

**立法會**  
**Legislative Council**

LC Paper No. CB(1) 2198/00-01

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by the Administration)

Ref: CB1/PL/EA/1

**LegCo Panel on Environmental Affairs**

**Minutes of meeting held on  
Tuesday, 3 July 2001, at 2:30 pm  
in Conference Room A of the Legislative Council Building**

**Members present** : Prof Hon NG Ching-fai (Chairman)  
Hon Cyd HO Sau-lan (Deputy Chairman)  
Hon Martin LEE Chu-ming, SC, JP  
Hon Bernard CHAN  
Hon WONG Yung-kan  
Hon Emily LAU Wai-hing, JP  
Hon CHOY So-yuk  
Hon LAW Chi-kwong, JP  
Hon Henry WU King-cheong, BBS  
Hon Tommy CHEUNG Yu-yan, JP  
Hon Albert CHAN Wai-yip  
Dr Hon LO Wing-lok  
Hon LAU Ping-cheung

**Members absent** : Ir Dr Hon Raymond HO Chung-tai, JP  
Hon Mrs Miriam LAU Kin-yee, JP  
Hon Abraham SHEK Lai-him, JP  
Hon Michael MAK Kwok-fung  
Hon Audrey EU Yuet-mee, SC, JP

**Public officers** : **For item III**  
**Attending**

Environment and Food Bureau

Mr Donald TONG  
Deputy Secretary (B)

Mr Raistlin LAU  
Principal Assistant Secretary (B)

Civil Engineering Department

Mr Peter WHITESIDE  
Chief Geotechnical Engineer/Fill Management

Environmental Protection Department

Mr Simon HUI  
Principal Environmental Protection Officer  
(Assessment and Audit)

**For item IV**

Environment and Food Bureau

Mr Thomas CHOW  
Deputy Secretary (C)

Mr Howard CHAN  
Principal Assistant Secretary (C)1

Environmental Protection Department

Mr TSE Chin-wan  
Assistant Director (Air)

Transport Bureau

Mr Brian LO  
Principal Assistant Secretary (2)

Transport Department

Mr Daniel AU  
Assistant Commissioner/New Territories

**For item V**

Environment and Food Bureau

Mr Donald TONG

Deputy Secretary (B)

Mr Raistlin LAU  
Principal Assistant Secretary (B)

Environmental Protection Department

Mr TSE Chin-wan  
Assistant Director (Air)

Electrical and Mechanical Services Department

Mr C K LEE  
Ag. Assistant Director (Energy Efficiency)

**Clerk in attendance** : Miss Becky YU, Chief Assistant Secretary (1)1

**Staff in attendance** : Mrs Mary TANG, Senior Assistant Secretary (1)2

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**I Confirmation of minutes of previous meeting**

(LC Paper No. CB(1) 1573/00-01 -- Minutes of the joint meeting with Panel on Transport held on 7 February 2001; and  
LC Paper No. CB(1) 1657/00-01 -- Minutes of the meeting held on 3 April 2001)

The minutes of the meetings held on 7 February and 7 April 2001 were confirmed.

**II Information papers issued since last meeting**

2. Members noted that no information papers had been issued since the last meeting.

**III Impact of dredging and reclamation on the marine environment**

(LC Paper No. CB(1) 1658/00-01(03) -- Background brief prepared by the Legislative Council Secretariat  
LC Paper No. CB(1) 1414/00-01(05) -- Information paper provided by the Administration)

3. The Deputy Secretary for the Environment and Food (B)(DSEF(B)) briefed members on the mechanism of monitoring the environmental impact of dredging and reclamation on the marine environment by highlighting the salient points in the information paper (CB(1) 1414/00-01(05)). The Chief Geotechnical Engineer/Fill Management, Civil Engineering Department (CGE/FM) also explained the monitoring programme of the Penny's Bay Reclamation set out at the Annex to the paper. He said that there were many compounding factors such as heavy rainfall, tidal cycles and volume of shipping traffic which would affect the levels of suspended sediments and hence the quality of Hong Kong waters. The Pearl River also carries a lot of sediment to the Hong Kong waters, as evidenced in the satellite image of the Pearl River Estuary and the western part of Hong Kong which was tabled at the meeting. Because of these factors, results of environmental monitoring for marine works have to be interpreted holistically and with care. Referring to the copies of photographs showing the dredging of sand at East Lamma Channel Marine Borrow Area which were tabled at the meeting, CGE/FM pointed out that the dredging plumes were confined to the Lamma Channel. As predicted in the Environmental Impact Assessment (EIA) report, the suspended sediments from the dredging plumes settled down to the seabed very quickly. The monitoring results indicated that the impact of dredging in the sensitive areas was less than what was predicted in EIA. In fact, the overprediction of the impact of current major dredging and reclamation works had been in line with that in the various environmental assessment studies.

4. Mr WONG Yung-kan however remarked that the Administration had failed to take into account the direction of tidal current and had not consulted the fishing industry in assessing the impact of dredging activities. As a result, the dredging and reclamation activities had seriously affected the marine environment and caused substantial loss of marine life as evidenced by the low fish catch at Peng Chau and Ma Wan. He was disappointed that instead of admitting the adverse effect of dredging and reclamation, the Administration had put the blame on the sediment influx from the Pearl River. As regards the monitoring mechanism, Mr WONG remarked that it was modelled after overseas experience and hence not able to reflect the local situation.

5. CGE/FM explained that water quality monitoring results have to be interpreted in context. The EIA for Penny's Bay Reclamation had predicted that the project would affect the suspended sediment levels near Ma Wan. The effect was small that it could be masked by natural variation. Notwithstanding, the analysis of data had indicated that the total impact was not more than what was predicted in the EIA concerned. Camera photos of the seabed at the Lamma Channel taken after the works had indicated that the marine life at the seabed in the vicinity of the works was not significantly affected, as could be seen from the abundance of worms which the fishes fed on. As regards the fish kill incident at Ma Wan, CGE/FM said that site visits had been made to the fish culture zones and fish samples were taken. An independent investigation of the fish kill incident at Ma Wan would be carried out next month. The Principal Environmental Protection Officer (Assessment and Audit) (PEPO(AA)) added that a joint site visit to Peng Chau with the Civil Engineering Department could

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be arranged if members so wished.

6. Mr Albert CHAN was of the view that the Administration was trying to mislead the public by giving an impression that the variations were from natural causes rather than from the works. While acknowledging from paragraph 8 of the Administration's paper that it was not unusual that data sets obtained from different monitoring programmes might give rise to variations, Mr LAW Chi-kwong queried if such variations were acceptable. Given the prevalence of fish kill incidents, he considered it necessary for the Administration to tighten its standard of acceptance of variations to ensure protection of the marine environment. PEPO(AA) explained that in general, increases in sediment levels within 30% of the ambient would be regarded as acceptable. Other factors such as the natural variation and the actual level predicted at sensitive receivers would also be considered. Taking Penny's Bay Reclamation project as an example, the predicted sediment level at Ma Wan was about 39 mg/l. The impact on fishery was considered to be low, as the lowest level of lethal response reported in literature was 125 mg/l. In fact, the actual base line monitoring results taken before work commenced indicated that the sediment level at Ma Wan varied from 5 to 48 mg/l.

7. Noting that past assessments made by consultants regarding impact of dredging were largely wrong, Mr Albert CHAN queried why the Administration should continue to rely on these assessments and to engage the consultants concerned. He was not convinced that the consultants could be absolved from responsibility despite of their consistent non-performance. He suggested that the Administration should go through the past EIA studies compiled by consultants to identify the discrepancies by comparing the predicted and the actual results. Defaulting consultants should be deleted from the list of approved consultants. It should also examine the terms of contracts with a view to holding the defaulting consultants liable for the discrepancies. He also remarked that the Agriculture, Fisheries and Conservation Department (AFCD) had not been at all helpful to the fishermen in alleviating the impact of dredging which had seriously affected the livelihood of the fishing trade. There was a need for the Administration to review the situation and to work out measures to assist the trade. The Chairman added that the Administration should also review the appointment and performance of consultants.

8. In response, DSEF(B) clarified that EIA studies were conducted by consultants employed by project proponents rather than by the Environmental Protection Department (EPD). The objective of the EIA process was to protect the environment during the construction and operation of the projects through predicting the nature and extent of impacts arising from the projects; assessing the acceptability of the impacts; and identifying suitable mitigation measures. EPD would assess the EIA studies of designated projects according to the Technical Memorandum on the EIA Process issued under the EIA Ordinance. As regards the concern about the accuracy of assessment by consultants, CGE/FM said that from his personal experience over the last ten years, EIA studies on the impact of dredging and mud disposal were well prepared and had provided a useful reference on what would happen in the actual situation. The conservative computerized method on impact assessment had shown that the actual impact was less than what was predicted in the EIA studies. DSEF(B)

nevertheless undertook to raise the matter with the Works Bureau (WB).

9. Mr Albert CHAN considered that the better indicator on the impact of dredging would be the change in number of fishes before and after the works. Noting that there were discrepancies in the assessment made by the consultants and the actual findings by the fishermen in respect of the recent fish kill incidents, Mr CHAN enquired about the rationale behind such discrepancies. DSEF(B) said that it would not be an easy task to identify the causes for the different fish kill incidents. Nonetheless, WB would commission an independent investigation to review the causes of the fish kill incidents at Ma Wan and Cheung Sha Wan fish culture zones in August 2000. On Mr CHAN's suggestion of setting up a district monitoring committee to monitor the impact of works on the environment, DSEF(B) advised that consideration would be given to requesting the government departments concerned to consult both the relevant District Councils and the affected trades before implementing major infrastructure works.

10. Mr LAW Chi-kwong asked whether it was feasible to set a higher water quality level since it appeared that the present level was inadequate for the protection of fishes. CGE/FM said that the marine environment had all along been subject to great variations as a part of natural phenomenon. Marine life was able to exist in the natural environment despite these variations. Fishes in fish farms however were reared in an environment which was different from the natural environment. The problem of fish deaths in fish farms was a complex one and might not be related to the works. There were incidents of fish deaths in sudden cold spells and exposure to low dissolved oxygen levels. Fishes died in fish farms even though there were no dredging works. DSEF(B) said that although there was no evidence to suggest that the dredging works was a direct cause for the fish kill incidents, the Administration had improved the ex gratia payment for affected fishermen.

11. Mr LAW remained of the view that there was a need for the Administration to resolve the problem of fish kill which appeared to be closely correlated to dredging works. Given that there were various factors affecting marine life, Mr Albert CHAN echoed that an objective standard should be set. He pointed out that although the Administration had indicated that the water quality at Ma Wan was within acceptable levels, the consultants employed by the fishermen had found the contrary. PEPO(AA) said that he had personally conducted sampling tests on the quality of water at Ma Wan in the presence of fishermen but the water samples taken were found to be within the acceptable levels.

12. Mr LAU Ping-cheung recalled that he had earlier suggested that the Administration should allow affected fishermen to appoint their own consultants to assess the impact of dredging on the marine environment as in the case of landowners affected by land resumption. DSEF(B) said that he understood that the suggestion had been discussed at the Planning, lands and Works Panel.

13. While acknowledging that there was a price to pay for development works,

Admin.

Ms Emily LAU considered that there should be a tolerance limit on the impact of works. Efforts should be made to minimize the impact on the environment. PEPO(AA) reiterated that all project proponents were required to conduct EIA studies on the impact of works and to perform environmental monitoring and audit in the course of their works. For the Penny's Bay Reclamation project, EPD had conducted separate investigations on the impact on water quality, having regard to the alleged fish deaths in the mariculture zones. The water samples taken had shown that the water quality was consistent with that predicted in the EIA reports. At members' request, the Administration agreed to provide the statistics for the past ten years showing how marine life had been affected by development works, the number of occasions where EPD had initiated its own investigations due to inconsistencies detected and the difficulties encountered in interpreting the data from EIA reports.

#### **IV Trial scheme of liquefied petroleum gas and electric light buses**

- (LC Paper No. CB(1) 1658/00-01(04) -- Background brief prepared by the  
Legislative Council Secretariat  
LC Paper No. CB(1) 1658/00-01(05) -- Information paper provided by the  
Administration)

*(The Deputy Chairman took over the chair as the Chairman left the meeting at this juncture)*

14. The Deputy Secretary for the Environment and Food(C) (DSEF(C)) briefed members on the findings of the trial of alternative-fueled light buses (the trial) as set out in the information paper.

15. In view of the limitations in the provision of refilling stations for liquefied petroleum gas (LPG) vehicles and the improvements in diesel technology, Miss CHOY So-yuk opined that the Administration might need to review its current fuel policy which aimed at phasing out the use of diesel. Consideration should also be given to introducing incentives to encourage the switch to other more environmental friendly vehicles. As a member of the Delegation to Study Overseas Experience in Sewage Treatment, Mr LAU Ping-cheung said that he was given to understand that the use of diesel vehicles was common in Europe, and that about 40% of the vehicles were running on diesel. His experience of a trial run of some Euro III vehicles in Europe proved that these vehicles had performed well. Given the low fuel cost of diesel and other safety considerations, he enquired whether the Administration would reconsider its policy of phasing out of diesel taxis. Expressing similar concern, Ms Emily LAU said that the Administration should provide information to show that the use of LPG had surpassed the use of diesel in terms of exhaust emissions.

16. In reply, DSEF(C) clarified that there were no laws in Hong Kong which prohibited the import of private diesel cars so long as they could meet the stringent emission standards. The reason for the small number of private diesel cars in Hong Kong was that those meeting the stringent emission standards were both relatively



expensive and limited in choice. The Assistant Director of Environmental Protection (Air) (ADEP(A)) added that some private Euro III diesel cars could not be imported to Hong Kong since they were not able to meet the stringent emission standards which were similar to those in California. On the prevailing fuel policy, DSEF(C) pointed out that the levels of roadside pollution and respirable suspended particulates (RSP) were found to have decreased after the introduction of LPG taxi. Therefore, it was not considered necessary to review the use of LPG taxis. As regards LPG light buses, DSEF(C) said that they virtually emitted no RSP nor dark smoke. Their roadside emissions of nitrogen oxides, carbon monoxides and hydrocarbons were 50% less than that of Euro III diesel light buses. At present, there were about 4,000 diesel public light buses on the road. If the use of the more environmental friendly LPG light buses was found to be viable, the Administration would consider introducing incentives to encourage replacement.

17. On members' concerns about the limited number of LPG filling stations and the distance to be travelled for a refill, DSEF(C) advised that the LPG filling network would be substantially improved in future. As an example, the distance to be travelled for a refill for the LPG light buses on the trial could be reduced from an average of 4.5 kilometres at the beginning of the trial to an average of 1.3 kilometres with the addition of 30 odd new LPG filling stations. The distance would be further reduced when more stations were retrofitted for the supply of LPG. The Administration would continue its dialogue with oil companies on the provision of more LPG filling stations along the bus routes. Mr CHEUNG Yu-yan said that more incentives should be given to the operators of petrol stations to retrofit their stations for the supply of LPG, and that additional measures should be worked out to facilitate drivers in refilling their vehicles. Mr WONG Yung-kan echoed that the insufficient supply of LPG refilling stations had brought about great inconvenience to taxi drivers. It was therefore necessary to expedite the provision of LPG filling stations. He also supported that more passenger seats should be provided in LPG public light buses. In response, the Principal Assistant Secretary for Transport said that the Administration was studying the findings on the trial and would be consulting the transport trade on the traffic implications of adding passenger seats to public light buses.

18. As regards fuel cost, DSEF(C) made reference to the conclusions of the Report of the Alternative Fuel Light Bus Trial (the Report) which indicated that the per kilometre cost of \$0.77 to \$0.78 for LPG light buses if refueled at dedicated LPG filling stations was lower than that of \$1.02 to \$1.20 for diesel light buses. However, if LPG light buses were refueled at non-dedicated LPG filling stations, the per kilometre cost could possibly be higher. Notwithstanding, the price of LPG at non-dedicated LPG stations had dropped from \$3.88 per litre at the beginning of the trial to a much lower range of \$2.40 to \$2.85 per litre at the end of the trial. The Principal Assistant Secretary for the Environment and Food (C1) (PAS/EF(C1)) added that in the case of the LPG Taxi Scheme, the per kilometre fuel cost of LPG taxis was lower than that of diesel taxis.

19. Mr CHEUNG Yu-yan expressed concern about the safety of LPG vehicles, in

particular LPG light buses which were equipped with enlarged fuel tanks. He pointed out that some car parks in Europe would not allow for the parking of LPG vehicles for safety reasons. He asked if risk assessment had been conducted on the use of LPG light buses. ADEP(A) said that prior to the implementation of the LPG Taxi Scheme, an interdepartmental group comprising representatives from EPD, Fire Services Department, Transport Department and Electrical and Mechanical Services Department (EMSD) had visited Japan and some European countries to gather information on the use and performance of LPG vehicles. It was found that Holland and Italy were the two countries which relied heavily on LPG vehicles, with 400 000 and 1 000 000 LPG vehicles running on the road respectively. There were no restrictions on the parking of LPG vehicles in these two countries. Besides, the relevant transport and fire prevention authorities indicated that LPG vehicles had posed no extra hazard to the public than vehicles running on conventional fuels, and that their record of safety was comparable to that of diesel and petrol vehicles. ADEP(A) noted that although restrictions were imposed on the parking of LPG vehicles in some European countries, there was no record of fire hazard. A further consultancy study commissioned by EMSD indicated that the parking of LPG vehicles in car parks would not pose additional risk. Notwithstanding, there had been suggestion that LPG vehicles in Hong Kong should not be allowed to park in non-ventilated enclosed underground car parks as a precautionary measure. At Mr LAU Ping-cheung's request, DSEF(C) agreed to provide information on the Administration's position on the parking of LPG vehicles in enclosed underground car parks.

Admin.

20. Mr Henry WU remained concerned about the hazard associated with the leakage of LPG and the dire consequence of a serious collision of LPG light buses. DSEF(C) reiterated that according to the risk assessment on the use of LPG as vehicle fuel conducted before the implementation of the LPG Taxi Scheme, the safety of LPG vehicles was comparable to that of diesel or petrol vehicles. The study also concluded that there would not be any safety hazard even if the entire taxi fleet was switched to LPG taxis. As at June 2001, over 10 000 of the total 18 000 taxis in Hong Kong had been replaced with LPG taxis. Moreover, as LPG was contained in tanks equipped with safety valves, this would provide precaution against explosion. Besides, LPG could be detected by smell in the event of leakage.

21. Ms Emily LAU said the public was intolerant of the poor air quality and there was a need for the Administration to step up its efforts to improve the air quality and to provide a timetable of implementation. DSEF(C) said that since the Report was only released a week ago, the Administration would require more time to analyze the findings and to resolve the operational difficulties encountered in the trial. In deciding on the way forward, the Administration would consult the trade and the public and would report to the Panel in the next LegCo session. As to Ms LAU's further enquiry on the fall-back option if it was decided that LPG light buses should not be used in Hong Kong, DSEF(C) said that if that was the case, consideration would be given to imposing a more stringent requirement for diesel light buses so that only those which met the emission standards of Euro III would be allowed to be imported to Hong Kong. It was anticipated that 65% to 67% of the light buses would be replaced

by new light buses upon the expiry of their useful life by 2005. It was hoped that the replacement of older light buses would be completed by 2005.

22. Mr LAW Chi-kwong enquired whether the Administration would consider the use of alternative fuels such as rapeseed oil, if their performance was able to meet environmental objectives. DSEF(C) said that the use of more environmental friendly fuels and new emission measures were being explored by the Administration. In fact, Hong Kong had surpassed the European Union in terms of motor fuel quality. At present, ultra low sulphur diesel (ULSD) was the only motor diesel available at petrol filling stations. The Administration would be proposing at the joint meeting of the Panel on Transport and the Panel on Environmental Affairs on 4 July 2001 to make ULSD the statutory standard for motor diesel. It was also testing the viability of the use of biodiesel as vehicle fuel with the suppliers. If the environmental performance of biodiesel was found to be better than that of ULSD, consideration would be given to encouraging the use of biodiesel. ADEP(A) added that according to the preliminary test results, biodiesel was useful in reducing smoky emissions. However, the level of nitrogen oxide emission was higher than that of ULSD. There were also doubts expressed by the vehicle industry on the technical feasibility of using biodiesel as vehicle fuel and more research had to be conducted on the use of biodiesel on a large scale. It was hoped that the research would be completed by end of 2001.

*(The Chairman resumed the chair at this juncture.)*

23. Ms Cyd HO said that the Administration should provide necessary assistance in the promotion of alternative fuel. To achieve an economy of scale, supporting measures to facilitate the switch to the more environmental friendly fuels should be introduced as in the case of the switch to LPG. DSEF(C) confirmed that the Administration would consider introducing measures to promote the use of fuels which were environmental friendly and viable on a wider scale. The Chairman reminded members that the subject of vehicle emission control technology and measures would be further discussed at the joint meeting on 4 July 2001.

24. Mr Martin LEE enquired whether, with the advancement in technology, it was possible to put to use electric vehicles which had zero emissions. While agreeing that electric vehicles were more environmental friendly, DSEF(C) said that there were constraints in the provision of re-charging facilities, particularly in Hong Kong where such facilities were not common. As the feasibility of electric vehicles would hinge on their operational driving range and a viable charging schedule, battery operated light buses could be considered for use on private residential bus routes with short driving range. The Administration supported the introduction of electric vehicles through the waiving of First Registration Tax. Responding to the Chairman's enquiry on the performance of electric light buses during the trial, DSEF(C) said that the service schedule was affected by the time taken for charging the battery during operational hours.

25. Mr Henry WU enquired about the memory effect of battery in the charging of electric vehicles. ADEP(A) advised that as only quick charge mode was used during the trial period, the electric vehicles under trial had to be re-charged several times a day. Owing to frequent quick charging, battery balance and maintenance charging

had to be performed in the workshop for about four to five hours every four days in order to maintain the efficiency and memory of battery. Although the per kilometre fuel cost for electric light buses was lower than that of diesel light buses, the operating cost would be higher if battery rental was included. As regards Mr WU's suggestion of using LPG and electric light buses as school buses since there would be less traffic during the early morning, DSEF(C) said that this could be further explored with the operators of school buses.

## V Greenhouse effect

(LC Paper No. CB(1) 1658/00-01(06))

26. DSEF(B) highlighted the salient points in the information paper which set out the greenhouse gases (GHG) emission levels in Hong Kong and the measures taken by the Government to control such emissions.

27. Ms Emily LAU expressed concerned that the current economic policy governing power generation companies was at variance with the environmental policy to control GHG emission. DSEF(B) said that the Environment and Food Bureau (EFB) maintained close liaison with the Economic Services Bureau (ESB) on the control of GHG emissions from the energy sector, which constituted the major source of carbon dioxide (CO<sub>2</sub>) emission. All new power plants commissioned since 1996 had been using natural gas as fuel. To further reduce the level of GHG emissions, consideration could be given to replacing some existing coal-fired generating facilities with natural gas-fired ones. As regards the difference in GHG emissions between coal-fired and natural gas power plants, ADEP(A) said that the Black Point Power Station which had been using natural gas for electricity generation was found to have emitted 50% less CO<sub>2</sub> than its coal-fired counterparts. At present, about 40% of the electricity used was generated by natural gas.

28. Given the significant role of ESB in the control of GHG emissions, Ms LAU considered that the information paper should be prepared by both bureaux and not by EFB alone. DSEF(B) said the issue of GHG emissions straddled a number of policy areas, including environmental protection, power generation as well as vehicle emissions and choice of fuel. An inter-departmental working group had been set up to examine the Study on GHG Emission Control which was completed in September 2000. The objective of the study was to establish the source, volume and trends of GHG emissions in Hong Kong. Based on the findings of the Report, a package of measures to reduce GHG emissions would be developed. He added that ESB has been consulted in preparing the information paper.

29. Ms Cyd HO noted that research projects on renewable energy funded by the Innovation and Technology Fund, the Research Grant Council Fund and the Environment and Conservation Fund were undertaken by academic institutions and the industrial sector. She enquired whether the two franchised power companies were involved in these projects and if not, whether the Administration would consider

awarding franchise to other companies in the supply of renewable energy if renewable energy was found to be viable. DSEF(B) said that EFB and ESB were studying the feasibility of using other forms of energy including renewable energy for electricity generation.

30. Ms HO enquired whether waste incineration, if adopted in Hong Kong, would aggravate global greenhouse effect. DSEF(B) advised that although the International Review Panel had recommended incineration as a possible option to deal with sludge arising from the Harbour Area Treatment Scheme, its feasibility had yet to be examined. If incineration was found feasible, the energy produced as a result might be used to generate electricity. ADEP(A) added that as disposal of waste to landfills would also give rise to methane gas which was much more harmful to global climate than CO<sub>2</sub> released from incineration, the adoption of incineration as a means of waste disposal could reduce the greenhouse effect by 70%.

## **VI Any other business**

### Follow-up to the Report of the Delegation to Study Overseas Experience in Sewage Treatment

(LC Paper No. CB(1) 1569/00-01(01))

31. The Chairman informed members that the Report of the Delegation to Study Overseas Experience in Sewage Treatment had been sent to the green groups but so far no comments had been received. He further consulted members on the need to table the Report at the Council meeting on 11 July 2001. Ms Emily LAU said that as the Panel had not endorsed the conclusions of the Report, it might not be appropriate to table the Report at the Council meeting at this stage. It was agreed that the matter would be further dealt with at the next LegCo session.

32. There being no other business, the meeting ended at 5:05pm.

Legislative Council Secretariat

18 October 2001