



香港電動車業總商會有限公司
Hong Kong E-Vehicles Business General Association Limited

Press Release

Hong Kong, 12 January 2019 - The Electric Vehicles Promotion and Charging Infrastructure Committee (“the Committee”) of the Hong Kong E-Vehicles Business General Association puts forward twenty one recommendations to overcome the constraints against popularizing the use of electric vehicles in Hong Kong, five of which are to strengthen the effectiveness of the existing “Pilot Green Transport Fund” to encourage the trial of electric commercial vehicles. The recommendations are at the Annex.

Prof. Dennis Leung of the Faculty of Engineering at the University of Hong Kong, convener and spokesperson of the Committee, explained, “To avert global climate change and improve roadside air quality, an increasing number of countries/regions are planning to ban the sale of newly registered light vehicles equipped with internal combustion engines, starting from around 2030. Major manufacturers of conventional vehicles are also increasing their research and development for electric vehicles. Hong Kong should step up its effort to prepare for the electric vehicle era.”

“The popularization of electric vehicles in Hong Kong faces three key constraints, namely the lack of suitable electric commercial vehicles meeting the local operational needs, the high price premium of electric vehicles over their conventional counterparts, and the unavailability of convenient charging support. The first constraint can likely be overcome by advancement in electric vehicle technology. The rest will require the Government introducing strong and effective policies and measures; and the private sector playing its part,” he added.

Prof. Leung emphasized, “The Committee would like the Government to seriously consider the recommendations because popular use of electric vehicles will help improve roadside air pollution and reduce carbon footprint. It can also help develop Hong Kong into a smart city with the green economy being an important part of it.”

About the Hong Kong E-Vehicles Business General Association (“HKEVA”)

HKEVA was established in 2017. “Promote Innovation, Nurture Support and Join Hands with Professional Peers” has become our goal. HKEVA strives to establish a platform for discussion and provide information and advice to facilitate the development of a Smart City



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Blueprint, particularly in smart mobility with green environment for better using and running of green vehicle technologies in Hong Kong.

Recognizing that the promotion of electric vehicles in Hong Kong is fraught with challenges, HKEVA established the Committee last year. The main purpose of the Committee is to explore the constraints of using electric vehicles in Hong Kong and propose solutions as well as to work proactively with the Government and relevant stakeholders in charting the way forward for popularizing the use of electric vehicles.

For more details on the HKEVA, please visit <http://www.hkev.org>. For inquiries, please contact our secretariat on phone: 6603-3232 and e-mail: sec@hkev.org.



Annex

After researching and conducting extensive discussion, the Committee has put forward twenty one recommendations to overcome the constraints against popularizing the use of electric vehicles in Hong Kong, five of which were to strengthen the effectiveness of the Pilot Green Transport Fund in encouraging the trial of electric commercial vehicles. The recommendations are summarized below:

I. For the high capital outlay, the Committee recommends that the Government

1. provide adequate tax incentives to encourage prospective buyers to opt for electric private cars until mass-market electric private car models dominate the market; and
2. subsidize the use of electric commercial vehicles on a large scale. The subsidies can be administered via the Pilot Green Transport Fund with revamped terms or a new scheme.

II. For inadequate charging support, the Committee recommends that the Government

3. start formulating a master plan for developing a comprehensive public charging infrastructure with short-term, medium-term and long-term goals to support the operation of electric vehicles (i.e. electric private cars and commercial vehicles). As to the goals in the master plan, the short-term and medium-term ones should be based on options that the land is more accessible for setting up electric vehicle chargers while the long-term one might involve more complicated or lengthy town planning and/or land acquisition processes.

Potential options for evaluation by the Government for developing the goals include installing electric car charging poles at the street parking spaces, installing chargers at petrol filling stations, constructing buildings dedicated for electric car charging, using vacated space under flyovers, vacant plots in industrial estates, etc.

The master plan should take account of the advancement of the electric vehicle technology, the need of regular charging and opportunity charging for commercial vehicles, many of which might need to top up their batteries at very fast speed



amid their daily operational schedules, and the coming expiry of the leases of the dedicated liquefied petroleum gas (LPG) filling stations.;

4. amend the HKPSG to facilitate the installation of charging facilities for electric cars in all parking spaces located in new buildings, which can convey to the community a strong signal that the Government is determined to prepare for the electric car era;
5. strengthen and supplement the on-going advisory and education effort to reassure building management offices and incorporated owners' committees of existing buildings of the safety of electric vehicle chargers and their operation by –
 - (a) publishing installation guidelines and a qualified product list for electric vehicle charging equipment that is designed to meet the established electricity safety standards;
 - (b) considering the introduction of tax or financial incentives to encourage building management offices or incorporated owners' committees to see the installation of electric vehicle chargers in a more positive light; and
 - (c) launching a publicity campaign addressing the misconception that the provision of a charging service in the building might violate land lease conditions and the deed of covenant; and
6. introduce an appropriate one-off subsidy to offset the cost associated with enhancing the existing electricity installations of carparks to support the extra electricity loading of providing electric vehicle charging at their parking spaces.

III. For other constrains and/or challenges, the Committee recommends that the Government

7. increase the level of subsidy for local research on developing electric commercial vehicles to 70% of the project cost with the IP rights still rested with the recipient. If the development is successful, the Government will provide another 25% of the project cost as subsidy;
8. start urgently exploring with all relevant parties on stipulating a charging standard for Hong Kong, taking account of the supply of electric vehicles, maintaining mobility across the boundary and any other factors;



9. provide adequate training for the service and maintenance of electric vehicles, especially for electric commercial vehicles that use high voltage and current power sources;
10. work with the private sector to upgrade the equipment and enhance the competence of the staff in vehicle testing centres;
11. encourage all carpark management to enforce strictly against non-electric vehicles that are parked in parking spaces dedicated to electric vehicles and to consider the imposition of penalty;
12. take lead in developing an app to provide information on the availability of all public chargers and allow users to reserve the public charging service, which will in the end help maximize their utilization;
13. offer wavier or exemption to electric vehicles if implementing an electronic road pricing scheme;
14. relax the weight limit for electric commercial vehicles to facilitate the introduction of electric vehicles that are equipped better for local commercial operations;
15. enhance its effort to promote the re-use of retired electric vehicle batteries and examine how to help develop a local recycling industry for retired electric vehicle batteries, whose demand will grow with the electric vehicle fleet; and
16. provide a one-stop-shop service to help co-ordinate matters relating to the installation of charging facilities, which are not only time-consuming but also involve different Government Departments (such as Architectural Services Department, Lands Department, Highway Department, Fire Services Department, etc.).

As to the trial of electric franchised buses, the Committee looks forward to the Government extending the trial to electric double-deck buses when they are available on the market.



IV. To improve the Pilot Green Transport Fund, the Committee recommends that the Government

17. reduce the trial period requirement from two years to one year, which should suffice under the intensive use of local commercial vehicles;
18. shorten and simplify the approval application, which can take six or more months;
19. extend the eligibility of green transport products to cars used for commercial duties;
20. provide exemptions and make new commercial vehicle operators eligible to apply for the fund; and
21. examine with coach operators on providing flexibility to the arrangement of the Passenger Service Licence (PSL) for electric coaches under trial because if any of them perform far below required, the subject operator may require backup vehicle support, which is very restrictive under the current PSL system.

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