documentation.).
- (b) For each procurement the aggregate value of which exceeds HK\$50,000, but does not exceed HK\$1,430,000, quotations from at least five suppliers should be obtained. If less than five suppliers could be identified on the market, this should be recorded on the procurement document.
- (c) For each procurement the aggregate value of which is more than HK\$1,430,000, open tendering should be used.
- (d) If there is only one sole supplier to supply the subsidized product to be

¹¹ The proprietary product may be a patentable product. For further information on patentable inventions, Please refer to sections 93 to 97 of the Patents Ordinance (Cap.514).

procured, single quotation is allowed and this should be recorded on the procurement document, and the subsidy recipient shall inform the Secretariat.

- (e) For (a), (b) and (c) above, the subsidy recipient should select the lowest bid which complies with technical specification of the procurement. Justification should be given if the lowest bid is not selected. The subsidy recipient shall seek the consent from the Director before entering into an agreement with a supplier of the procurement. The Director may request the subsidy recipient to re-tender if the Director considers the procurement procedures are not appropriate.
- (f) The subsidy recipient shall keep all the procurement documents, including but not limited to quotations, tendering documents, bank statements, invoices and receipts for at least three years after the termination of the trial for inspection by the Director, the Director of Audit, the Commissioner of the Independent Commission Against Corruption, and their authorized representatives at all reasonable times during the continuation of the agreement and the abovementioned 3-year period.
- (g) The subsidy recipient shall ensure that its directors, staff and agents will not offer, solicit or accept any advantage (as defined in the Prevention of Bribery Ordinance (Cap. 201)) in connection with procurement.
- (h) The subsidy recipient shall notify the Secretariat immediately in writing when they themselves or any of their directors, employees, agents or contractors has any financial, professional, commercial, personal or other interests in the procurement.

The subsidy recipient shall not carry out fragmentation of orders or bids with the purpose or effect of avoiding the need to obtain quotations or abusing the procedures and practices to purchase the subsidized products as specified in this section.

If the cost of a purchased subsidized product is over HK\$10,000, the subsidy recipient shall make payment by cheque, bank transfer or credit card only.

5.6 Vehicle Insurance

For any trial involving new vehicle(s) purchased with subsidy, the subsidy recipient must purchase insurance to cover the full market value of the new vehicle(s) for the first three years.

5.7 Premature Termination of Trial and Disposal of Subsidized Product

The subsidy recipient is expected to continue using the subsidized product after the trial until the end of their usable life as far as it is economically feasible to do so. The subsidy recipient shall immediately notify the Secretariat in writing its decision to discontinue the use of the subsidized product.

If subsidy recipient intends to terminate the trial before expiry of the approved trial period for any reasons, it shall notify the Secretariat in writing with full justification. Upon receipt of the written notice, the Director may immediately cease to pay any subsidy to the subsidy recipient. Subject to the consent of the Director for the termination, the subsidy recipient shall follow the following arrangement on the disposal of the subsidized product –

(a) seek a third party in the same transport trade to carry out the trial for the remaining period and procure the third party to sign an agreement with the Government on the same terms and conditions as those provided in the agreement signed by the subsidy recipient with the Government.

(b) if no third party to take up the subsidy recipient's responsibility to carry out the trial for the remaining period, the subsidy recipient shall sell the subsidized product by public auction if it has resell value (such as vehicle or quick charger). After the auction, the subsidy recipient shall return part of the auction proceeds to the Government. The amount to be returned to the Government shall be equal to the subsidy recipient's net receipt from the auction (i.e. the winning bid price less auction house charges) multiplied by the percentage of product's capital cost subsidized by the Government.

(c) to ensure due process is followed, the subsidy recipient shall propose its choice of auctioneer for the Director's approval before it engages the auctioneer to sell the product. If the subsidized product has no resell value, subject to Director's agreement, the subsidy recipient may dispose it in ways it thinks fit.

For any decision of discontinuing use of the subsidized product or premature terminating the trial, the Director may disclose it to the public.

5.8 Restoration

The subsidy recipient shall be solely responsible for all restoration costs for uninstalling any product or facility at any time.

5.9 Insurance Compensation

If the subsidized product is damaged by accident, being stolen, or other causes which made the subsidized product not available to complete the trial or not operational, and the subsidy recipient receives insurance compensation for insured subsidized product arising during the trial period or in the first three years in case of a subsidized new vehicle, it shall reimburse the Government an amount that is equal to the compensation multiplied by the percentage of product's capital cost subsidized by the Government.

5.10 Independent Monitor and Verification

The Director may appoint an independent third party (the assessor) to monitor the conduct of the trial and to verify its result. The subsidy recipient shall accept checking by the assessor, who will report to the Director on its findings. The subsidy recipient shall provide to the assessor the information requested within seven days of receiving such request.

The subsidy recipient shall keep and maintain all data and information which are related to or obtained from the trial in good conditions and shall take all reasonable precautions to prevent their loss, damage, deterioration or theft for six months after completion or termination of the trial.

During the trial period or after the completion of the trial, the subsidy recipient, upon the Director's request, shall provide the subsidized product, free of charge, for testing the emission performance of the subsidized product.

5.11 Use of Trial Information

The ownership of the intellectual property rights subsisting in the compilations of the data and the processed data from the trial would be vested in the Government. The subsidy recipient also waives and will procure all authors the compilations of data, reports and/or other publications produced under the trial to waive all moral rights, and warrants that the use and the possession by the Director and his third parties (including the assessors) of these data or documents will not infringe the intellectual property rights of any party.

The subsidy recipient shall grant unconditionally and irrevocably to the Government the right to publish and share with any interested parties the trial results and findings, reports and other publications or publicity materials produced for the trial.

5.12 Indemnity

The subsidy recipient shall fully indemnify the Government from and against all liabilities, claims, demands, account, costs and expenses, all legal actions, suits, and proceedings, all losses and damages whatsoever arising from or in connection with the subsidized product or the trial (including after the completion and termination of the trial).

5.13 Acknowledgement of Support

The source of subsidy “Pilot Green Transport Fund” and the EPD logo must be acknowledged in all publicity material used by the subsidy recipient in respect of subsidized product during the trial.

5.14 Others

For charging or similar support system, the subsidy recipient shall install an independent metering for each subsidized product to record fuel/energy consumption.

The subsidy recipient shall not receive any other subsidy during the Trial (except the tax incentive from incentive schemes to encourage the use of electric vehicles and environment-friendly vehicles) from other Government sources, public bodies or charitable organizations in relation to the subsidized product.

The Government and the Steering Committee shall bear no responsibility, financial or otherwise, for expenditure or other liabilities arising from its application and the trial. The applicant and the subsidy recipient shall bear all costs and expenses incurred or arisen from its application and the trial.

The Government may at any time, if it thinks fit, amend or add to the above conditions, without prior notice to the applicant or subsidy recipient.



香港特別行政區政府

環境保護署

Environmental Protection Department

The Government of the Hong Kong Special Administrative Region

不用填寫本欄 For Official Use Only

Ref No.

Date of receipt

《綠色運輸試驗基金》申請表

PILOT GREEN TRANSPORT FUND APPLICATION FORM

申請須知

Notes for Application

1. 請細閱《綠色運輸試驗基金》的《申請指引》(「指引」)後，以中文或英文正楷填寫申請表。
Please read the “Pilot Green Transport Fund - Guide to Application” (“the Guide”) carefully before completing this Application Form in BLOCK LETTERS in Chinese or English.
2. 如需提供補充資料以助申請，請另頁提交。
Please provide additional supporting information in separate sheets, if required.

聲明 Declaration

受文人：香港特別行政區政府（“政府”）環境保護署署長代收

To: The Government of the Hong Kong Special Administrative Region (“Government”) as represented by the Director of Environmental Protection

綠色運輸試驗基金 Pilot Green Transport Fund

我們是有限/無限*法律責任公司*我本人*

We, the limited/unlimited* liability company * I, the natural person*

（有關資料見本申請表 A 部）（“申請人”），就本申請人的綠色及創新產品試驗（“試驗”）向政府申請資助，並提供下述有關試驗的資料，以支持這項申請。

whose particulars appear in Section A of this Application Form (“Applicant”), hereby apply to the Government for subsidy of the Applicant’s trial of green and innovative product (“the Trial”) and provide the following information relevant to the Trial in support of this Application.

基於以下簽署，我們/我*確認-

In signing below we/I* confirm that –

1. 我們/我*盡其所知所信，本申請表格已完全和正確無誤地填報；及
this Application Form has been completed fully and correctly to the best of our/my* knowledge and belief; and
2. 我們 /我*已閱讀和明白，及特此給予/作出本申請表 E 部承諾及聲明書。
We/I* have read and understood, and hereby give/make, the Undertaking and Declaration at Section E of this Application Form.

申請人簽署 Signed by Applicant

參閱《指引》第 4.1(d) 至(f)段 See Section 4.1(d) to (f) of the Guide

申請人名稱 Applicant name :

授權代表 (姓名 Name) :

Authorized (職位 Position) :

person (電話 Telephone no.) :

(電郵地址 e-mail address) :

申請人/申請人的授權代表簽署* Signed by Applicant/the authorized person for and on behalf of Applicant*

(簽署及公司印章 Signature and company stamp) :

日期 Date :

見證人簽署 Signed by Witness

見證人 (姓名 Name) :

Witness (電話 Telephone no.) :

(電郵地址 e-mail address) :

(地址 Address) :

(簽署 Signature) :

日期 Date :

*刪去不適用者 Delete if inappropriate

(2016/10 version)

A 部 - 申請人資料**Section A - Particulars of Applicant**

申請人名稱 Applicant name

參閱《指引》第4.2(a)段 See Section 4.2(a) of the Guide

有限公司註冊證號碼/商業登記號碼*

Limited company certificate of incorporation no./ Business registration certificate no. *

參閱《指引》第4.2(b)段 See Section 4.2(b) of the Guide

通訊地址

Correspondence
address

電話號碼

Telephone no.

傳真號碼

Fax no.

聯絡人

Contact person

職位

Position

電郵地址

e-mail address

在香港營運的運
輸工具Type of transport
operated in
Hong Kong 渡輪 Ferry 的士 Taxi 公共小巴 Public light bus 貨車 Goods vehicle 專營巴士 Franchised bus 非專營巴士 Non-franchised bus 慈善或非牟利機構的車輛

Vehicle of charitable or non-profit-making organization

參閱《指引》第4.2(c)段 See Section 4.2(c) of the Guide

在適當 中填上 "X" Insert a "X" in where appropriate

* 刪去不適用者 Delete if inappropriate

業務性質簡述 Brief description of nature of business

申請人擁有的傳統運輸工具數目(根據運輸工具類別及燃料分別列出)
The number of conventional transport owned by the applicant (please list according to type of transport and fuel)

申請人是否在相關運輸服務超過一年?
Has the applicant been in the relevant transport service for more than one year? 是 Yes 否 No

在適當 中填上 "X" Insert a "X" in where appropriate

開業日期(年/月/日)
Business commencement date (yyyy/mm/dd)

如開業少於一年，請提供經營其他香港運輸業務經驗的資料。
If in business for less than one year, please provide information on other transport operation experience in Hong Kong.
參閱《指引》第4.2(d)段 See Section 4.2(d) of the Guide

公司名稱 Company name	業務性質 Nature of business	營運日期 Date of operation	
		由 from	至 to

B 部 – 綠色創新產品試驗建議

Section B – Green and Innovative Product Trial Proposal

試驗名稱及簡述 Trial title and brief description

參閱《指引》第4.3(a)和(b)段 See Section 4.3(a) and (b) of the Guide

試驗產品種類 Test product type

- | | |
|------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------|
| <input type="checkbox"/> 另類燃料車輛
Alternative-fueled vehicles | <input type="checkbox"/> 後處理減排裝置
After-treatment emission reduction devices |
| <input type="checkbox"/> 改裝現有的傳統車輛為另類燃料車輛
Conversion of in-use conventional vehicles to alternative-fueled vehicles | <input type="checkbox"/> 節省燃料裝置
Fuel saving devices |
| | <input type="checkbox"/> 其他（請說明）
Others (please specify) |

在適當 中填上 “X” Insert a “X” in where appropriate

申請資助的產品及支援系統 Products and support system applying for subsidy

參閱《指引》第4.3(c)段 See Section 4.3(c) of the Guide

產品及支援系統名稱 Name of product and support system	本地單價/港元 Local unit cost/HK\$	外地價格 Overseas price	
		地區 Place	單價/港元 Unit cost/HK\$

若以上包括專利產品，請提供有關產品的補充資料

If the above includes any proprietary product, please provide supplementary information of the product

參閱《指引》第4.3(d)段 See Section 4.3(d) of the Guide

合法使用 Legitimate use

參閱《指引》第4.3(e)段 See Section 4.3(e) of the Guide

如上述產品及支援系統有待其他官方審批才能開始試驗，列出所需的牌照、審批等
If the product and system mentioned above are pending other official approval before trial can begin, list the required licence, approval etc.

環境效益 Environmental benefits

參閱《指引》第4.3(f)段 See Section 4.3(f) of the Guide

節油率 Fuel saving		升/公里 l/km
減少排放 Emission reduction	二氧化碳 Carbon dioxide	克/公里 g/km
	氮氧化物 Nitrogen oxides	克/公里 g/km
	碳氫化合物 Hydrocarbons	克/公里 g/km
	一氧化碳 Carbon monoxide	克/公里 g/km

試驗時間表 Trial Schedule

參閱《指引》第4.3(g)和(h)段 See Section 4.3(g) and (h) of the Guide

試驗期 Trial period	個連續月，預計於批准後 consecutive months, expected to start	個月開始試驗 months after approval
---------------------	------------------------------------------------------	---------------------------------

試驗期的理據
Justification of
Trial Period

收集產品效能數據 Product performance data collection

參閱《指引》第4.3(i)段 See Section 4.3(i) of the Guide

數據種類 Data type	收集計劃及時間表 Collection plan and schedule
----------------	---------------------------------------

若申請人滿意新技術試驗結果，申請人在完成試驗後是否會繼續從事相關運輸服務及更廣泛應用該技術於本身業務？

If the applicant is satisfied with the results of trial on the new technology, will the applicant remain in the transport service and put that technology into wider use in his own operation after completion of trial?

是 Yes 否 No

在適當 中填上 "X" Insert a "X" in where appropriate

現申請的資助金 Subsidy now applied for

參閱《指引》第4.3(j)段 See Section 4.3(j) of the Guide

另類燃料車輛 Alternative-fueled vehicles	港元 HK\$
後處理減排裝置 After-treatment emission reduction devices	港元 HK\$
節省燃料裝置 Fuel saving devices	港元 HK\$
改裝使用中的傳統車輛為另類燃料車輛 Conversion of in-use conventional vehicles to alternative-fueled vehicles	港元 HK\$
其他 (請說明) Others (please specify)	港元 HK\$
總額 Total	港元 HK\$

申請人及其關連公司已遞交《綠色運輸試驗基金》的其他試驗建議

Other trial proposal submitted to the Pilot Green Transport Fund by Applicant and its Related Companies

參閱《指引》第4.3(k)段 See Section 4.3(k) of the Guide

試驗名稱及檔號 Trial title and Reference No.	申請日期 Application date	狀況 Status
		A / P / R *
		A / P / R*
		A / P / R*

*刪去不適用者 Delete if inappropriate

A=批准 approved; P=待批 pending; R=拒絕 rejected

C 部 - 資助計算表

Section C - Subsidy Calculation Tables

參閱《指引》第4.4段。 See Section 4.4 of the Guide.

另類燃料車輛 Alternative-fueled vehicle

另類燃料車輛 Alternative-fueled vehicle			傳統車輛 Conventional vehicle	差價/港元 Price Premium/HK\$ (d) = (b) - (c)	如資助50%車價/ 港元 If subsidize 50% vehicle cost/HK\$ (e) = (b) x 50%	資助/港元 Subsidy/HK\$ (f)
型號 Model	數量 Quantity (a)	價錢/港元 Cost/HK\$ (b)	價錢/港元 Cost/HK\$ (c)			

(b)=在B部的本地單價 local unit cost in Section B

(c)用《指引》表2價值 Use value in Table 2 of the Guide

(f)=(a)x(d)或(a)x(e)兩數中之較高者 (a)x(d) or (a)x(e) whichever is higher

另類燃料車輛的支援系統 Alternative-fueled vehicle support system

產品名稱 Product Name	數量 Quantity (a)	硬件價錢/港元 Hardware cost/HK\$ (b)	建造費/港元 Construction cost/HK\$ (c)	資助/港元 Subsidy/HK\$ (d) = (a) x [(b) + (c)] x 50%

(b)+(c) = 在B部的本地單價 = local unit cost in Section B

後處理減排裝置及節省燃料裝置 After-treatment emission reduction device and fuel saving device

產品名稱 Product Name	數量 Quantity (a)	硬件價錢/港元 Hardware cost/HK\$ (b)	安裝費用/港元 Installation cost/HK\$ (c)	資助/港元 Subsidy/HK\$ (d) = (a) × [(b) + (c)] × 75%

(b)+(c) = 在B部的本地單價 = local unit cost in Section B

改裝現有的傳統車輛為另類燃料車輛 Conversion of in-use conventional vehicle to alternative-fueled vehicle

改裝套件的型號 Conversion kit model	數量 Quantity (a)	硬件價錢/港元 Hardware cost/HK\$ (b)	安裝費用/港元 Installation cost/HK\$ (c)	資助/港元 Subsidy/HK\$ (d) = (a) × [(b) + (c)] × 75%

(b)+(c) = 在B部的本地單價 = local unit cost in Section B

D 部 - 提交的文件**Section D - Documents Submitted**

下列有“^”的是必需提交的文件，其餘所需文件(如適用)則視乎個別申請而定。請在各附件的第一頁加上相關附件號碼。

Documents marked with “^” must be submitted while others are needed if applicable depending on individual application. Please add corresponding enclosure no. to the first page of each attachment.

	有關部 Relevant Section	文件 Document	附件號碼 Enclosure no.	提交 Submitted [#]
1.^	NA	申請表 Application Form	NA	<input type="checkbox"/>
2.^	A	公司註冊證，商業登記證副本 Copy of certificate of incorporation, business registration certificate		<input type="checkbox"/>
3.^	A	提交至公司註冊處的周年申報表副本 Copy of Annual Return submitted to Companies Registry		<input type="checkbox"/>
4.	A	支持申請人身份為慈善或非牟利機構的文件 Document supporting charitable or non-profit-making status of Applicant		<input type="checkbox"/>
5.	A	如申請人開業少於一年，母公司其他有關運輸業務的商業文件 Copy of other related transport business documents from parent company if the Applicant has been in business for less than one year		<input type="checkbox"/>
6.^	A	由申請人擁有的傳統運輸工具的登記文件副本* Copy of registration document of the conventional transport owned by the applicant*		<input type="checkbox"/>
7.^	B	試驗時間表和計劃 Trial implementation schedule and plan		<input type="checkbox"/>
8.	B	相關支援系統建立地點清單及申請人可以在該地點安裝及使用支援系統的證明文件副本 List of related support system location and copy of supporting document that the applicant could install and use the support system at the location		<input type="checkbox"/>
9.^	B	產品的簡介書，網址及海外價單 Product brochure, internet website and overseas price list		<input type="checkbox"/>
10.^	B	供應商報價單 Quotation from supplier(s)		<input type="checkbox"/>
11.^	B	產品符合法定規定的證明或獲取符合有關法定規定的計劃 Proof of product compliance with statutory compliance or plan to get the necessary compliance		<input type="checkbox"/>
12.^	B	排放和耗油率的官方報告副本 Copy of official report on emission and fuel efficiency		<input type="checkbox"/>
13.^	B	減排或節油的計算 Emission reduction or fuel saving calculations		<input type="checkbox"/>
14.	B	如在批准後超過十二個月才開始試驗的解釋 Explanation if trial is to start later than twelve months after approval		<input type="checkbox"/>
		其他（請列明）Others (please specify)		<input type="checkbox"/>

#如有附上，在適當的□中填上“X” Insert a “X” in □ if attached

*如申請試驗一件產品，需提交一輛同類別傳統運輸工具的登記文件副本；如申請試驗兩件或以上產品，需提交兩倍數量的同類別傳統運輸工具的登記文件副本

If one product is applied for trial, copy of registration document of one conventional transport shall be submitted. If two or more products are applied for trial, copy of registration documents of a double number of conventional transport shall be submitted.

E 部 – 承諾及聲明書

Section E – Undertaking and Declaration

為了讓政府考慮及/或批核此項資助申請，申請人據此作出持續有效的承諾、保證、聲明及同意 –

In consideration of the Government considering and /or approving this application for subsidy, the Applicant hereby undertakes, warrants, declares and agrees and with continuing effect that –

1. 申請人已小心閱讀及完全明白指引，以及申請表F部所載的政府免責聲明；
the Applicant has carefully read and fully understood the Guide and the Government Disclaimers in Section F of this Application Form;
2. 根據政府在《指引》內訂明的申請資格，申請人具有資格申請資助；
the Applicant is eligible to apply for subsidy from the Fund according to eligibility criteria prescribed by the Government in the Guide;
3. 除現行鼓勵使用環保商業車輛的稅務寬減計劃外，申請人並沒有正接受或沒有曾經接受其他由政府、公共機構或慈善團體等方面批出作相同用途的資助；
the Applicant is not receiving or have received funding from other Government sources, public bodies or charitable organizations for the same purpose, except the prevailing tax incentive schemes to encourage the use of environment-friendly commercial vehicles;
4. 在不影響及不論本申請表格、指引或在其他方面所特定要求的任何資料及文件，申請人盡其所知所信，關於就申請而向政府提供的資料及相關文件（不論是其已擁有資料與否）（“資料”），在各方面全屬真實、最新、準確及完整。申請人並無隱瞞或不知悉任何重要事實或情況，而這些沒有向政府披露的資料，可能影響以穩健理財為要務的政府在考慮是否向申請人提供政府融資時對申請的評估或所作的決定；
without prejudice to and notwithstanding any specific request for information and documents in this Application Form, the Guide or otherwise, to the best of its knowledge and belief, the information and supporting documents provided to Government in connection with its Application, whether in its own hand or not, (“Information”) are true, up-to-date, accurate and complete in all respects. The Applicant has not withheld, and is not aware of, any material facts or circumstances that have not been disclosed to Government and which might influence the assessment of its Application or the decision of Government as a prudent financier in considering whether or not to provide Government Finance to the Applicant;
5. 倘若申請人未能提供政府所需的全部資料，政府可能不會處理有關申請；
this Application may not be processed by the Government if the Applicant fails to provide all the information required by the Government;
6. 在資料向政府提供個人或其他資料的所有人士，已同意向政府提供該等資料，作為申請表G部聲明所述的用途，及向聲明所述的人士披露該等資料；
all persons whose personal or other data have been included in the information provided to the Government have consented to the provision of such data to the Government for such purposes and for disclosure to such parties as referred to in Section G of this Application Form;
7. 沒有已作出（或正作出或有意作出）的法團行動或其他步驟，及任何已展開（或快將展開或威脅會展開）的法律程序，及以使申請人清盤、破產、解散、獲管理或重組，或對申請人或其任何或全部收益資產委任破產管理人、管理人、行政管理人、受託人或類似人員；
no corporate action or other steps have been (or are being or are intended to be) taken, and no legal proceedings have been started (or are impending or being threatened), for the winding-up, bankruptcy, dissolution, administration or re-organization of the Applicant or for the appointment of a receiver, administrator, administrative receiver, trustee or similar officer over the Applicant or any or all of its revenue and assets;
8. 申請人沒有涉及任何訴訟、仲裁或行政法律程序（不論是在香港境內或境外），並且沒有涉及任何現正進行或有待裁決或威脅對申請人或其任何資產所進行的申索（不論是在香港境內或境外）；
the Applicant is not involved in any litigation, arbitration or administrative proceedings (whether inside or outside Hong Kong) and no claim (whether inside or outside Hong Kong) is presently in progress or pending or threatened against the Applicant or any of its assets;
9. 申請人承諾如就本申請所提供的資料不再適用、真實、正確或完整時，須即時通知政府；
the Applicant undertakes to inform the Government immediately if any Information provided in connection with this Application is no longer applicable, true, accurate or complete;
10. 申請人已完全知悉根據《盜竊罪條例》（香港法例第210章）（包括第17條（以欺騙手段取得財產）和第18條（以欺騙手段取得金錢利益）），以及《防止賄賂條例》（香港法例第201章）（包括第8條（與公共機構有事務往來的人對公職人員的賄賂））所訂立的嚴重罪行；
the Applicant is fully aware of the serious offences created under the Theft Ordinance (Chapter 210 of the Laws of Hong Kong) (including sections 17 (Obtaining property by deception) and 18 (Obtaining pecuniary advantage by deception)) and the Prevention of Bribery Ordinance (Chapter 201 of the Laws of Hong Kong) (including section 8 (Bribery of public servants by persons having dealings with public bodies));
11. 申請人完全明白，倘若申請人未有披露或失實陳述任何資料，政府有權拒絕其申請；
the Applicant fully understands that non-disclosure or misrepresentation of any information provided by the Applicant would entitle the Government to reject its Application;
12. 本承諾及聲明書須受香港法律管限，並須按照香港法律解釋。申請人及政府須不可撤銷地接受香港法院的專有審判權；及
this Undertaking and Declaration shall be governed by and construed in accordance with the laws of Hong Kong and the Applicant and the Government shall irrevocably submit to the exclusive jurisdiction of the Courts of Hong Kong; and
13. 申請人已小心閱讀本承諾及聲明書的條款，並完全明白其根據本承諾及聲明書的義務及法律責任。

the Applicant has read the provisions of this Undertaking and Declaration carefully and fully understood its obligations and liabilities under this Undertaking and Declaration.

14. 申請人明白及同意所提交的文件將用於審核和評估有關申請。申請人同意給予或促使授予政府及其授權的使用者複製這些文件的權限，以作審核和評估有關申請。

the Applicant understands and agrees that the documents submitted would be used for the assessment and evaluation purposes only. The Applicant agrees to grant or to procure the grant of permission to the Government and its authorized users to copy these documents for the purpose of assessment and evaluation of the applications.

15. 申請人須確保所採購的綠色創新產品，會在其整個可用年期內，盡量在符合經濟原則下加以善用。任何停止使用有關綠色產品的決定，均須向委員會匯報。

the Applicant shall ensure that the innovative green product so procured will be put to good use throughout its usable life as far as it is economically feasible to do so. Any decision to discontinue the usage of the green product will have to be reported to the Steering Committee.

F 部 – 政府免責聲明

Section F – Government Disclaimers

1. 雖然政府在申請表格及指引所提供的資料是以真誠擬備的，但並沒聲稱有關資料詳盡無遺或已經獨立核實。無論是政府，抑或是其任何職員、代理人或顧問，均不會就申請表格、指引所載資料或任何其他書面或口述資料(已向或將會向申請人提供)是否足夠、準確或完整接納任何法律責任或責任；他們也不會對以上資料或申請表格或指引所根據的資料作出任何申述、聲明或保證（不論是明訂或默示）。現訂明政府可免除任何有關以上資料的法律責任、申請表格或指引資料不確的法律責任，以及申請表格或指引資料遺漏的法律責任。申請表格、指引的一切資料，以及任何其他書面或口述資料（已向或將會向申請人提供），均不得依據為政府、其職員或代理人日後在意向、政策或行動方面的申述、聲明或保證。
Whilst the information provided by the Government in the Application Form and in the Guide has been prepared in good faith, it does not claim to be comprehensive or to have been independently verified. Neither the Government, nor any of its officers, agents or advisors, accepts any liability or responsibility as to, or in relation to, the adequacy, accuracy or completeness of the information contained in the Application Form, the Guide or any other written or oral information which is, has been or will be provided or made available to any Applicant; nor do they make any representation, statement or warranty, express or implied, with respect to such information or to the information on which the Application Form or the Guide is based. Any liability in respect of any such information or any inaccuracy in the Application Form or the Guide or omission from the Application Form or the Guide is expressly disclaimed. Nothing in the Application Form, the Guide nor in any other written or oral information which is, has been or will be provided or made available to any Applicant should be relied on as a representation, statement or warranty as to the intentions, policy or action in future of the Government, its officers or agents.
2. 申請人一旦提交任何申請建議，即視作已接受申請表F部的政府免責聲明的條款。
The submission of any proposal by an Applicant shall be taken to be an acceptance of the terms of the Government Disclaimers in Section F of this Application Form.
3. 本基金計劃邀請提交申請，並不構成要約，亦不構成就基金執行或完成任何試驗而可能訂立的任何合約的基礎。
The invitation for submission of Applications under the Fund does not constitute an offer nor does it constitute the basis of any contract which may be concluded in relation to the Fund or the carrying out of and completion of any trial.
4. 每位申請人在完成調查，並諮詢其專業顧問及採納其他審慎建議後，應自行獨立評估本基金計劃的擬訂條款，以便充分評估有關試驗申請政府資助以及任何財政、法律、稅收及其他事宜方面的風險及利益。
Each Applicant should make its own independent assessment of the proposed terms of the Fund after making such investigation and consulting its own professional advisers and taking such other advice as may be prudent in order to assess the risks and benefits of the application for Government subsidy well as in respect of any financial, legal, tax and other matters concerning a trial.
5. 政府有權在未經事先諮詢或通知的情況下，更改本基金的擬訂條款。政府亦有權在與成功申請人簽立任何有約束力的合約前，酌情決定終止任何或一切商議。
The Government reserves the right, without prior consultation or notice, to change the proposed term of the Fund. The Government also reserves the right to terminate any or all negotiations in its discretion before executing any binding contract with a successful Applicant.

G 部 - 資料處理

Section G - Handling of Information

1. 政府(包括秘書處)承諾，確保依照《個人資料(私隱)條例》(第 486 章)(「私隱條例」)的相關條文，處理按每份申請表格提交的所有個人資料。政府可使用就該申請所提供的個人資料，並互相透露有關資料，作下列用途 -
 - (a) 處理及核實申請；
 - (b) 發放資助及任何所退還的款項；
 - (c) 基金的日常運作；
 - (d) 根據任何法例的規定透露資料，以符合有關要求；
 - (e) 統計及研究；及
 - (f) 任何有關上述任何項目的用途。

The Government (including the Secretariat) is committed to ensuring that all personal data submitted under an Application is handled in accordance with the relevant provisions of the Personal Data (Privacy) Ordinance (Cap 486) (PDPO). Personal data provided in relation to an Application may be used by the Authority and disclosed among them for the following purposes-

- (a) the processing and authentication of Applications;
 - (b) payment of subsidy and any refund thereof;
 - (c) the daily operation of the Fund;
 - (d) meeting the requirements to make disclosure under the requirements of any law;
 - (e) statistics and research; and
 - (f) any purposes relating to any of the above.
2. 每份申請表格內的個人資料會被保密。不過，政府可向任何下列人士透露這些資料，以作以上(a)至(f)段所載述的用途 -
 - (a) 任何涉及基金的人士(包括代理人、承辦商或政府的第三方服務提供者)；及
 - (b) 根據任何法例的規定，政府有法律責任向其透露有關資料的任何人士。

Personal data provided in an Application will be kept in confidence. They may however be disclosed by the Government to any of the following parties for the purposes set out in (a) to (f) above-

- (a) any person (including the agent, the contractor or the third party service provider of the Government) who is involved in the Fund; and
 - (b) any person to whom the Government is under an obligation to make disclosure under the requirements of any law.
3. 根據「私隱條例」第 18 及 22 條，以及附表 1 第 6 原則的規定，在申請表格內有提供其個人資料的人士，有權查閱和更正所提供的個人資料，包括有權索取申請表格內有關個人資料的副本。

According to Sections 18 and 22 and Principle 6 of Schedule 1 of PDPO, the individuals whose personal data are provided in an Application has a right of access and correction with respect to the personal data provided including the right to obtain a copy of the personal data provided in the Application.

4. 如欲查閱或修改有關資料，或索取有關政策、守則及保存資料的種類的資訊，請聯絡位於香港灣仔告士打道 5 號稅務大樓 33 樓的綠色運輸試驗基金秘書處。根據「私隱條例」，為查閱或修改任何個人資料及提供資料，政府將徵收費用。

For access to data, correction of data or for information of the policies and practices and kinds of data held, please contact: Pilot Green Transport Fund Secretariat, Environmental Protection Department, 33/F, Revenue Tower, 5 Gloucester Road, Wan Chai, Hong Kong. A fee will be charged in accordance with the PDPO for providing access to or correcting any data and for providing the information.