

# Amendment regulation on tightening emission standards for non-road vehicles gazetted

The Government published in the Gazette today (October 19) the Air Pollution Control (Non-road Mobile Machinery) (Emission) (Amendment) Regulation 2018, which aims at further tightening in phases the statutory emission standards for non-road vehicles to improve air quality.

The Amendment Regulation will be tabled at the Legislative Council (LegCo) next Wednesday (October 24). If approved by the LegCo, the Amendment Regulation will take effect on January 1, 2019.

A spokesman for the Environmental Protection Department said, "To prevent the transfer of old road vehicles, which are no longer roadworthy, into use for non-road applications, it is the Government's standing policy to adopt the same emission standards for non-road vehicles as those for road vehicles. Pursuant to the Government's tightening of the emission standards for newly registered road vehicles to Euro VI in phases since July 1, 2017, the Amendment Regulation seeks to tighten the emission standards of the same class of non-road vehicles in line with the latest emission standards for road vehicles."

The spokesman added that the non-road vehicle classes affected by the Amendment Regulation include buses with design weight of more than 9 tonnes, light buses with design weight not exceeding 3.5 tonnes, goods vehicles and petrol private cars. Their emission standards will be tightened from the current Euro V to Euro VI. The emission standards for non-road diesel private cars will be tightened from California LEV II to California LEV III. For other non-road vehicle classes, including buses with design weight not exceeding 9 tonnes and light buses with design weight of more than 3.5 tonnes and special purpose vehicles, the prevailing emission standards will remain the same.

Compared with their Euro V counterparts, Euro VI heavy duty diesel vehicles emit about 80 per cent less nitrogen oxides (NO<sub>x</sub>) and 50 per cent less respirable suspended particulates, while Euro VI light duty diesel vehicles emit about 55 per cent less NO<sub>x</sub>.