

立法會
Legislative Council

LC Paper No. CB(1) 1132/04-05
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA/1

Panel on Environmental Affairs

**Minutes of meeting held on
Monday, 28 February 2005, at 2:30 pm
in Conference Room A of the Legislative Council Building**

- Members present** : Hon CHOY So-yuk (Chairman)
Hon Emily LAU Wai-hing, JP (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP
Hon CHEUNG Man-kwong
Hon WONG Yung-kan, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon Audrey EU Yuet-mee, SC, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Dr Hon KWOK Ka-ki
Hon Patrick LAU Sau-shing, SBS, JP
- Member attending** : Hon LI Fung-ying, BBS, JP
- Members absent** : Hon Martin LEE Chu-ming, SC, JP
Hon Albert CHAN Wai-yip
- Public officers attending** : **For item IV**
Environment, Transport and Works Bureau

Mr K K KWOK
Permanent Secretary for the Environment, Transport and Works (Environment)

Mr Roy TANG
Deputy Secretary for the Environment, Transport and Works (Environment) 2

Mr TSE Chin-wan
Principal Assistant Secretary for the Environment, Transport
and Works (Environment) 3

Mr MOK Wai-chuen
Chief Assistant Secretary for the Environment, Transport and
Works (Environment) 1

For item V

Environment, Transport and Works Bureau

Mr K K KWOK
Permanent Secretary for the Environment, Transport and
Works (Environment)

Ms Doris CHEUNG
Deputy Secretary for the Environment, Transport and Works
(Environment) 1

Mr Raymond FAN
Deputy Secretary for the Environment, Transport and Works
(Environment) 1, Designate

Mrs Teresa WONG
Principal Assistant Secretary for the Environment, Transport
and Works (Environment) 2

Environmental Protection Department

Dr Ellen CHAN
Assistant Director (Waste Facilities)

Dr Lawrence WONG
Principal Environmental Protection Officer
(Facilities Planning)

Clerk in attendance : Miss Becky YU
Chief Council Secretary (1)1

Staff in attendance : Mrs Mary TANG
Senior Council Secretary (1)2

Miss Mandy POON
Legislative Assistant (1)4

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I. Confirmation of minutes

- (LC Paper No. CB(1) 958/04-05 — Minutes of the special meeting held on 21 January 2005
- LC Paper No. CB(1) 959/04-05 — Minutes of the meeting held on 24 January 2005)

The minutes of the special meeting held on 21 January 2005 and the regular meeting on 24 January 2005 were confirmed.

II. Information paper issued since last meeting

2. Members noted that the following information papers had been issued since the last meeting -

- LC Paper No. CB(1) 771/04-05 — Report on the Advisory Group's visit to Japan and Korea on municipal solid waste management and treatment technologies in November 2004 prepared by the Environmental Protection Department
- LC Paper Nos. CB(1) 806 and 924/04-05 — Submission from a resident of Rambler Crest requesting for the provision of noise barriers along the flyover at Tsing Yi East, Route 8 and the Administration's reply
- LC Paper No. CB(1) 927/04-05 — Submission from the Kadoorie Farm and Botanic Garden Corporation regarding unauthorized dumping of construction and demolition waste in agricultural land
- LC Paper No. CB(1) 983/04-05 — Updated progress of the co-combustion pilot project undertaken by the Green Island Cement Company Limited

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III. Items for discussion at the next meeting

(LC Paper No. CB(1) 960/04-05(01) — List of follow-up actions

LC Paper No. CB(1) 960/04-05(02) — List of outstanding items for discussion)

3. Members agreed to discuss the following items at the next meeting to be held on Thursday, 24 March 2005, at 2:30 pm -

(a) Composite paper on five sewage collection and treatment schemes; and

(b) Progress report on the restoration of the Tung Chung Stream.

4. Given the public concern about the degeneration of the Wishing Tree in Lam Tsuen, Mr LAU Kong-wah suggested that the Panel should discuss the preservation of old trees. Mr Jeffrey LAM said that the wider issue of protection of trees from abusive use such as hanging of clothes and signboards should be looked into. The Chairman advised that as greening fell under the works portfolio of the Environment, Transport and Works Bureau, a joint meeting with the Panel on Planning, Lands and Works (PLW Panel) might be required to discuss the subject.

5. The Chairman informed members that the visit to She Shan Tsuen to observe the environmental nuisance caused by fly-tipping scheduled for 24 February 2005 was cancelled due to low participation. She asked if members would like to fix another date for the visit. Mr LAU Kong-wah said that this might not be necessary as members were not keen to join the visit. While agreeing that another visit might not be required, Ms Emily LAU considered that there was a need to follow up with the relevant departments on the problem of waste dumping in agricultural land in the New Territories, which would likely become more rampant after the Construction Waste Charging Scheme came into operation. The Chairman said that as the subject also fell under the purview of the PLW Panel, she suggested that a joint meeting be held to discuss the problem of waste dumping in agricultural land as well as the protection of trees.

IV. Euro IV emission standards for new light duty motor vehicles

(LC Paper No. CB(1) 960/04-05(03) — Paper provided by the Administration)

6. The Principal Assistant Secretary for the Environment, Transport and Works (Environment) 3 (PAS/ETW(E)3) explained the Administration's proposal to implement the Euro IV emission standards for newly registered light duty vehicles in tandem with the European Union (EU) and upgrade the emission standards for diesel private cars to the latest California standards.

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7. Mr Jeffrey LAM indicated support for the tightening of emission standards for vehicles as this would help improve the air quality. Noting that the proposal to tighten the emission standards for new light duty vehicles would take effect from 1 January 2006, he asked if the Administration had set any target date by which all light duty vehicles would have to comply with the new Euro IV standards. PAS/ETW(E)3 said that the new standards would only apply to newly registered light duty vehicles. Owners of existing vehicles could continue to use their vehicles until expiry of the service life of these vehicles. There were no plans to require mandatory replacement of vehicles to meet the proposed emission standards. However, existing vehicles had to ensure that their vehicles could meet with the requirements under the Smoky Vehicles Control Scheme. Smoky vehicles on roads were being monitored by the 4,000 spotters who would take actions, including suspension of licence, against vehicles emitting excessive smoke. Owners of vehicles with poor emission performance would choose to replace their vehicles early to avoid penalty. In response to Mr LAM's further question, PAS/ETW(E)3 said that he was not aware of any advanced countries which had set a target date for mandatory replacement of vehicles to meet the required emission standards. Mandatory replacement of vehicles, if imposed, would likely be on safety grounds rather than environmental improvement purposes.

8. While acknowledging that mandatory replacement of vehicles might not be practicable, Ms Emily LAU opined that owners should be encouraged to replace their existing vehicles with newer models. Dr KWOK Ka-ki enquired about the number of vehicles which were expected to be replaced by Euro IV models and when the replacement would be completed. He also asked if consideration would be given to providing incentives to encourage owners to switch to new models. PAS/ETW(E)3 said that it would probably take about 10 years for all existing vehicles to be replaced. The Administration's policy was to progressively tighten the emission standards through legislative means. In about four to five years' time, the emission standards would be further tightened to Euro V. He added that consideration had been given to providing incentives and disincentives to encourage early replacement of vehicles but consensus could not be reached among the trades. A prolonged consultation process would be anticipated if such initiatives were to be discussed again. Currently, incentives were provided to encourage the use of liquefied petroleum gas (LPG) light buses because there was a choice of replacement between diesel and the cleaner LPG models. This was however not the case for the new Euro IV vehicles because all replacement vehicles would have to conform to Euro IV standards.

9. Dr KWOK Ka-ki considered it far from satisfactory to take 10 years for the replacement of existing vehicles. He said that it might be useful to conduct some research on overseas experience in the use of incentives such as tax concessions to encourage early replacement of vehicles. The Chairman recalled that when the funding proposal to provide owners of pre-Euro diesel heavy vehicles with financial assistance to retrofit their vehicles with emission reduction devices was submitted for consideration by the Panel in the last legislative session, members had repeatedly requested the Administration to allow owners to have a choice between retrofitting and replacement of vehicles but in vain.

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10. While agreeing to proposal to tighten the emission standards, Ms Miriam LAU held the view that this would not bring about much environmental improvement if replacement of existing vehicles was on a voluntary basis since owners would tend to optimize the service life of their vehicles. In the absence of incentives, the pace of vehicle replacement would be very slow as evidenced by the many aged light and heavy diesel vehicles on the roads. Despite the Administration's earlier refusal to provide a choice between retrofitting and replacement of the more polluting heavy diesel vehicles, Ms LAU asked if the Administration would reconsider providing financial incentives to encourage the replacement of heavy diesel vehicles upon the implementation of Euro IV emission standards for these vehicles, particularly when the retrofitting of emission reduction device had not been very effective in reducing particulate emissions from heavy diesel vehicles. The Permanent Secretary for the Environment, Transport and Works (Environment) (PS/ETW(E)) said that with the implementation of measures to reduce vehicle emissions in the past five years, there had been a significant reduction in roadside pollution. He reiterated that there would not be a need to use tax incentives to encourage owners to replace their vehicles because all new models would be required by law to conform to Euro IV standards and owners would have no other choice in their replacement.

11. Given the limited number of diesel private cars in Hong Kong, and the fact that these would unlikely be replaced by diesel models, Ms Miriam LAU questioned the need to upgrade the emission standards for diesel private cars to the latest Californian standards. PAS/ETW(E)3 explained that the rationale for adopting the latest Californian standards for diesel private cars was to discourage owners to replace their cars with diesel models. This was because emissions from diesel engines were much higher than petrol engines and as such a very high standard like the Californian standards had to be adopted. As to whether the Administration would consider banning the import of diesel cars to Hong Kong, PAS/ETW(E)3 advised that at present, there was no legislation which prevented the import of diesel private cars. The use of a more stringent standard was meant to ensure that only very clean diesel models with comparable performance to petrol models could be allowed to enter Hong Kong. As these diesel models were very rare and expensive, there were as yet no such diesel private vehicles being registered in Hong Kong.

12. Ms Emily LAU asked if vehicles from the Mainland would need to comply with the new emission standards. Ms Miriam LAU also expressed concern about the disparity in emission standards between Hong Kong and the Mainland, the latter of which had lagged far behind. PAS/ETW(E)3 said that vehicles from the Mainland would have to be registered in Hong Kong before they were allowed to be used locally. These vehicles had to comply with the prevailing emission standards applicable to local vehicles in Hong Kong. On the number of vehicles from the Mainland which were in use in Hong Kong, PAS/ETW(E)3 said that the number of such vehicles in Hong Kong were very limited.

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13. Mr LAU Kong-wah enquired if there would be additional costs incurred in implementing Euro IV emission standards and whether there would be difficulties in the maintenance of Euro IV models. The Deputy Secretary for Environment, Transport and Works (E) advised that Euro IV models were currently available in the local market and their maintenance cost was no different from other models.

14. Mr Patrick LAU questioned why similar emission standards were not applied to newly registered heavy duty vehicles. PAS/ETW(E)3 explained that details of Euro IV emission standards for heavy duty vehicles had yet to be worked out by EU. The Administration would introduce legislative amendments to effect the emission standards for heavy duty vehicles in tandem with EU once the requirements were finalized. Meanwhile, the plan to retrofit the most polluting pre-Euro heavy diesel vehicles with emission reduction devices to reduce particulate emission had almost been completed. It was expected that the implementation of the new emission standards for light duty vehicles would provide a cleaner environment, particularly in the urban area as a third of the emission load was from light duty vehicles.

15. In concluding, the Chairman said that members would support the legislative proposal.

V. Management of municipal solid waste in Hong Kong

- (LC Paper No. CB(1) 960/04-05(04) — Referral from Members after meeting with Eastern District Council on 10 June 2004 regarding regulation of waste recycling industries
- LC Paper No. CB(1) 960/04-05(05) — Letter from Hon LEE Wing-tat regarding environmental hazards associated with the burning of tyres
- LC Paper No. CB(1) 960/04-05(06) — Background brief on management of municipal solid waste in Hong Kong
- LC Paper No. CB(1) 960/04-05(07) — Paper provided by the Administration)

16. The Principal Assistant Secretary for the Environment, Transport and Works (Environment) 2 (PAS/ETW(E)2) briefed members on the strategy in managing municipal solid waste (MSW) and the progress of measures to promote the prevention and recovery of MSW by highlighting the salient points in the information paper. The Assistant Director of Environmental Protection (Waste Facilities) (ADEP(WF)) then gave a power-point presentation on the various waste treatment technologies.

(Post-meeting note: Presentation materials tabled at the meeting were subsequently circulated to members vide LC Paper No. CB(1) 1021/04-05(01).)

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Waste recovery, recycling and reuse

17. The Chairman noted with regret that the focus of the Administration's presentation was on waste treatment technologies rather than measures to reduce, recycle and reuse waste. In response, the Deputy Secretary for the Environment, Transport and Works (Environment) 1 (DS/ETW(E)1) affirmed that the Administration attached equal importance on measures to reduce, recycle and reuse waste as set out in the information paper. The power-point presentation aimed to provide more details on the various treatment technologies which were more technical in nature.

18. The Chairman however pointed out that the information paper contained no new initiatives in respect of waste reduction and recovery. Apart from the three-coloured waste separation bin scheme and the wet/dry waste sorting pilot scheme, she asked what new initiatives the Administration had in mind to further reduce and recycle waste. Expressing similar view, Ms Audrey EU recalled that a general consensus on the need to promote waste recycling was reached at the motion debate on regarding policy on the recycling industry. She then questioned the effectiveness of the three-coloured waste separation bins since the 28,000 three-coloured waste separation bins had only collected about 140,000 tonnes of waste in 2004, equivalent to the amount of waste produced in Hong Kong in one and a half day.

19. DS/ETW(E)1 said that the three-coloured waste separation bins had served their intended purpose of separating waste. To facilitate waste collection, the bins were being re-designed to allow for the collection of larger and more types of items. These bins would not be locked in order to facilitate recyclers in the retrieval of useful materials for recycling. She added that with the experience gained in the wet/dry sorting scheme, the Environmental Protection Department (EPD) launched a 12-month pilot programme on separation of waste at source in August 2004 in 13 housing estates in the Eastern District. The pilot scheme aimed to make it more convenient for residents to separate domestic waste at source by encouraging and assisting property management companies to provide waste separation facilities on each floor of the building. It also aimed to expand the types of recyclables to be collected. Under the pilot programme, recyclables were separated within each estate and sold to recyclers direct without having to be transported to a central location for additional sorting, which made the operation more cost-effective. Initial results of the pilot programme showed that the volume of recovered recyclables had increased significantly. PAS/ETW(E)2 supplemented that in view of the encouraging results, a territory-wide campaign was rolled out in January 2005 at the Environmental Protection Festival organized by the Environment Campaign Committee. About 150 housing estates would participate in the programme in 2005 and the waste recovery rates of these estates were expected to be increased by 50%. She said that if all the MSW wastes were separated at source, there might not be a need for three-coloured bins.

20. Mr Patrick LAU opined that segregation of domestic waste at source might not be practicable given the space constraints of most households in Hong Kong. In this connection, consideration should be given to providing financial assistance to

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encourage more innovative waste recycling initiatives, such as new features in building design to facilitate waste segregation. It would also be useful if the Administration could provide an information paper detailing the entire waste management process for members' reference. DS/ETW(E)1 said that to facilitate households to separate domestic waste at source, property management companies were requested to provide waste separation facilities on each floor of the building. Separate collection arrangements were also made for the collection of recyclable wastes such as used clothing and electrical appliances and the property management companies would be notified in advance. Meanwhile, funding for the financing of pilot projects using innovative waste recycling initiatives could be applied from the Environment and Conservation Fund. As a step forward, Mr LAU Kong-wah said that consideration should be given to introducing legislation to require the provision of waste segregation facilities in new buildings.

21. The Chairman sought elaboration on the progress of implementation of the polluter-pays principle. DS/ETW(E)1 said that the enabling legislation and the two sets of subsidiary legislation for the introduction of the construction waste charging scheme were passed by Legislature for implementation in the summer of 2005. The Administration was actively undertaking the necessary preparatory work, including education and publicity programmes to promote public awareness on the need to reduce waste. The next step would be the introduction of the enabling legislation for the Clinical Waste Control Scheme in the current legislative session. As regards the feasibility of a MSW charging scheme, DS/ETW(E)1 said that this had to be studied carefully as such a scheme would directly affect the whole community. The public would have to be consulted before introducing any scheme on MSW charging.

Product Responsibility Scheme

22. DS/ETW(E)1 said that the Product Responsibility Scheme (PRS) was one of the tools to enhance recovery, recycling and reuse of waste. Under PRS, the manufacturers, importers, retailers and consumers of goods were required to take responsibility for the collection and disposal of end-of-life products. As a first step, a Regulatory Impact Assessment (RIA) Study on PRS on tyres had been conducted to assess the impact of the various regulatory options of a mandatory PRS on stakeholders. The public would be consulted on the viable options this year. This would be followed by the extension of the pilot scheme on the recycling of mobile phone batteries to cover all types of rechargeable batteries. The study on recycling of plastic bags would be further pursued within the year. Based on overseas experience, legislative control was required to effectively implement PRS.

23. Ms Audrey EU expressed disappointment at the lack of concrete plans to take forward the recycling of batteries, computer parts and plastic bags etc which had been dragged on for a long time. She considered it necessary for the Administration to set out the respective timetables, priorities and target recovery rates. PAS/ETW(E)2 said that apart from introducing PRS on tyres, plastic bags and rechargeable batteries, the Administration had put in place recycling programmes for a number of recyclable

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waste as set out in the Annex to the information paper. One of which was the Packaging Expanded Polystyrene (EPS) Recycling Programme undertaken by the Friends of the Earth. The sustainability of these programmes would hinge on the cooperation and participation of the public and stakeholders through effective waste segregation and collection systems. The trades were also encouraged to set up pilot schemes for recycling of waste under PRS.

24. Mr CHEUNG Man-kwong said that the problem of EPS lunch boxes had been a cause of concern for schools. The recycling rate of 12 tonnes per year was far from satisfactory given that 114 tonnes of EPS lunch boxes were produced each day (or 41 600 tonnes per year). There was a need to assist the schools in addressing this problem. PS/ETW(E) recognized that there were difficulties in reducing and recycling EPS lunch boxes given the limited choice of degradable materials suitable to be used as food containers. As at 31 January 2005, only one product was qualified and registered under the Testing Guideline on the Degradability and Food Safety of Containers and Bags, the wider application of the product would depend on the acceptance of the public, taking into account its higher cost. The Administration would continue its efforts to find ways to address the problem.

25. Mr LAU Kong-wah stressed the importance of waste recovery and reuse. He however noted with concern that the various pilot projects on waste recovery launched by the Administration were piecemeal in nature. As it appeared that the general public was not aware of the means through which recyclable wastes such as used mobile phone batteries should be dealt with, there was a need for the Administration to work out a comprehensive and sustainable policy on waste recovery. PS/ETW(E) said that Hong Kong had performed well in recovering about 40% of its MSW last year. This had in fact outperformed many European countries such as France, Switzerland and Denmark. To facilitate waste recycling, the Government had provided about five hectares of land under short-term leases to waste recyclers in the past. It would continue to find ways to facilitate waste recovery and recycling. The Chairman considered it inappropriate to compare the recovery rate of Hong Kong with overseas countries as Hong Kong was only a city. A different scenario would be seen if the comparison was done on a city to city basis.

Results of waste prevention and recovery measures

26. DS/ETW(E)1 advised that the following waste reduction targets had been met -

- (a) the quantity of MSW requiring disposal was maintained at around 3.4 million tonnes each year from 2000 to 2004. This compared favourably with the 3.5% annual growth rate in the years before 2000;
- (b) the overall MSW recovery rate rose from 36% in 2002 to 41% in 2003 and to about 40% in 2004; and

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- (c) the domestic waste recovery rate rose from 8% to 14% in 2003 and it was intended that the rate could be increased to 20% in 2007.

Dr Kwok Ka-ki asked whether the 40% waste recovered in paragraph (b) had been fully recycled and how the recovery rate could be further increased. ADEP(WF) said that the said waste recovery rate included domestic waste as well as commercial and industrial wastes, each comprising 14% and 50% respectively. The 6 520 tonnes of waste materials to be recycled each day comprised ferrous metals (50%), coloured or non-ferrous metals (3%), papers (33%), and plastics (9%). While 90% of the recycled materials were exported (mainly to the Mainland), about 9% of the waste papers were processed by the two local waste paper recycling plants. The waste recovery rate was worked out based on surveys of waste recyclers and import/export statistics on recovered materials from the Customs and Excise Department. Reference was also made to information provided by the recycling trade and property management companies. At members' request, the Administration undertook to provide a breakdown on the recovery rates of different recyclable wastes.

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27. Ms Audrey EU opined that the Administration should apprise the public the efficacy of the waste reduction measures and what more should be done to improve the present situation. Given that previous targets had already been met, she asked if the Administration would set new targets for waste prevention and recovery. Mr CHEUNG Man-kwong echoed that the Administration should explain to the public its waste reduction targets and how it intended to achieve them. PS/ETW(E) said that the Administration had set targets for waste recovery in 2007 as provided in the information paper. It was in the process of preparing a white paper on waste management strategy for public consultation. The white paper would set out more clearly the effectiveness of waste reduction measures and the targets to be achieved.

28. Mr WONG Yung-kan said that the waste recovery measures were not effective. As such, the provision of the Recovery Park should be expedited to assist the recycling industry. PS/ETW(E) said that the first phase of the Recovery Park (now renamed as EcoPark) was expected to be commissioned in late 2006 and the Environmental Impact Assessments and land formation works for the project were progressing on schedule.

Bulk reduction and disposal of unrecyclable waste

29. DS/ETW(E)¹ said that to deal with the huge quantity of MSW, the Administration had launched in late April 2002 an expression of interest exercise (EoI) to invite local and overseas suppliers and facility operators to propose waste treatment technologies for the development of Integrated Waste Management Facilities (IWMF) in Hong Kong. Six major technology types, including composting, anaerobic digestion, incineration and gasification etc, were proposed. To familiarize with some of the advanced waste treatment technologies, the Advisory Group on Waste Management Facilities (AG) set up to assist in assessing EoI submissions had visited

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several large-scale waste management facilities in Japan and South Korea in November 2004. The AG's report was submitted to members vide LC Paper No. CB(1) 771/04-05. Mr LAU Kong-wah asked if both hazardous and non-hazardous wastes were incinerated together in Korea and Japan, and if so, the impact on air quality. PS/ETW(E) said that waste was first segregated under a waste recovery process, and the unrecyclable waste was eventually incinerated or gasified.

30. The Chairman however pointed out that the AG's report failed to provide scientific information on pollutants, in particular dioxin, emitted from incineration and gasification. Her view was shared by Dr KWOK Ka-ki. DS/ETW(E) said that a more detailed paper analyzing the environmental and economical implications of the various technology options would be provided to members. The public would be consulted on the technology options which should be adopted in Hong Kong. As regards the concern about dioxin and other pollutants generated from thermal treatment technologies, ADEP(WF) advised that stringent emission standards would be imposed if it was eventually decided that such technologies were to be adopted.

31. Mr CHEUNG Man-kwong noted that while the Administration was advocating waste reduction and recovery on the one hand, it was promoting incineration on the other. In view of the conflicting priorities, he considered it necessary for the Administration to explain clearly to the public its direction on waste management. Judging from the low waste recovery rates, Mr CHEUNG held the view that the Administration was trying to push forward incineration as the way forward for resolving the waste problem. Expressing similar concern, the Chairman said that unlike many overseas countries which placed great emphasis on waste recycling and recovery, the Administration had not done enough in this respect.

32. In response, PS/ETW(E) stressed that the Administration adhered equal importance to the three key elements in its waste management strategy, namely, waste avoidance and minimisation; recovery, recycling and reuse; and bulk reduction and disposal of unrecyclable waste. PAS/ETW(E)2 added that while waste reduction and recovery had been and would continue to be of top priority, there would still be large volumes of waste which could not be recycled and needed to be properly disposed of. Maintaining the current manner of disposing of waste without treatment at landfills and using landfill as the only waste management method was clearly not sustainable. There was a need to establish alternative waste treatment methods to reduce the volume of waste before final disposal. In this connection, the Administration had launched the EoI to invite local and overseas suppliers and facility operators to propose waste treatment technologies for the development of IWMP.

33. Referring to an allegation that an incineration facility would be constructed in Tseung Kwan O, Ms Emily LAU said out this had aroused strong opposition from residents who were concerned about the adverse impact on health associated with dioxin emissions from incineration. The message was clear that the public would not welcome incineration as the way forward for waste management. As such, the Administration should focus on waste recovery and recycling even if this called for a

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change in the habits of waste disposal. It should apprise the public the economic and environmental implications of the various waste treatment technologies. PS/ETW(E) clarified that the Administration had no plan to construct an incineration facility in Tseung Kwan O. EPD had also sent a letter to the Sai Kung District Council confirming this. He further stressed that the Administration was not trying to promote incineration but was merely setting out the waste management options, the progress of waste recovery measures and the need to dispose of large amounts of wastes which could not be recycled.

Way forward

34. The Chairman shared with members her experience of a recent visit to Shanghai to observe the waste recovery system. It was found that very little amount of waste was required to be disposed of at landfills after waste segregation. To help assist in formulating a more effective waste management strategy for Hong Kong, she suggested that the Research and Library Services Division should be asked to conduct research on the experiences of other major cities in the world. Ms Miriam LAU concurred with the Chairman on the need for research as what the Administration had provided to members were conceptual plans that needed to be further defined. Members agreed to proceed with the research on waste management strategies of major cities, after which the Panel would invite deputations to express their views on the way forward. Meanwhile, the Administration should provide the white paper on waste management strategy, setting out the various waste management options for members' reference.

VII. Any other business

35. There being no other business, the meeting ended at 4:35 pm.