

立法會 *Legislative Council*

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Report of the Panel on Environmental Affairs for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Environmental Affairs (the Panel) during the Legislative Council (LegCo) session 2008-2009. It will be tabled at the meeting of the Council on 8 July 2009 in accordance with Rule 77(14) of the Rules of Procedure of the Council.

The Panel

2. The Panel was formed by a resolution passed by the Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to environmental and conservation matters. The terms of reference of the Panel are given in **Appendix I**.

3. The Panel comprises 17 members, with Hon Audrey EU and Hon CHAN Hak-kan elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

Major Work

Air

4. The deteriorating air quality remained high on the agenda of the Panel. Air pollution not only had a significant bearing on public health and the quality of life, but also on the long-term development of Hong Kong. Multinational enterprises were reluctant to set up their regional headquarters in Hong Kong due to the deteriorating air quality. To reduce air pollution on the regional front, the Hong Kong Special Administrative Region Government and the Guangdong Provincial Government (GPG) had formulated the Pearl River Delta Regional Air Quality Management Plan (AQMP), which aimed at achieving specific emission reduction

targets by 2010. On the local front, the Administration was reviewing the Air Quality Objectives taking into account the World Health Organization's guidelines. Other measures, including imposing emission caps on power plants, providing financial incentives to encourage early replacement or pre-Euro and Euro commercial diesel vehicles, banning idling vehicles with running engines (idling vehicles), promoting energy conservation and saving, were being contemplated by the Administration. To enable more focused discussion on Government's efforts in addressing air pollution, the Panel resolved at its meeting on 27 October 2008 to set up a Subcommittee on Improving Air Quality to monitor and study policies as well as public concerns on improving air quality.

5. Power generation is the largest emission source in Hong Kong, accounting for 89% of sulphur dioxide (SO₂), 44% of nitrogen oxides (NO_x) and 32% of respirable suspended particulates (RSP) emitted locally in 2006. For Hong Kong to achieve the 2010 emission reduction targets, it was essential for the power companies to substantially reduce their emissions by 2010. In February 2008, the Air Pollution Control Ordinance (Cap. 311) (APCO) was amended to, among others, cap the emissions of specified pollutants, namely SO₂, NO_x and RSP, of power plants in Hong Kong. Under section 26G of the Ordinance, the Secretary for the Environment was empowered to allocate quantities of emission allowances for the three specified pollutants to the power plants in Hong Kong for the year 2010 and beyond by a technical memorandum (TM). The Panel received a briefing on TM at its meeting on 27 October 2008. While there was general support for improving air quality, question was raised on the basis upon which the emission caps for individual specified pollutants were arrived at. Given that the two local power companies would need to build into their operational plans costs of pollution abatement equipment and use of cleaner fuels to achieve the emission caps, members were concerned that such costs would be passed onto consumers through increase in electricity tariffs. The TM in question was subsequently passed in December 2008.

6. To reduce vehicular emissions, the Administration launched a five-month consultation exercise in November 2007 to seek the public's view on the proposal to introduce a statutory ban against idling vehicles. In gist, a motorist who failed to switch off the engine of his vehicle while idling would commit a contravention and would be subject to a fixed penalty ticket of \$320. However, exemptions would be granted under certain specific circumstances. Given that the transport trades remained strongly opposed to the ban, Panel members requested the Administration to further consult the trades with a view to resolving the operational difficulties associated with the ban. Having considered issues such as the operational needs of the transport trades and the enforcement practicability, the Administration had revised the exemption arrangements. These revisions included extension of the exemption to cover the first five taxis at a taxi stand as well as the first two green minibuses of each route. In addition to exempting the first two red minibuses at a stand, those with one or more passengers on board plus the one immediately behind each of these red minibuses would also be exempted. Coaches with sealed windows would be exempted if there were one or more passengers on board. A grace period of three minutes in every 60 minutes would also be provided to allow drivers of commercial

vehicles equipped with turbochargers a short while to cool down the turbochargers before switching off their engines.

7. The revised proposal was discussed by the Panel on 15 January 2009 during which deputations were invited to express their views. While acknowledging that the revised exemption arrangements were a step forward, some members pointed out that these could not fully resolve the practical difficulties faced by the transport trades in complying with the ban. For example, it would be very uncomfortable to stay inside a vehicle on a hot or rainy day without air-conditioning. There were also concerns about the impact of the ban on the health and safety of drivers, impact of frequent switching on and off of engines on the performance of vehicles, as well as the need for exemptions during rainy days and days when hot weather warnings were hoisted, shades at taxi stands, and subsidies for installation of separate cooling system which could be turned on while engines were off. Given that previous discussions between the Administration and the trades had helped narrow their differences, members urged the Administration to further consult the trades and work out an acceptable solution before the legislative proposal on the ban was submitted for discussion of the Panel.

8. The outcome of further consultation with the transport trades was discussed at the Panel meeting on 23 February 2009. According to the Administration, it would not be possible to formulate a proposal that would meet the demands from all parties given the diversified views expressed. While continuous efforts would be made to address the concerns of the affected trades, the ban should be implemented without any delay. The Administration would work out the implementation details of the ban in the form of a draft bill for consideration by LegCo. Some members remained of the view that the Administration should further consult the trades as well as the Transport Department with a view to working out practicable solutions to resolve the problems arising from the ban, as they did not wish to see the implementation of a piece of legislation which was not workable. Other members however pointed out that about 60% to 70% of the people in Hong Kong supported the ban, and that there was a price to pay to improve the environment. Therefore, the ban should not be put on hold because of certain technical issues. They supported that a draft bill should be prepared for scrutiny by LegCo.

9. To improve roadside air quality, the Administration introduced in April 2007 a one-off grant scheme to encourage the early replacement of the more polluting pre-Euro and Euro I diesel commercial vehicles. Up to end October 2008, about 9 670 pre-Euro and Euro I diesel commercial vehicles were replaced. However, there were still about 27 600 pre-Euro and 16 900 Euro I diesel commercial vehicles running on the roads, accounting for about 23% and 14% of the diesel commercial vehicle fleet respectively. As the replacement of all the remaining pre-Euro and Euro I diesel commercial could reduce the territory-wide emissions of RSP and NO_x by 14% and 5% respectively, the Administration proposed to increase the vehicle licence fees of aged commercial to deter continued ownership and usage of these more polluting vehicles.

10. The progress of replacement of old commercial vehicles and the option to accelerate the replacement of these vehicles through increase of licence fees were discussed by the Panel on 24 November 2008. Members pointed out that the one-off grant scheme was not well received, even with the extension of the application period, because the transport trades were struggling to survive amid the financial turmoil. It was therefore unacceptable that owners should be penalized by an increase in licence fees just because they could not afford to replace their vehicles. Members stressed that the option of introducing financial disincentive to accelerate the replacement of old commercial vehicles was not worth pursuing. Other measures, such as stepping up of enforcement against smoky vehicles, retrofitting of devices to reduce vehicular emissions, early replacement of polluting franchised buses by more environment-friendly buses in busy commercial districts, should be implemented. The Administration should also consider buying back aged vehicles from owners who ceased business to prevent these vehicles from running on the roads to pollute the environment.

11. As greenhouse gas emissions, such as carbon dioxide (CO₂), could be reduced through the use of biodiesel¹, the Administration proposed to introduce regulatory control on biodiesel to strengthen vehicle owners' confidence in the fuel. The proposed statutory control included mandating specifications of biodiesel in line with international standards, and adopting a mandatory labeling requirement for selling motor vehicle diesel with biodiesel content over 5%. The proposal was discussed by the Panel on 25 May 2009. While supporting in principle the use of more environment-friendly fuels, members found it difficult to have fruitful discussion on the proposal in the absence of information on the price difference between biodiesel and ultra low sulphur diesel, emission performance of biodiesel, adequacy of filling stations for biodiesel etc.

12. To achieve the 2010 emission reduction target of 55% of volatile organic compounds (VOCs), using the emission level at 1997, the Administration had implemented a number of measures, inter alia, the Air Pollution Control (Volatile Organic Compounds) Regulation to limit the contents of VOCs in architectural paints/coatings, printing inks and selected consumer products, and to require installation of emission reduction devices on certain printing machines. As a step further, the Administration proposed to extend the coverage of the Regulation to limit the VOC contents of vehicle refinishing paints, marine vessels paints, pleasure craft paints, adhesives and sealants by phases, starting from 1 January 2010 to 1 April 2012.

13. The proposal was discussed at the Panel meeting on 24 November 2008. Members remained concerned that if retailers were not held liable for selling regulated products exceeding the prescribed VOC limits, some unscrupulous retailers might smuggle non-compliant regulated products for sale in Hong Kong at low prices, thereby creating unfair competition to their law-abiding counterparts. Some members also pointed out that the paints used by toy manufacturers were very much similar to vehicle refinishing paints. Hence, a more comprehensive plan on

¹ Biodiesel is a form of renewable energy and can be manufactured from vegetable oils or recycled restaurant greases.

consultation with the affected trades, suppliers and manufacturers should be worked out to ensure the ready supply of affordable compliant products in the local market before imposing the new VOC limits. Given that the new controls would affect the construction industry as well, consideration should be given to engaging the Construction Industry Council to conduct studies to ascertain the applicability of the VOC standards to Hong Kong where most construction materials were imported. The Administration should also take the lead in applying the new VOC limits in its works projects to set an exemplary role and provide the trades with the needed confidence on the availability and practicality of the compliant products.

14. In November 2008, the Panel received a briefing on the proposal to enhance the control of ozone depleting substances, which included metered dose inhalers, products using hydrochlorofluorocarbons (HCFC) (such as window-type air conditioners), and products containing chlorofluorocarbons. While supporting the proposal, members expressed concern about the adequate supply of HCFC-free window-type air conditioners to meet the demand, given that only four compliant models were available in the market. They also emphasized the need for the Administration to provide assistance to the affected trades in complying with the control requirements.

Energy efficiency and conservation

15. Air conditioning accounted for 32% of Hong Kong's electricity consumption. The use of more efficient air conditioning systems would be an effective measure to conserve energy and reduce greenhouse gas (GHG). In December 2008, the Panel received a briefing on the Administration's plan to implement a District Cooling System (DCS)² at the Kai Tak Development (KTD). With its higher energy efficiency, the proposed DCS was expected to achieve a maximum annual saving in electricity consumption up to 85 million kWh, with a reduction of 59 500 tonnes of CO₂ emission per annum. In view of the significant environmental benefits which the DCS project would bring, members opined that the tariff should set at an attractive level to encourage more users to connect to the system. This would not only achieve greater energy efficiency but also shorten the period of cost recovery of the project. Some members also pointed out that DCS should not be confined to new town development, but should be broadly applied to other districts, including developed districts, even on a smaller scale. To this end, consideration should be given to conducting feasibility studies on the extension of DCS to other districts on a pilot basis.

16. As reducing electricity consumption of buildings was instrumental in bringing down GHG, the Administration proposed and the Environment and Conservation Fund (ECF) Committee endorsed the setting up of two funding schemes

² District Cooling System is a very large-scale centralized air conditioning system. It consists of one or more chiller plants to produce chilled water, and a closed loop network of underground pipes for distributing the chilled water to buildings within its service area for air conditioning purpose. The chilled water is pumped to individual buildings for use in their air conditioning systems and is then returned to the central chiller plant for re-chilling.

to subsidize building owners to carry out energy-cum-carbon audits and energy efficiency projects. Implementation details of the two schemes were discussed at the Panel meeting on 27 April 2009. Members noted with concern that the requirement for applicants to engage qualified service providers to certify energy-cum-carbon audit and energy efficiency projects might deter applications from building owners, particularly those small-scale developments, in view of the additional cost incurred. Assistance, including the setting up of a resource centre, should be provided to encourage more building owners to participate in the schemes. Noting that it would be easier for energy efficiency projects with energy-cum-carbon audits to get approval, members suggested that consideration should be given to amalgamating the two schemes so that applications for both types of projects could be submitted together.

Waste management

Management of municipal solid waste

17. In December 2005, the Administration published "A Policy Framework for the Management of Municipal Solid Waste (2005-2014)". The Policy Framework set out a comprehensive strategy consisting of a series of tried and proven policy tools and measures to tackle the waste problem ahead, and to achieve the targets of waste avoidance (to reduce the amount of municipal solid waste (MSW) generated in Hong Kong by 1% per annum up to the year 2014), reuse, recycling and recovery (to increase the overall recovery rate of MSW to 45% by 2009 and 50% by 2014) as well as bulk reduction and disposal of unavoidable waste (to reduce the total MSW disposed of in landfills to less than 25% by 2014). The MSW management for the next decade from 2005 to 2014 would place emphasis on community participation and the "polluter-pays" principle.

18. In April 2009, the Administration briefed the Panel on the progress of the key initiatives in the Policy Framework. Panel members remained of the view that the waste reduction target was too low and failed to meet public expectations. In fact, Hong Kong had lagged behind the United States, European countries and even Taiwan in waste reduction and recycling. Members pointed out that the mere provision of land for the establishment of EcoPark was not sufficient to foster the development of recycling industries. Government's support in identifying possible sources of recovered materials and outlets for recycled products was necessary, as recycling industries would not be viable in the absence of steady supply of waste materials and outlets for recycled products. In this connection, consideration should be given to providing working areas within refuse transfer stations to facilitate waste recyclers in segregating and recycling waste.

19. The increasing trend of the overall landfill disposal of MSW had prompted the need to extend the three existing strategic landfills. When the possible environmental impacts associated with the proposed extension of the South East New Territories (SENT) Landfill to the Clear Water Bay Country Park (CWBCP) was discussed by the Panel, members noted that the proposal did not have the support of the Sai Kung District Council or Tseung Kwan O residents as the extension would

further aggravate the odour nuisance. Members also found it difficult to accept that the extension of SENT Landfill would encroach into CWBCP. They considered it necessary for the Administration to work out a solution to tackle the waste management problem and the odour nuisance at the same time.

20. Enshrining the "polluter pays" principle, the producer responsibility scheme (PRS) was a key policy tool in the Policy Framework for waste reduction, recovery and recycling. The Product Eco-responsibility Ordinance (Cap. 603) was enacted in July 2008 to provide a legal basis for implementing PRSs in Hong Kong. The environmental levy scheme on plastic shopping bags (PSB) was the first scheme to be implemented under the Ordinance. The implementation details of the levy scheme were discussed at the Panel meeting on 24 November 2008. While there was general support for the levy scheme which aimed at reducing the number of PSB to be disposed of at landfills, some members expressed concern about possible abuse if PSB only referred to those which had a hole, perforation, handle or string on or attached to them. Registered retail outlets could easily get round the scheme by providing PSB with no holes, perforations or handles. On the other hand, non-registered retail outlets might be able to profiteer since consumers might not be aware of the non-application of the levy to these outlets. The Administration was urged to review the definition of PSB and the exemptions to be granted. Apart from retailers, members opined that the scheme should apply to manufacturers as well. The Government should also take the lead in avoiding the indiscriminate use of PSB, such as those large plastic bags used in street cleaning. The relevant Regulation was subsequently passed in April 2009.

Depositing of inert construction and demolition materials on private land

21. The problem of fly-tipping and land filling activities had all along been a public concern. Given the inadequacy of the existing regulatory regime in controlling these activities, many parts of the New Territories had become dumping grounds, causing unacceptable impacts on the surrounding. The Panel had held a number of meetings in the last legislative term to discuss the enhanced measures to control the problem. The latest progress of these measures was discussed again at the Panel meeting in February 2009. Some members were disappointed at the little progress made in combating fly-tipping and land filling activities, which had become more rampant despite the enhanced control measures. The situation was further exacerbated given that some depositing activities involving construction and demolition (C&D) materials had been subsequently approved by the Government for land formation purpose. To enable more focused discussion on Government's efforts in tackling fly-tipping, a Subcommittee on Combating Fly-tipping was set up under the Panel.

Sewage

22. The Harbour Area Treatment Scheme (HATS) aimed at improving the water quality of Victoria Harbour. It involved the implementation of an integrated sewerage system that collected all the sewage from both sides of the harbour in an

effective and environmentally sustainable manner. Stage 1 of HATS was completed in 2001 and collected 75% of the sewage from Kowloon and the north-eastern part of Hong Kong Island for treatment at the Stonecutters Island Sewage Treatment Works (SCISTW). HATS Stage 2A was the next phase in the programme to collect the remaining 25% of harbour area sewage not handled under Stage 1. HATS Stage 2A comprised the construction of a sewage conveyance system (SCS) to collect sewage from the northern and south-western parts of Hong Kong Island for centralized treatment at the expanded SCISTW.

23. The proposal to upgrade the construction of SCS and advance preparation works for the expansion and upgrading of SCISTW, as well as the provision of covers and deodourization facilities to the existing sedimentation tanks at SCISTW was discussed at the Panel meeting on 15 December 2008. While supporting the early implementation of HATS Stage 2A to improve water quality of the harbour, some members emphasized the need to prevent the possible recurrence of ground settlement problem associated with the excavation of tunneling works under HATS Stage 1. The Administration should also conduct studies on the best means to recycle the substantial amount of inert C&D materials to be generated under HATS Stage 2A and other major infrastructure projects on the pipeline. Given the scale of the HATS 2A project, consideration should be given to splitting the project into smaller contracts to enable participation of local construction companies. Members also stressed the need to expedite the implementation of HATS Stage 2B to provide for additional biological treatment facilities to enhance the pollution removal rate to cater for anticipated population build-up in the HATS catchment.

24. While the commissioning of HATS Stage 1 had helped to improve the water quality of the harbour, it also produced a large quantity of sludge. The current practice of sludge disposal at landfill was not sustainable from both environmental and technical perspectives. Following the recommendation of the "Sludge Treatment and Disposal Strategy Study", the Administration proposed to build the Sludge Treatment Facilities (STF) at the eastern end of the ash lagoon at Tsang Tsui near Nim Wan, Tuen Mun. STF would provide treatment for sludge generated from HATS and 10 other regional sewage treatment works (STW) by means of high temperature incineration technology to substantially reduce the volume of sludge by 90% before disposal at landfills.

25. The Panel received a briefing from the Administration on the proposal on 30 March 2009. Some members noted that the Tuen Mun District Council (TMDC) was opposed to the proposed STF because there were environmental impacts associated with the incineration of a large amount of sludge, and it was unfair to place many perceivably unwelcomed public facilities in Tuen Mun. These members therefore found it difficult to support the proposed STF at this stage until a consensus had been reached between the Administration and TMDC on the development of Tuen Mun. Other members however supported the proposed STF since incineration of waste seemed to be the ultimate solution for waste treatment in the long run. Without the provision of STF, the existing landfills would have to be extended, leading to encroachment of country park area which was much to the dislike of the

community. Given the fact the many overseas incineration facilities were situated in close proximity to recreational facilities and residential developments, these members suggested the Administration to arrange TMDC members to observe the modern incineration facilities which were clean and environment-friendly, so that they could present the case to Tuen Mun residents. In compensation for the unwanted facilities in Tuen Mun, consideration should be given to providing more wanted facilities for the betterment of Tuen Mun residents.

26. The Panel also considered a number of projects on upgrading of district STW and sewerage works. Members generally agreed that these works should be expedited not only to improve the environment, but also create the needed job opportunities for local workers. They however expressed concern about the need for land resumption and urged the Administration to proceed to consult the relevant stakeholders as soon as possible. To ensure proper connections to the public sewerage, particularly for village houses, consideration should be given to providing villagers with the needed financial assistance to proceed with the connections.

Nature conservation

27. In November 2004, the Administration announced the new nature conservation policy (NNCP) to regulate, protect and manage natural resources that were important for the conservation of biological diversity of Hong Kong in a sustainable manner. Under NNCP, 12 priority sites had been identified for enhanced conservation under a scoring system drawn up by an Expert Group with membership comprising key academics with expertise in ecology and major green/interest groups. Two measures, namely, Pilot Scheme for Management Agreements (MA)³ and Public-private Partnership (PPP)⁴, were adopted for the conservation of these ecologically important sites. The progress of implementation of NNCP was discussed at the Panel meeting on 30 March 2009. Members noted that there had been much controversy over the PPP Pilot Scheme given the incompatibility between development and conservation. There was also allegation that the PPP Pilot Scheme was flawed because there was a conflict of interest on the part of the Government to approve PPP projects on the one hand and facilitate the development of the projects from conservation angle on the other. This might undermine the role of the Environmental Protection Department as the regulator to uphold the law relating to the protection of the environment.

³ Under MA, non-government organizations (NGOs) may apply for funding from the Government for entering into management agreements with the landowners. NGOs will provide landowners with financial incentives in exchange for management rights over their land or their co-operation in enhancing conservation of the sites concerned.

⁴ Under PPP, developments at an agreed scale will be allowed at the less ecologically sensitive portion of a site provided that the developer undertakes to conserve and manage the rest of the site that is ecologically more sensitive on a long-term basis. In order to provide potential proponents with the required flexibility, proposal involving non-in situ land exchange for development with full justifications may also be considered, but they have to be examined and approved by the Executive Council on a case-by-case basis.

28. To improve ecosystems in marine parks and offer better protection for marine organisms, the Administration proposed to ban commercial fishing in marine parks. However, fishing by local residents in marine parks would still be allowed in view of the limited impact on marine habitats. While supporting the need to protect and conserve marine habitats, members expressed concern that the proposed ban was formulated in the absence of adequate consultation with the affected trades. They opined that the ban had not been well thought out. It was hard to accept that the Administration should prohibit commercial fishing by bona fide fishermen on the one hand, and allow hand netting by local residents, which was equally destructive, on the other. Unlike overseas countries which imposed strict restrictions on the size of fish and marine organisms that could be caught, there lacked a comprehensive package of measures to protect the fishery resources in Hong Kong. Given that there would be another round of consultation with the affected trades, the Administration was requested to report the outcome of consultation to the Panel as soon as practicable. A review of the coverage of the ban should also be made to ascertain the feasibility of prohibiting the types of fishing rather than the types of persons.

29. To better conserve the geological landscapes as well as promote geo-education and geo-science popularization, the Administration proposed to set up the first geopark in Hong Kong. Members generally supported the proposal but stressed the need for a comprehensive plan to better conserve and manage the geological landscapes to avoid damages to the geological resources as a result of the expected increase in local and oversea visitors to the geopark. Consideration should be given to imposing restrictions on the number of visitors in order to protect and conserve the natural landscapes of the geosites.

Study of the economic development and environmental protection in Pearl River Delta Region

30. In December 2008, the National Development and Reform Commission promulgated the "Framework for Development and Reform Planning for Pearl River Delta Region (2008-2010)", under which the Pearl River Delta (PRD) Region would continue to take a leading role to expand reforms and deepen opening-up through measures, such as developing PRD Region into a green and quality living area, accelerating economic restructuring and enhancing cross-boundary cooperation with Hong Kong. To facilitate better understanding of the objectives, specific measures and co-operation mechanism between Hong Kong and Guangdong in achieving these objectives, the Panel on Environmental Affairs and the Panel on Economic Development had separately written to the Guangdong authorities exploring the opportunity of exchanging views with the relevant Mainland authorities and visiting some related facilities. In response, the People's Government of Guangdong Province (PGGP) had extended an invitation to the President and members of the two Panels to visit facilities which had an impact on the economic development and environmental protection of PRD Region in Shenzhen, Guangzhou and Zhuhai. In the light of PGGP's invitation, the two Panels held a special joint meeting on 5 May 2009 to consider the facilities suggested by PGGP to be included in the study as well as the related logistical arrangements. Apart from the site visits, members

also emphasized the need for the delegation to exchange views with the Guangdong authorities and related parties, including Hong Kong entrepreneurs operating in the PRD Region. The study was held from 15 to 18 May 2009.

Others

31. The Panel was briefed on the retrofitting of noise barriers on Fanling Highway, the proposed extension of the Convention on Biological Diversity and the Cartagena Protocol on Biosafety to Hong Kong, odour management in sewage treatment works of Hong Kong, and promoting the use of electric vehicles.

32. From October 2008 to June 2009, the Panel held a total of 13 meetings, including one joint meeting with the Panel on Economic Development. Over the same period, the Subcommittee on Improving Air Quality and the Subcommittee on Combating Fly-tipping also held seven and five meetings respectively.

Council Business Division 1
Legislative Council Secretariat
2 July 2009

Legislative Council

Panel on Environmental Affairs

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to environmental matters (including those on energy), conservation and sustainable development.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy areas prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

**Legislative Council
Panel on Environmental Affairs**

Membership list for 2008-2009 session

Chairman Hon Audrey EU Yuet-mee, SC, JP

Deputy Chairman Hon CHAN Hak-kan

Members Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon James TO Kun-sun
Hon WONG Yung-kan, SBS, JP
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon Andrew CHENG Kar-foo
Hon Albert CHAN Wai-yip
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon CHEUNG Hok-ming, GBS, JP
Prof Hon Patrick LAU Sau-shing, SBS, JP
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon CHAN Kin-por, JP
Dr Hon Priscilla LEUNG Mei-fun

(Total : 17 Members)

Clerk Miss Becky YU

Legal Adviser Miss Kitty CHENG

Date 1 July 2009