

立法會
Legislative Council

LC Paper No. CB(1) 2570/08-09
(These minutes have been seen
by the Administration)

Ref : CB1/PS/3/08/1

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

Minutes of meeting
held on Wednesday, 8 July 2009, at 8:30 am
in Conference Room B of the Legislative Council Building

- Members present** : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan
Hon CHAN Kin-por, JP
- Public officers attending** : **For item II**
- Dr Kitty POON
Under Secretary for the Environment
- Mr Carlson K S CHAN
Deputy Director of Environmental Protection (3)
- Mr MOK Wai-chuen
Assistant Director (Air Policy) (Ag)
Environmental Protection Department
- Mr PANG Sik-wing
Principal Environmental Protection Officer (Air Policy)
Environmental Protection Department
- Mr Charles WU
Principal Transport Officer / Bus and Railway 2 (Ag)
Transport Department

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

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

I. Confirmation of minutes

(LC Paper No. CB(1) 2132/08-09 — Minutes of the meeting held on 14 May 2009)

The minutes of the meeting held on 14 May 2009 were confirmed.

II. Meeting with the Administration

(LC Paper No. CB(1) 2168/08-09(01) — List of follow-up actions arising from the discussion at the meeting on 18 June 2009

LC Paper No. CB(1) 2168/08-09(02) — Administration's response to CB(1) 2168/08-09(01))

Relevant papers

(LC Paper No. CB(1) 733/08-09(04) — List of follow-up actions arising from the discussion at the meeting on 13 January 2009

LC Paper No. CB(1) 1463/08-09(01) — Administration's response to CB(1) 733/08-09(04))

2. The Subcommittee deliberated (Index of proceedings attached at **Annex**).
3. The Administration was requested to -
 - (a) update Appendix II to LC Paper No. CB(1) 1463/08-09(01) with 2008 and 2009 figures on environmental benefits expressed in terms of emission reductions;
 - (b) set out in tabular form the distributions and replacement schedules of bus models of individual franchised bus companies;
 - (c) seriously examine all the possible ways to encourage early replacement of the existing bus fleets with more environment-friendly models. These might include requesting franchised bus companies to advance orders for new buses, sourcing compliant bus models from other places say the Mainland etc; and
 - (d) advise whether other measures, in addition to early replacement of pre-Euro and Euro I commercial diesel vehicles, would be introduced to optimize the use of the \$3.2 billion grant to improve air quality.

III. Any other business

4. There being no other business, the meeting ended at 9:55 am.

Council Business Division 1
Legislative Council Secretariat
9 September 2009

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

**Proceedings of the meeting
on Wednesday, 8 July 2009, at 8:30 am
in Conference Room B of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I - Confirmation of minutes</i>			
000001 - 000249	Chairman	The minutes of the meeting held on 14 May 2009 were confirmed (LC Paper No. CB(1) 2132/08-09)	
<i>Agenda Item II - Meeting with the Administration</i>			
000250 - 002302	Chairman Administration Mr KAM Nai-wai Mr Jeffrey LAM Mr CHAN Kin-por Mr LEE Wing-tat	<p>Discussion on the timing for release of the consultation document on the Air Quality Objectives Review (the Consultation Document)</p> <p>Mr KAM Nai-wai's enquiries -</p> <p>(a) timing for release of the Consultation Document;</p> <p>(b) duration of consultation period and possibility for extension;</p> <p>(c) whether findings of the consultant's report would be included in the Consultation Document; and</p> <p>(d) whether a meeting would be convened to discuss the Consultation Document</p> <p>Administration's explanation -</p> <p>(a) the Consultation Document, together with the consultant's report, was expected to be ready for release by end July 2009;</p> <p>(b) consultation period would normally be three months, but extension might be considered if necessary; and</p> <p>(c) the earliest date for a meeting to discuss the Consultation Document would be some time in late July/early August 2009</p>	

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		<p>The Chairman's views -</p> <p>(a) the Consultation Document should be presented to the Panel on Environmental Affairs for discussion first as previously agreed. The earliest possible date for discussion of the Consultation Document would be 3 August 2009, after which the LegCo Building would undergo renovation and no rooms would be made available for holding meetings during the summer recess; and</p> <p>(b) the date of meeting would be decided by the Panel at its next meeting on 15 July 2009; and</p> <p>(c) the date of meeting to receive deputations would have to be decided at a later stage</p>	
002303 - 002604	Chairman Administration	Administration's explanation on its response to the list of follow-up actions arising from the discussion at the meeting on 18 June 2009 (LC Paper No. CB(1) 2168/08-09(01))	
002605 - 003726	Mr Jeffrey LAM Chairman Administration	<p>Mr Jeffrey LAM's enquiries -</p> <p>(a) measures to reduce emissions from vehicles other than franchised buses; and</p> <p>(b) improvements made so far in improving regional air quality as compared to last year</p> <p>Administration's explanation -</p> <p>(a) a considerable reduction in pollutant concentration in the Pearl River Delta Region had been recorded over the past year following the implementation of various emission reduction measures, including installation of desulphurization facilities, closure of polluting operations, and tightening of vehicular emission standards; and</p>	The Administration to update Appendix II to LC Paper No. CB(1) 1463/08-09(01) with 2008 and 2009 figures on environmental benefits expressed in terms of emission reductions

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		(b) likewise, local air quality had also been improved	
003727 - 003504	Mr CHAN Kin-por Chairman Administration	Mr CHAN Kin-por's views - (a) it would be more effective to replace polluting buses rather than implementing Low Emission Zones (LEZ); and (b) incapability of bus manufacturers in supplying sufficient number of compliant buses could be addressed by placing advance orders	
003505 - 004208	Mr KAM Nai-wai Chairman Administration	Mr KAM Nai-wai's requests - (a) information on the distribution and replacement schedules of bus models of individual franchised bus companies; and (b) explanation on the read-across implications associated with the proposal for the Government to procure and lease the replacement buses to franchised bus operators Administration's response - (a) it would be a major policy change if the Government were to procure and lease replacement buses to franchised bus operators. Besides, the costs incurred would be very high; (b) the proposal would have read-across implications on other modes of transport, such as public light buses, taxis, and ferries etc; and (c) need to ensure bus manufacturers were capable of meeting the surge in demand for replacement buses	The Administration to set out in tabular form the distributions and replacement schedules of bus models of individual franchised bus companies
004209 - 004625	Mr CHAN Kin-por Administration Chairman	Mr CHAN Kin-por's views - (a) the excuse that bus manufacturers could not meet the increased demand for replacements buses was unacceptable; and	The Administration to seriously examine all the possible ways to encourage early replacement of the existing bus fleets with more

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		<p>(b) need to expedite replacement of polluting buses as the feasibility of LEZ also rested with the availability of cleaner buses</p> <p>Administration's response -</p> <p>(a) a phased approach could be considered for taking forward the pilot LEZ using the available Euro III and IV buses; and</p> <p>(b) a few hundreds of pre-Euro and Euro I buses would be replaced with cleaner buses models within the next year under the existing replacement schedules</p>	<p>environment-friendly models. These might include requesting franchised bus companies to advance orders for new buses, sourcing compliant bus models from other places say the Mainland etc</p>
004626 - 005125	Mr CHAN Hak-kan Chairman Administration	<p>Mr CHAN Hak-kan's views -</p> <p>(a) the proposal for Government to procure and lease the replacement buses to franchised bus operators might not be feasible on account of the read-across implications on other trades; and</p> <p>(b) incentives, such as allowing franchised bus companies to develop more profitable bus routes and/or to increase bus fares, should be considered to encourage early replacement of more polluting buses</p> <p>Administration's response -</p> <p>(a) franchised bus companies were required to include bus replacement schedules in their Five Year Forward Planning Programmes;</p> <p>(b) franchised bus companies were required to retrofit their Euro II buses with particulate reduction devices by 2009, and to use cleaner buses in busy districts; and</p> <p>(c) bus rationalization plans would be worked out in consultation with District Councils</p>	

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005126 - 005546	Mr Jeffrey LAM Chairman Administration	<p>Mr Jeffrey LAM's views -</p> <p>(a) the proposal for the Government to procure and lease the replacement buses to franchised bus operators was not worth supporting; and</p> <p>(b) need to balance environmental protection and public convenience when planning bus routes. Consideration should be given to diverting bus routes in districts with heavy traffic</p> <p>Administration's response -</p> <p>(a) efforts had been made to divert buses away from the roads with heavy traffic; and</p> <p>(b) any increase in the number of trips of a bus route along a busy corridor would be offset by a corresponding decrease of trips of another bus route along the same corridor so as to contain the growth in the number of bus trips</p>	
005547 - 005932	Mr CHAN Kin-por Administration	<p>Mr CHAN Kin-por's reiteration that the Administration should focus on replacing polluting buses rather than implementing LEZ, since the latter was not considered effective and might even delay improvements to air quality</p> <p>Administration's response -</p> <p>(a) LEZ could be implemented by phases and in parallel with the replacement of polluting buses; and</p> <p>(b) the trial on LEZ would proceed in the light of the findings of the study on LEZ which would be available by early 2010</p>	
005933 - 010532	Mr KAM Nai-wai Chairman Administration	<p>Mr KAM Nai-wai's views -</p> <p>(a) the proposal for the Government to procure and lease the replacement buses to franchised bus operators was not a policy change, given that the</p>	

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		<p>Government had subsidized the operation of the MTR Corporations Limited;</p> <p>(b) the pace of replacement of buses under the Five Year Forward Planning Programme was too slow;</p> <p>(c) more incentives were needed to encourage the early replacement of pre-Euro and Euro I buses; and</p> <p>(d) LEZ would not be effective in improving roadside air quality if it only applied to franchised buses</p> <p>Administration's response -</p> <p>(a) the study on LEZ, scheduled to be completed by early 2010, was meant to work out the details and timeframe for implementation of the trial on LEZ rather than the wider perspective of replacement of franchised buses;</p> <p>(b) Euro IV buses were only introduced in 2006, so the highest emission standards of buses procured before 2006 were of Euro III standards with expected service lives up to 2026; and</p> <p>(c) 482 pre-Euro buses, 1 344 Euro I buses and 2 695 Euro II buses were expected to be retired by 2012, 2015 and 2019 respectively</p>	
010533 - 011136	Chairman Administration	<p>Chairman's enquiry on the models of franchised buses running on the streets in Central district</p> <p>Administration's response that 80% of buses running in Central were Euro II or above models while the remainder were a mixture of pre-Euro and Euro I models</p>	
011137 - 011622	Ir Dr Raymond HO Chairman Administration	<p>Ir Dr Raymond HO's views -</p> <p>(a) cleaner buses should be used in busy districts while more polluting ones should be used in rural areas and for long-range journeys; and</p>	

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		<p>(b) early replacement of franchised buses might not be very costly taking into account the high repair and maintenance costs of older buses. Besides, the older buses could be sold to less developed countries</p> <p>Administration's response -</p> <p>(a) Kowloon Motor Bus Company had a much larger share of Euro III buses than Citybus/New World First Bus Ltd ;</p> <p>(b) franchised bus companies had been requested to use cleaner buses in busy districts; and</p> <p>(c) need to consider the cost implications on early replacement of franchised buses, which might be subsequently transferred to passengers</p>	
011623 - 012839	Chairman Administration	<p>Chairman's enquiries -</p> <p>(a) whether the implementation of LEZ would result in earlier replacement of franchised buses;</p> <p>(b) whether the Government would consider using part of the \$3.2 billion grant to subsidize franchised bus companies in replacing their buses; and</p> <p>(c) the take-up rate of the \$3.2 billion grant which would expire by 31 March 2010</p> <p>Administration's response -</p> <p>(a) while the Administration was exploring all possible options for taking forward the pilot LEZ, the trial on LEZ would be complicated if it had to deal with not only deployment of franchised buses, but also early replacement of these buses with or without Government subsidy;</p> <p>(b) about 11 000 applications had been approved under the \$3.2 billion</p>	<p>The Administration to advise whether other measures, in addition to early replacement of pre-Euro and Euro I commercial diesel vehicles, would be introduced to optimize the use of the \$3.2 billion grant to improve air quality</p>

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		<p>one-off grant, involving a drawdown of \$0.5 billion;</p> <p>(c) the take-up rate of the one-off grant could be higher if financial disincentives, such as increase in licence fees, were introduced to discourage the continued use of polluting vehicles, but these were not supported by members; and</p> <p>(d) the proposal of buying back polluting commercial vehicles from owners using public funds was not considered appropriate, particularly for those owners who had no intention to continue with their businesses</p>	
012840 - 012930	Chairman	<p>Discussion on the progress of measures to reduce emissions from ferries</p> <p>The Chairman's remark that Ms Miriam LAU had indicated that she would not object to the trial of local ferries using ultra low sulphur diesel but further in-depth discussion would be required before introducing any legislative control, which would have impact on the operation of ferries</p>	