

Other Policies - Controlling Motorcycle Emissions

Although the number of vehicle-kilometers-travelled by motorcycles is relatively small (<3%), the contribution to VOC emissions from motor vehicles is the highest (23% in 1997 and 37% in 2016) due to the current lack of emission control measures. The Government has proposed to impose emission standards on motorcycles by the end of 1999. All imported motorcycles will have to meet the emissions standards in place in either the USA, Japan or EU. This will reduce the VOC emissions from motorcycles by over 70% and hence reduce overall VOC emissions by 25% in 2016.

Controlling motorcycle emissions is a viable and effective means of managing air quality in Hong Kong.

Other Policies - Limiting Vehicle Fleet Age

Studies have shown that small numbers of old and badly maintained vehicles generate a large proportion of pollutant emissions. The principal reason may be that the new vehicles are cleaner and have better fuel efficiency. To benefit from the technological improvement, it is necessary to shorten the replacement time of the vehicle stock. One way to achieve this is to restrict the vehicle age. For example, Singapore only issues licenses to vehicles under 15 years of age. Table 8.2e shows the average vehicle fleet age and the percentage over 10 years and 15 years. The relatively high percentage of Buses over 10 and 15 years of age is due to the existing China Motor Bus fleet which will be phase out gradually since New World First Bus took over the operation from CMB. The scope of limiting fleet age in Hong Kong is restricted as a vehicle of 10 years of age could be still road worthy both in terms of usability and environmental performance assuming proper maintenance. It will be difficult to justify on cost-benefit analysis a mandatory premature retirement of older vehicles. Currently, incentives are given to private car owners to scrap cars over 10 years of age.

Table 8.2e
Vehicle Fleet Age

| | Private Car | Public Light Bus | Bus | Light Goods Vehicles | Heavy Goods Vehicles | Taxi |
|-----------------|-------------|------------------|-------|----------------------|----------------------|------|
| Average Age | 6.0 | 6.8 | 7.2 | 6.5 | 5.5 | 7.1 |
| % over 10 years | 12.8% | 13.1% | 27.9% | 15.7% | 16.2% | 1.3% |
| % over 15 years | 2.2% | 0.2% | 8.5% | 0.2% | 0.0% | 0.0% |

The attractiveness of this policy could be enhanced with other incentives/disincentives, such as a tax reduction when trading in old cars for new ones, variable annual license fees which increase with the age of the vehicle, and