

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) in phases since March 1, 2014;
- 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 compared with the previous limit at 0.5 per cent.
- strengthening the control on emissions of petrol and liquefied petroleum gas 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; tightening the vehicle emission standards for first registered diesel private cars to California LEV III from October 1, 2017; and tightening the vehicle emission standards for first registered motorcycles to Euro 4 starting from October 1, 2020;
- 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;
- 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;
- renaming the Pilot Green Transport Fund as the New Energy Transport Fund and expanding its scope in September 2020, with a view to facilitating further trial of green innovative transport technologies (including electric vehicles) by the transport sectors and wider application of technologies that have been proven under the fund to be relatively mature and suitable for local use;
- launching on October 19, 2020 an incentive-cum-regulatory scheme to progressively phase out about 40,000 Euro IV DCVs;
- launching on October 21, 2020, a \$2 billion EV-charging at Home Subsidy Scheme to promote installation of electric vehicle charging-enabling infrastructure in car parks of existing private residential buildings; and
- controlling the volatile organic compounds (VOCs) limits of regulated products (such as paints, adhesives, sealants, consumer products, printing inks, etc.).

Short-to-medium-term local air quality improvement measures

Please refer to the papers dated December 16, 2019 and January 22, 2020 submitted by the Environment Bureau to the Legislative Council (LegCo) 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/ea20191216cb1-233-5-e.pdf>

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

- 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;
- trial of electric public light buses;
- trial of green ferries;
- conducting timely review of the Technical Memorandum with a view to further tightening the emission caps of power plants;
- planning to tighten the VOCs content limits of regulated architectural paints; and
- regarding the review of the Air Quality Objectives (AQOs), we plan to submit an amendment bill to the LegCo to tighten three AQOs (including the 24-hour AQO of sulphur dioxide (SO₂), the annual and 24-hour AQOs of fine suspended particulates (PM_{2.5})). We will complete another review by the end of 2023.

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, nitrogen oxides, respirable suspended particulates and VOCs) in the Pearl River Delta Region. In end-2017, both sides confirmed the attainment of the emission reduction targets in 2015 and finalised the reduction targets for 2020.
- The Hong Kong and Guangdong Governments have commenced a study on

post-2020 air pollutant emission reduction targets and concentration levels for Hong Kong and Guangdong and will review the compliance with the emission reduction targets for 2020, with a view to formulating further emission reduction plans for regional air pollutants beyond 2020, setting the emission reduction targets 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 on Characterization of photochemical ozone formation, regional and super-regional transportation in the Greater Bay Area, 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 will promote low emission in airports in both places and formulate an overall environmental management plan.
- The Hong Kong and Guangdong governments are also introducing real-time VOCs monitoring in the regional air quality monitoring network by stages.
- We install the LIDAR system to measure real-time vertical and three-dimensional distribution of the concentrations of ozone and particulates, and meteorological data at higher altitudes for tracking transportation of pollutants over Hong Kong. All data collected will help devise policy to reduce ozone pollution.