

Implementation Schedule of Vehicle Emission Standards in Hong Kong (Updated as of June 2010)

		Pre - Euro			Euro I		Euro II			Euro III			Euro IV		
Vehicle Class		Pre - ULP	ULP ^{#1}	Diesel	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
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
	> 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
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
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		
	> 3.5 t	Before 1.4.95		Before 1.4.95			NA	1.10.98	1.10.98	1.8.03	1.10.01	1.8.03	1.10.06		
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
Motorcycle		before 1.10.99			1.10.99		NA			1.1.07 ^{#7}					

- * 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
 No such private cars have been registered till May 2009 when the first diesel private car model meeting LEV 2 standard was approved

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 are very small (57 for petrol and 3 for diesel as of end 2003)
- #4 Different implementation dates for Euro II diesel goods vehicles and buses with GVW of 3.5-4 tonne but the total numbers of diesel goods vehicles and buses in this range are very small (53 and 3 as of end 2003 respectively)
- #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 2003
- #6 All new taxis supplied to the local market were Euro I models from 1 January 1996.
- #7 All new motorcycle models were required to comply with Euro III emission standards on this date. On 1 January 2009, all motorcycles were required to meet Euro III emission standards.
- #8 For the purpose of EIA assessments, the consultant can take 'not later than 2012' as the implementation date for Euro V standard. The date will be updated as necessary.