

立法會
Legislative Council

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Panel on Environmental Affairs

Subcommittee on Improving Air Quality

Minutes of meeting
held on Monday, 4 January 2010, at 2:30 pm
in Conference Room A of the Legislative Council Building

- Members present** : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
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
Hon Tanya CHAN
- Member absent** : Hon Miriam LAU Kin-yee, GBS, JP
- Public officers attending** : **For item II**
- Dr Kitty POON
Secretary for the Environment (Acting)
- Mr Carlson K S CHAN
Deputy Director of Environmental Protection (3)
Environmental Protection Department
- Mr MOK Wai-chuen
Assistant Director (Air Policy)
Environmental Protection Department
- Mr Gordon LEUNG
Senior Environmental Protection Officer
(Cross-Boundary & International) 3
Environmental Protection Department

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

I. Election of Chairman and Deputy Chairman

Ms Audrey EU, Chairman in office, advised that the Subcommittee might decide whether an election should take place. Mr CHAN Hak-kan and Mr CHAN Kin-por considered that no re-election was necessary and there was no need to go through the nomination and election process. Other members did not raise objection to the proposal.

2. Ms Audrey EU would remain in office for the 2009-2010 session.

II. Progress of measures to improve air quality

(LC Paper No. CB(1) 750/09-10(01) — Administration's paper on progress of measures under Pearl River Delta Regional Air Quality Management Plan to achieve 2010 emission reduction targets)

3. The Subcommittee deliberated (Index of proceedings attached in **Annex**).

4. The Administration was requested to -

- (a) advise how the 2010 emission reduction targets could be achieved given that the emission level of sulphur dioxide was way behind schedule. To also advise the consequences in the event of failure to achieve the 2010 emission reduction targets;
- (b) review and enhance the supporting infrastructure, such as increase in the number of liquefied petroleum gas (LPG) filling stations along the routes of public light buses (PLBs), to encourage the remaining 39% of diesel PLBs to switch to LPG;
- (c) re-consider subsidizing the early replacement of more polluting franchised bus fleets so that the cost incurred would not be transferred to the public through increase of bus fare;

- (d) provide a paper setting out the causes to low visibility, and the impacts of respirable suspended particulates (RSP) on public health. To also include in the paper on whether the Administration would advise the public to wear face masks in days of low visibility, and whether the face masks available could act as a filter for RSP;
- (e) consider increasing the licence fees for non-commercial motor vehicles with cylinders exceeding certain cubic centimeters; and
- (f) advise the existing policy on electric motorcycles.

5. Members agreed that the next meeting would be held on Wednesday, 10 March 2010, at 8:30 am to discuss the following-

- (a) Review of the one-off grant scheme to encourage early replacement of pre-Euro and Euro I diesel commercial vehicles; and
- (b) Control of emissions from non-road mobile sources.

Deputations would be invited to express views on item (a).

III. Any other business

6. There being no other business, the meeting ended at 4:10 pm.

Council Business Division 1
Legislative Council Secretariat
24 February 2010

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

**Proceedings of the meeting
on Monday, 4 January 2010, at 2:30 pm
in Conference Room A of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I - Election of Chairman and Deputy Chairman</i>			
000055 - 000149	Mr CHAN Kin-bor Mr CHAN Hak-kan	It was agreed that no re-election was necessary and hence Ms Audrey EU would remain in office as Chairman for the 2009-2010 legislative session.	
<i>Agenda Item II - Progress of measures to improve air quality</i>			
000150 - 000856	Chairman Administration	Administration's explanation on its paper on "Progress of measures under the Pearl River Delta Region Air Quality Management Plan to achieve 2010 Emission Reduction Targets" (LC Paper No. CB(1) 750/09-10(01)).	
000857 - 001329	Mr CHAN Hak-kan Chairman Administration	<p>Mr CHAN Hak-kan's concerns/enquiries -</p> <p>(a) whether there would be compensatory measures in the event that the 2010 emission reduction targets could not be met, given that the emission level of sulphur dioxide (SO₂) was way behind schedule; and</p> <p>(b) whether there were measures to address the objections raised by District Councils and fishermen associations against the development of off-shore wind farms on a commercial scale in Hong Kong waters.</p> <p>Administration's response -</p> <p>(a) as power generation accounted for 88% of SO₂ emissions, the installation of flue gas desulphurization (FGD) facilities by the two power companies in 2009 and 2010 would be able to reduce SO₂ emissions significantly, thereby enabling Hong Kong to meet the 2010 emission reduction targets by end December 2010;</p>	The Administration to advise how the 2010 emission reduction targets could be achieved given that the emission level of SO ₂ was way behind schedule. To also advise the consequences in the event of failure to achieve the 2010 emission reduction targets.

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		<p>(b) The two power companies had to complete Environmental Impact Assessment on the development of off-shore wind farms, with which public opinion from the district concerned would be solicited; and</p> <p>(c) the Administration would strike a balance among different interests in the society when considering investment plans for off-shore wind farms.</p>	
001330 - 002023	Mr CHAN Kin-por Administration	<p>Mr CHAN Kin-por's enquiries -</p> <p>(a) whether measures would be taken to encourage the remaining 39% of diesel public light buses (PLBs) to switch to liquefied petroleum gas (LPG);</p> <p>(b) whether there were plans on early replacement of the more polluting franchised bus fleets;</p> <p>(c) progress of control on idling engines; and</p> <p>(d) experience sharing with the Mainland in the development of environmental improvement projects.</p> <p>Administration's response -</p> <p>(a) the incentive scheme to encourage the replacement of diesel light buses with LPG or electric ones had been completed in 2005. Those PLBs which chose not to proceed with the switch were mainly constrained by the non-availability of LPG filling stations along their routes. Owing to high development density, the availability of sites suitable for setting up LPG filling stations was limited;</p> <p>(b) there was close liaison with franchised bus companies on the early replacement of franchised buses;</p> <p>(c) more time was needed on drafting of the legislation to control idling engines, taking into account concerns raised by the trades, particularly taxi and PLB operators; and</p>	

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		<p>(d) as Hong Kong and the Mainland were two different economies, some of the measures implemented in the Mainland could not be similarly applied to Hong Kong. Notwithstanding, there was close cooperation between the two sides on environmental protection issues.</p>	
002024 - 002942	Mr KAM Nai-wai Administration	<p>Mr KAM Nai-wai's views/enquiries -</p> <p>(a) whether the Administration had confidence in meeting the 2010 emission reduction targets;</p> <p>(b) need for supporting infrastructure to complement environmental policies, such as sufficient LPG filling stations and local laboratories to test LPG;</p> <p>(c) the Administration should take a proactive role in initiating discussions on environmental issues, particularly those controversial ones like control on idling engines; and</p> <p>(d) legislative time-table for the statutory control on idling engines.</p> <p>Administration's response -</p> <p>(a) Hong Kong would be able to meet the 2010 emission reduction targets since the two local power companies were on track for retrofitting their coal-fired power generation units with FGD facilities in stages;</p> <p>(b) extensive consultation was required for major environmental issues;</p> <p>(c) legislation on the control on idling engines would be introduced within the current legislative session; and</p> <p>(d) in respect of the recent incident on frequent breakdown of LPG taxis, representatives from the Electrical and Mechanical Services Department was working with the transport trades and the oil company concerned to identify the root of the problem. More testing would be conducted to ensure the quality of LPG being supplied.</p>	

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002943 - 003945	Ms Cyd HO Administration	<p>Ms Cyd HO's concerns -</p> <p>(a) the dire consequences associated with the breakdown of LPG taxis, particularly if they were going downhill;</p> <p>(b) there might be a need to further tighten the emission reduction targets in view of the deteriorating problems of low visibility and air pollution in recent days; and</p> <p>(c) measures should be taken to tackle the problem of excessive glare from external lightings.</p> <p>Administration's response -</p> <p>(a) the 2010 emission reduction targets were meant to reduce four specified types of air pollutants, all of which would affect visibility;</p> <p>(b) most of the air pollutants had been reduced. Ozone, volatile organic compounds and respirable suspended particulates (RSP), including sulphates/nitrates might have contributed to the low visibility in Hong Kong; and</p> <p>(c) the feasibility of regulating external lightings would be examined following the completion of the consultancy study on energy wastage in 2010.</p>	
003946 - 004109	Mr LEE Wing-tat Administration Chairman	<p>Mr LEE Wing-tat's enquiry on the outcome of the United Nations Climate Change Conference held in Copenhagen.</p> <p>Administration's response that the Secretary for the Environment would report to the Panel on Environmental Affairs (EA Panel) at its special meeting on 21 January 2010.</p>	
004110 - 004749	Chairman Administration	<p>Chairman's concerns/enquiries -</p> <p>(a) the deteriorating roadside air quality; and</p>	

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		<p>(b) whether the Administration was prepared to subsidize franchised bus companies to replace the more polluting buses so that the cost incurred would not be transferred to the public through increase of bus fares.</p> <p>Administration's response -</p> <p>(a) various measures had been implemented to encourage early replacement of polluting vehicles. These included the one-off grant scheme to encourage early replacement of pre-Euro and Euro I diesel commercial vehicles;</p> <p>(b) there was a general decrease in roadside air pollutants, except for nitrogen dioxide. A joint meeting of the Panel on Transport and EA Panel would be held to discuss rationalization of bus routes with a view to improving air quality; and</p> <p>(c) there were discussions with franchised bus companies on the need for early replacement of more polluting buses.</p>	
004750 - 005351	Mr KAM Nai-wai Administration	<p>Mr KAM Nai-wai's views/enquiries -</p> <p>(a) a need to review and enhance the supporting infrastructure, including the planning of LPG filling stations;</p> <p>(b) provision of testing facilities for LPG vehicles in Hong Kong and the quality of imported LPG;</p> <p>(c) timeframe for implementing control on idling engines; and</p> <p>(d) whether Government was prepared to subsidize the early replacement of polluting franchised buses.</p> <p>Administration's response -</p> <p>(a) the legislation on the control of idling engines would be introduced within the current legislative session for implementation as soon as practicable; and</p>	<p>The Administration to-</p> <p>(a) review and enhance the supporting infrastructure, such as increase in the number of LPG filling stations along the routes of PLBs; and</p> <p>(b) re-consider subsidizing the early replacement of more polluting franchised bus fleets so that the cost incurred would not be transferred to the public through increase of bus fare.</p>

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		(b) information on LPG supporting infrastructure would be provided.	
005352 - 010133	Ms Cyd HO Chairman Administration	<p>Ms Cyd HO's views/requests -</p> <p>(a) support for Government's subsidy to encourage early replacement of polluting franchised buses;</p> <p>(b) an information paper on the causes of low visibility and the measures to resolve the problem as well as and impacts of RSP on public health;</p> <p>(c) whether the Administration would advise the public to wear face masks in days of low visibility; and</p> <p>(d) whether the face masks available could act as a filter for RSP.</p> <p>Administration's response -</p> <p>(a) it was an existing practice to issue warning to the public on days with high air pollution index; and</p> <p>(b) the need to wear face masks would be an individual decision, taking into account doctors' advice.</p>	<p>The Administration to provide a paper setting out the causes to low visibility, and the impacts of RSP on public health. To also include in the paper on whether the Administration would advise the public to wear face masks in days of low visibility, and whether the face masks available could act as a filter for RSP.</p>
010134 - 010419	Mr CHAN Kin-por Administration Chairman	Mr CHAN Kin-por's concerns about the availability and distribution of LPG filling stations.	
010420 - 012129	Chairman Administration Mr CHAN Kin-por	<p>Chairman's enquiries -</p> <p>(a) measures to boost the \$3.2 billion one-off grant scheme to encourage the early replacement of pre-Euro and Euro I diesel commercial vehicles in the run up to the application deadline on 31 March 2010, given the small reduction of on-road pre-Euro and Euro I diesel commercial vehicles from 58 500 to 39 100;</p> <p>(b) future plan to make use of the unspent funds from the one-off grant scheme; and</p>	

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		<p>(c) whether consideration could be given to buying back the polluting vehicles so that these would be removed from the roads permanently.</p> <p>Mr CHAN Kin-por's views -</p> <p>(a) need to prevent polluting vehicles from running on roads and hence the buy-back proposal was worth considering; and</p> <p>(b) analysis should be made on the efficacy of the one-off grant scheme.</p> <p>Administration's response-</p> <p>(a) reminders had been issued to eligible vehicle owners urging them to apply for the one-off grant before the deadline on 31 March 2010;</p> <p>(b) consideration would be given to using the unspent funds on measures to improve air quality.; and</p> <p>(c) the proposal to buy 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>	
012130 -012439	Chairman Administration	Chairman's suggestion of inviting the Administration and deputations to the next Subcommittee meeting on 10 March 2010 at 8:30 am to discuss the review of the one-off grant scheme.	The Administration to provide a paper on the review on the one-off grant scheme by 1 March 2010 to facilitate discussion at the meeting on 10 March 2010.
012440 - 013159	Ms Cyd HO Administration Chairman	<p>Ms Cyd HO's suggestion of increasing the licence fees for non-commercial motor vehicles with cylinders exceeding certain cubic centimeters with a view to reducing emissions.</p> <p>Administration's response -</p> <p>(a) exemption of first registration tax had been used as a means to encourage the</p>	The Administration to consider increasing the licence fees for non-commercial motor vehicles with cylinders exceeding certain cubic centimeters.

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		<p>switch to more environment friendly vehicles;</p> <p>(b) vehicles with larger cylinders were already subject to higher licence fees; and</p> <p>(c) the proposed increase in licence fees for vehicles with cylinders exceeding certain size might be impractical because it could invite extensive debates on the exact size of cylinder to be subjected to fee increase.</p>	
013200 - 013737	Chairman Administration	<p>Chairman's enquiries -</p> <p>(a) rationale for not allowing public housing estates in West Kowloon to connect to the district cooling system at the Kai Tak Development; and</p> <p>(b) the existing policy on electric motorcycles.</p> <p>Administration's response -</p> <p>(a) as the design of public housing estates did not provide for central air-conditioning system, they could not be connected to the district cooling system at the Kai Tak Development; and</p> <p>(b) need to liaise with the Transport Department regarding the existing policy on electric motorcycles.</p>	The Administration to advise the existing policy on electric motorcycles.