

**Air Pollution Control (Vehicle Design Standards) (Emission)  
(Amendment) Regulation 2000**

**and**

**Air Pollution Control (Motor Vehicle Fuel)  
(Amendment) Regulation 2000**

**Euro III Emission Standards for New Motor Vehicles  
and  
Associated Motor Fuel Requirements**

**Purpose**

This paper seeks Members' advice on the proposed amendments to

- (a) Air Pollution Control (Vehicle Design Standards)(Emission) Regulation,  
and
- (b) Air Pollution Control (Motor Vehicle Fuel) Regulation.

The purpose of the amendments is to tighten the emission standards for newly registered motor vehicles of design weight not more than 3.5 tonnes to Euro III standard and the requirements for unleaded petrol and motor vehicle diesel to support the introduction of these less polluting vehicles from 1 January 2001. The proposed Air Pollution Control (Vehicle Design Standards) (Emission) (Amendment) Regulation and the Air Pollution Control (Motor Vehicle Fuel) (Amendment) Regulation are at **Annexes A and B** respectively.

**Background**

2. Motor vehicles are the major source of air pollution in Hong Kong. To deal with their air pollution emissions, we have established a policy to adopt the most stringent requirements for the emissions of newly registered motor vehicles and the quality of motor vehicle fuels when they can be made available to Hong Kong. With the endorsement of the Advisory Council on Environment and approval by the Legislative Council, we have implemented the Euro II emission standards since 1997.

3. The European Union will start introducing its Euro III emission standards to newly registered motor vehicles of design weight not more than 3.5 tonnes, which include private cars, light vans and some light buses, from 1 January 2001. A Euro III standard vehicle will emit about 38% less particulates and 20% less hydrocarbon and nitrogen oxides than a Euro II vehicle, if combined with the use of better quality motor vehicle fuel. We intend to introduce these more stringent vehicle emission standards and motor fuel requirements from 1 January 2001.

4. As part of the strategy to reduce reliance on diesel vehicles, we introduced in 1998 the Californian emission standards for newly registered diesel private cars. The emission standards were so stringent that very few models of diesel private cars could meet them. California has now tightened the emission standards further for newly registered diesel private cars. We propose to do likewise for the same purpose.

### **Proposed Amendments**

5. The Air Pollution Control (Vehicle Design Standards)(Emission) Regulation stipulate the emission standards for different classes of vehicles. We propose to tighten the emission standards for motor vehicles of design weight not more than 3.5 tonnes to the Euro III level. Emission standards from countries such as Japan and the United States will be accepted whenever they are compatible with the Euro III requirements. We also propose to tighten the emission standards for diesel private cars to the latest Californian requirements.

6. Diesel taxis are not included in this amendment exercise as we are working on a separate scheme to require all new taxis to use LPG by 1 January 2001.

7. The requirements for motor fuel are stipulated in the Air Pollution Control (Motor Vehicle Fuel) Regulation. We propose to upgrade the specifications of the unleaded petrol and motor diesel in the Regulation to those currently adopted by the European Union to support the introduction of Euro III emission standards. The major changes to the fuel specifications will include the introduction of limits of vapour pressure and some fuel components for unleaded petrol and the lowering of sulphur content for motor vehicle diesel from 0.05% to 0.035% by weight.

## **Consultation**

8. We have consulted the Motor Traders Association, who supports the upgrade to Euro III requirements for vehicles below 3.5 tonnes. They have confirmed that vehicles meeting the proposed emission standards will be available by 1 January 2001. Separately, the oil companies have confirmed that unleaded petrol and motor diesel that comply with the proposed specifications will be available by 1 January 2001.

## **Implementation**

9. Subject to the endorsement by the Advisory Council on Environment and approval by the Legislative Council, the proposed amendments will take effect on 1 January 2001.

## **Financial and Staff Implications**

10. Implementation of the proposed amendments to the Air Pollution Control (Vehicle Design Standards)(Emission) Regulation and the Air Pollution Control (Motor Vehicle Fuel) Regulation will not require any additional financial commitment from the government. Additional staff are not required.

## **Public Reaction**

11. The general public are expected to welcome the proposals because they will help reduce air pollution by introducing less polluting motor vehicles and motor fuels.

## **Advice Sought**

12. Members are requested to endorse the proposed Air Pollution Control (Vehicle Design Standards)(Emission)(Amendment) Regulation 2000 and the Air Pollution Control (Motor Vehicle Fuel)(Amendment) Regulation 2000.

**Environment and Food Bureau**  
**May 2000**