

Local emission reduction measures implemented in recent years

- progressively tightening the emissions of power plants;
- phasing out some 80,000 pre-Euro IV diesel commercial vehicles (DCVs) since March 1, 2014;
- strengthening the control of emissions of petrol and LPG vehicles by remote sensing technology since September 2014;
- tightening the vehicle emission standards for first registered vehicles to Euro VI in phases by vehicle types starting from July 1, 2017;
- requiring franchised bus companies to deploy low emission buses meeting Euro V or above emissions standards to routes running through the franchised bus low emission zones at Causeway Bay, Central and Mong Kok starting from December 31, 2019;
- requiring the sulphur content of locally supplied marine light diesel capped at 0.05 per cent since April 1, 2014, which was a 90 per cent reduction as compared with the previous limit at 0.5 per cent.
- requiring vessels to use compliant fuel (including fuel with sulphur content not exceeding 0.5 per cent) within Hong Kong waters and progressively tightening the emission standards for non-road mobile machinery to Euro VI starting from January 1, 2019;
- controlling the VOCs limits of regulated products (e.g. paints, adhesives, sealants, consumer products, printing inks, etc.).

Short-to-medium-term air quality improvement measures in coming future

(Please refer to the papers dated December 16, 2019 and January 22, 2020 submitted by the Environment Bureau to the Legislative Council Panel on Environmental Affairs:)

<https://www.legco.gov.hk/yr19-20/english/panels/ea/papers/ea20191216cb1-233-3-e.pdf>

<https://www.legco.gov.hk/yr19-20/english/panels/ea/papers/ea20200122cb1-336-4-e.pdf>

- progressively phasing out about 40,000 Euro IV DCVs;
- fully subsidising franchised bus companies to conduct a trial of retrofitting Euro IV and V diesel double-deck dominant bus models with enhanced selective catalytic reduction systems;
- a \$2 billion pilot subsidy scheme to promote installation of electric vehicle charging-enabling infrastructure in car parks of existing private residential

buildings;

- trial of electric public light buses;
- trial of green ferries;
- tightening the emission standards for first registered motor cycles to Euro IV and first registered light buses with design weight more than 3.5 tonnes and buses with design weight not exceeding 9 tonnes to Euro VI in phases starting from the second half of 2020;
- reviewing the scope of the Pilot Green Transport Fund with a view to further facilitating the transport sector's wider use of green transport technologies;
- conducting timely review of the Technical Memorandum with a view to further tightening the emission caps of power plants;
- exploring further tightening the sulphur content of locally supplied marine light diesel; and reviewing the feasibility to further tighten the VOCs limits of architectural paints;
- regarding the review of the Air Quality Objectives (AQOs), we have reported to the Advisory Council on the Environment and the Legislative Council Panel on Environmental Affairs the views of the public on the proposed tightening of the AQOs collected during the 3-month public consultation period. We expect to proceed with the legislative amendment this year with a view to implementing the new AQOs as soon as possible.

Regional collaboration and scientific studies

- In 2012, the Hong Kong and Guangdong Governments set the 2015 emission reduction targets and the 2020 emission reduction ranges for four major air pollutants (i.e. SO₂, NO_x, PM₁₀ and VOCs) in the PRD Region. In the end of 2017, both sides confirmed the attainment of emission reduction targets in 2015 and finalised the reduction targets for 2020.
- For the next phase of emission reduction cooperation, the two Governments have commenced a study on post-2020 air pollutant emission reduction targets and concentration levels for Hong Kong and Guangdong, with a view to formulating emission reduction targets beyond 2020 and predicting the achievable air quality levels.
- For scientific studies, the Governments of Hong Kong, Guangdong and Macao will launch a three-year joint study from 2020 to 2023 on "Photochemical Ozone Pollution in Greater Bay Area and Characterization of Regional and Super-Regional Transportation of Ozone", in order to better apprehend the origins of ozone precursors, the formation mechanism of ozone in the Greater Bay Area and its

regional and super-regional transportation.

- The Hong Kong and Guangdong Governments are also adding the real-time VOCs monitoring in the regional air quality monitoring network by stages.
- We are planning to install the LIDAR system to measure real-time vertical and three-dimensional distribution of the concentrations of ozone and particulates, and wind profile at higher altitudes for tracking transportation of pollutants over Hong Kong. All data collected will help devise policy to tackle ozone pollution.