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Panel on Environmental Affairs

Subcommittee on Improving Air Quality

Minutes of meeting
held on Tuesday, 11 May 2010, at 2:30 pm
in Conference Room B of the Legislative Council Building

- Members present** : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
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
- Member attending** : Hon WONG Kwok-hing, MH
- 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)
Environmental Protection Department
- Mr MOK Wai-chuen
Assistant Director (Air Policy)
Environmental Protection Department
- Mr Dave HO
Principal Environmental Protection Officer
(Air Science)
Environmental Protection Department

Mr SHUN Chi-ming
Assistant Director (Forecasting and Warning Services)
Hong Kong Observatory

Dr Tina MOK
Principal Medical and Health Officer (1)
Department of Health

Dr Raymond LEUNG
Occupational Health Consultant (1)
Labour Department

For item III

Dr Kitty POON
Under Secretary for the Environment

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 Tony LEE
Senior Environmental Protection Officer (Mobile Source) 2
Environmental Protection Department

For item IV

Dr Kitty POON
Under Secretary for the Environment

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 Edmond HO
Principal Environmental Protection Officer (Mobile
Source)
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

I. Confirmation of minutes and matters arising

- (LC Paper No. CB(1) 1767/09-10 — Minutes of the meeting held on 10 March 2010
- LC Paper No. CB(1) 1250/09-10(02) — List of follow-up actions arising from the discussion at the meeting on 4 January 2010
- LC Paper No. CB(1) 1339/09-10(07) — Administration's response to CB(1) 1250/09-10(02))

The minutes of the meeting held on 10 March 2010 were confirmed.

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

Administration's response to follow-up actions arising from the discussion at the meeting on 4 January 2010

3. The Administration was requested to advise the existing licensing requirements for electric motorcycles and details of the five registered electric motorcycles in Hong Kong.

II. Measures in addressing serious air pollution incidents including impacts of sandstorms

- (LC Paper No. CB(1) 1838/09-10(01) — Administration's paper on measures in addressing serious air pollution incidents including impacts of sandstorms)

4. The Administration was requested to -

- (a) provide a paper on the review of the operation of the Air Pollution Index System, including the scope of review, terms of reference, and panel of members etc; and
- (b) relay members' views to the review panel so that these could be taken into account in the context of the review.

III. A Proposal to control emissions of non-road mobile sources

(LC Paper No. CB(1) 1824/09-10(01) — Administration's paper on the proposal to control emissions of non-road mobile sources)

5. The Administration was requested to -

- (a) advise the basis upon which the proposed penalty regime was arrived at and how this compared with other overseas jurisdictions, including Japan, USA and Canada; and
- (b) ensure that importers and the logistical trades were consulted on the proposal.

IV. One-off grant scheme to encourage early replacement of Euro II diesel commercial vehicles

(LC Paper No. CB(1) 1405/09-10(01) — List of follow-up actions arising from the discussion at the meeting on 10 March 2010

LC Paper No. CB(1) 1405/09-10(02) — Administration's response to items 1 and 2 of CB(1) 1405/09-10(01)

LC Paper No. CB(1) 1824/09-10(02) — Submission from The Motor Traders Association of Hong Kong (Chinese version only)

LC Paper No. CB(1) 1838/09-10(02) — Administration's response (Annex I to deputations' written submissions and CB(1)1824/09-10(02) while Annex II to item 3 of CB(1) 1405/09-10(01))

LC Paper No. CB(1) 1858/09-10(01) — Joint submission from Kowloon District Tourists and Passengers Omnibus Operators Association, Hong Kong District Tourists and Passengers Omnibus Operators Association, Tsuen Wan District Tourists and Passengers Omnibus Operators Association, Yuen Long District Tourists and Passengers Omnibus Operators Association, Tuen Mun District Tourists and Passengers Omnibus Operators Association and Public Omnibus Operators Association (Chinese version only)

LC Paper No. CB(1) 1858/09-10(02) — Submission from Non-franchised Public Buses Workers Association (Chinese version only)

Relevant paper

(LC Paper No. CB(1) 1250/09-10(01) — Administration's paper on early replacement of old diesel commercial vehicles)

6. The Administration was requested to -
- (a) consider conducting a survey to ascertain the adequacy of the grant level under the scheme;
 - (b) provide written response to the joint submission from the Kowloon Joint submission from Kowloon District Tourists and Passengers Omnibus Operators Association, Hong Kong District Tourists and Passengers Omnibus Operators Association, Tsuen Wan District Tourists and Passengers Omnibus Operators Association, Yuen Long District Tourists and Passengers Omnibus Operators Association, Tuen Mun District Tourists and Passengers Omnibus Operators Association and Public Omnibus Operators Association, and the submission from Non-franchised Public Buses Workers Association; and
 - (c) consider testing out the performance of Euro V to ease the concerns of the trades and encourage participation in the scheme.

V. Any other business

7. There being no other business, the meeting ended at 4:40 pm.

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

**Proceedings of the meeting
on Tuesday, 11 May 2010, at 2:30 pm
in Conference Room B of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I - Confirmation of minutes and matters arising</i>			
000050 - 000132	Chairman	The minutes of the meeting held on 10 March 2010 (LC Paper No. CB(1) 1767/09-10) were confirmed.	
000133 - 000612	Chairman Administration	Discussion on the Administration's response to follow-up actions arising from the discussion at the meeting on 4 January 2010 (LC Paper No. CB(1) 1339/09-10(07))	
000613 - 000829	Chairman Administration	Chairman's enquiries - (a) the licensing requirements for electric motorcycles, given that conventional motorcycles were licensed under the Road Traffic Ordinance (Cap. 374) according to the capacity of cylinders which was not applicable to electric motorcycles; and (b) details of the five registered electric motorcycles in Hong Kong.	The Administration to advise the existing licensing requirements for electric motorcycles and details of the five registered electric motorcycles in Hong Kong.
<i>Agenda Item II - Measures in addressing serious air pollution incidents including impacts of sandstorms</i>			
000830 - 001456	Administration	Administration's explanation on measures in addressing serious air pollution incidents, including impacts of sandstorms (LC Paper No. CB(1) 1838/09-10(01)).	
001457 - 002307	Mr KAM Nai-wai Administration Chairman	Mr KAM Nai-wai's views - (a) need to enhance the present warning system to give more advance notice on the occurrence of sandstorms, and to review the health advice to the community regarding the effect of air pollution; and (b) consideration should be given to putting in place legislation and guidelines to enhance protection of employees' health and safety when working outdoors in inclement weather.	

Time marker	Speaker	Subject(s)	Action required
		<p>Administration's response -</p> <p>(a) the Hong Kong Observatory (HKO) had been sharing meteorological information with the Environmental Protection Department (EPD) to facilitate the latter to assess and forecast Hong Kong's air quality. In the light of the incident on 21 to 23 March 2010, the two departments had strengthened the collaborative mechanism for monitoring the impact of dust plume on air quality. HKO would provide reports of sandstorms in the Mainland and additional meteorological information, including trajectory analysis and satellite images to EPD. When an imminent high Air Pollution Index (API) caused by dust plume was considered likely, EPD would alert the public as soon as possible;</p> <p>(b) in line with common international practices, API was made in comparison with both one-hour Air Quality Objectives limits and 24-hour limits for the relevant air pollutants in deciding whether the air pollution level should be ranked high or above. The API readings would change in a timely manner in tandem with the changes in the concentrations of the dominant air pollutant should breaching a one-hour limit be the determining factor. If however, the determining factor was breaching the 24-hour limit of an air pollutant, which was currently the case for respirable suspended particulates (RSP) due to the fact that RSP had a 24-hour limit and not a one-hour limit, the API reading would lag behind the changes in the concentration of the air pollutant because the average of the past 24-hours concentrations of RSP would be used in the calculation of API. To improve the situation, EPD was exploring the feasibility of using an averaging time shorter than 24 hours in the calculation of API for such pollutants; and</p> <p>(c) apart from health advice to the general public, additional advice would be provided for children, the elderly and outdoor workers when (API reached 101 or above.</p>	

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002308 - 002938	Mr Jeffrey LAM Administration Chairman	<p>Mr Jeffrey LAM's enquiries -</p> <p>(a) whether it was an international practice to set the maximum API value at 500;</p> <p>(b) the means to monitor ashes from eruption of volcanoes which were not uncommon in Asia; and</p> <p>(c) whether cooperation from the Mainland could be sought in the planting of trees to effectively mitigate the impacts of sandstorms in Hong Kong.</p> <p>Administration's response -</p> <p>(a) countries such as USA, Singapore and Taiwan also set their maximum API values at 500;</p> <p>(b) the Mainland authorities had implemented conservation measures, such as planting of trees, to mitigate the effects of sandstorms. There was also cooperation between Hong Kong and the Guangdong authorities on forest conservation; and</p> <p>(c) movement of volcano ashes would mainly affect aviation and thus was being monitored by the International Civil Aviation Organization (ICAO). HKO would provide necessary warnings to aviation users based on the advisories from ICAO.</p>	
002939 - 003831	Ms Miriam LAU Administration	<p>Ms Miriam LAU's enquiry on whether there was cooperation with the Mainland on the advance notification of sandstorms and other weather conditions which would have impact on air quality.</p> <p>Administration's response that through joint efforts between EPD and the relevant authority in the Mainland, an air quality monitoring network had been set up to monitor the air quality in the Pearl River Delta Region. Based on the air quality information collected by the network and weather forecast provided by HKO, EPD provided daily forecast of API.</p> <p>In addition, the API information for major cities in Mainland was also available on the website. Such information, together with the weather reports provided by HKO, could help EPD to</p>	

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		<p>assess whether there were sandstorms in the nearby region that might affect Hong Kong. For example, EPD issued a press release on 26 April 2010 regarding the occurrence of sandstorms in the Mainland.</p>	
003832 - 004626	<p>Chairman Administration Ms Miriam LAU</p>	<p>Chairman's concerns -</p> <ul style="list-style-type: none"> (a) the outdated Air Quality Objectives which were set in 1987; (b) in view of the recent high API readings, there was a need for guidelines and legislation to protect the public, particularly outdoor workers, from exposure to air pollution on days with high API. For example, a warning system similar to the typhoon/rainstorm signal system should be introduced to provide more specific guidelines on the protection of employees' safety and health; and (c) need to have API forecast for the week, similar to that of weather forecast. <p>Administration's response -</p> <ul style="list-style-type: none"> (a) the Occupational Safety and Health Ordinance (Cap. 509) and the Factories and Industrial Undertakings Ordinance (Cap. 59) stipulated the general duties of employers to, so far as reasonably practicable, ensure the safety and health at work of their employees. Employers were, therefore, required to assess the risks of their employees performing outdoor work on days with high API, and to take appropriate preventive measures to reduce the risks; (b) it would be impractical to set an API level for requiring suspension of all outdoor work, given the widely varied nature of outdoor work, particularly the extent of physical exertion involved, in different industries and occupations, let alone the different impacts of air pollution on different people; and (c) on days with high API, the Labour Department would issue press release to provide health advice to outdoor workers and their employers. In particular, individual employees, especially those with heart or respiratory diseases, should be mindful of 	

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		<p>their physical condition and seek medical advice if necessary; and employers should assess the risks of outdoor work during such condition, and take necessary precautions to protect the safety and health of their employees, such as postponing the outdoor duties to another day as appropriate, providing mechanical tools to workers to reduce their physical exertion, and shortening the duration of the outdoor work as far as practicable.</p>	
004627 - 005255	Ms Cyd HO Chairman Administration	<p>Ms Cyd HO's views -</p> <ul style="list-style-type: none"> (a) guidelines should be introduced to protect the safety and health of employees working outdoors, given the health impact associated with poor air quality; (b) need for additional indicators to reflect the air pollution levels beyond API 500, which was currently the highest reading; and (c) Government as the largest employer should take the lead in protecting employees working outdoors. <p>Administration's response -</p> <ul style="list-style-type: none"> (a) the Labour Department had produced a checklist for assessing the risks of outdoor work when API was high to provide guidance for employers and employees; and (b) the Occupational Safety and Health Ordinance (Cap. 509) was applicable to the Government. In this regard, Government departments had the general duties to protect the safety and health of their employees working outdoors at times of high API. 	
005256 - 010142	Mr WONG Kwok-hing Administration Chairman	<p>Mr WONG Kwok-hing's enquiries -</p> <ul style="list-style-type: none"> (a) whether the Government, as an employer, had taken the lead in protecting employees working outdoors; (b) the measures to be taken by the Government to protect its employees in the event of another sandstorms; and (c) whether a system similar to the typhoon or 	

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		<p>rainstorm signal systems would be introduced to provide for suspension of outdoor work on days with extreme API.</p> <p>Administration's response -</p> <p>(a) in the light of the recent sandstorm, the Civil Service Bureau had issued notices to departments reminding them of the need to protect the safety and health of employees working outdoors during such weather condition;</p> <p>(b) in future, press releases would be issued on days of high API reminding employers of their responsibility for ensuring the safety and health of their employees working outdoors, and advising employees with heart or respiratory diseases to seek medical advice before taking up outdoor work if they were in doubt of their health condition or felt sick;</p> <p>(c) as outdoor work covered many different kinds of duties in various industries and occupations, it would be impractical to set an API level which required suspension of all outdoor work. Besides, the health impact of air pollution would vary with different people working outdoors in different extent of physical exertion;</p> <p>(d) unlike typhoons which would pose an immediate threat to public safety, high API levels would not have such an effect. Hence, it would be difficult to apply a hard and fast rule to require the suspension of outdoor work on days with high API levels; and</p> <p>(e) there were graded levels of warning for different API levels, with respective health advice for the public, particularly children, the elderly and outdoor workers when API reached 101 or above.</p>	
010143 - 010749	Mr KAM Nai-wai Chairman Administration	<p>Mr KAM Nai-wai's requests -</p> <p>(a) a paper on the review of the operation of the API System, including the scope of review, terms of reference, and panel of members etc; and</p> <p>(b) to relay members' views to the review panel</p>	<p>The Administration to -</p> <p>(a) provide a paper on the review of the operation of the API System, including the</p>

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		<p>so that these could be taken into account in the context of the review.</p> <p>Discussion on the way forward -</p> <p>(a) subject to the outcome of the review on the API system, consideration could be given to holding a joint meeting with Panel on Health Services and Panel on Manpower; and</p> <p>(b) the subject would be included in the list of outstanding items for discussion by the Subcommittee.</p>	<p>scope of review, terms of reference, and panel of members etc; and</p> <p>(b) relay members' views to the review panel so that these could be taken into account in the context of the review.</p>
<p><i>Agenda Item III - A Proposal to control emissions of non-road mobile sources</i></p>			
010750 - 011508	Administration	Administration's explanation on its proposal to control emissions of non-road mobile sources (LC Paper No. CB(1) 1824/09-10).	
011509 - 011843	Ms Miriam LAU Administration	<p>Ms Miriam LAU's enquiry on the improvements to air quality which could be achieved through the proposed control of emissions from non-road mobile sources.</p> <p>Administration's response -</p> <p>(a) it was estimated that 4.7% and 9% of local emissions of nitrogen oxides and RSPs would be reduced respectively if all the non-road mobile machinery (NRMM) were replaced with ones meeting the emission standards; and</p> <p>(b) the trades would be consulted on the proposal.</p>	
011844 - 012247	Mr KAM Nai-wai Administration Chairman	<p>Mr KAM Nai-wai's enquiries -</p> <p>(a) measures to promote compliance with the proposed control scheme on NRMMs; and</p> <p>(b) the emission reduction targets for the proposed control scheme.</p> <p>Administration's response -</p> <p>(a) the proposed control scheme would apply to NRMMs imported into Hong Kong or manufactured locally for placing in Hong</p>	

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		<p>Kong market, but not to in-use NRMMs because the great diversity of the types of NRMMs made it technically complicated to draw up an in-use control scheme; and</p> <p>(b) to reduce the emissions of in-use NRMMs, EPD would share with their major users such as operators within the airport and container terminals on the latest development in emission control. Efforts would also be made to keep abreast of overseas development in such control and to examine the feasibility of introducing the relevant measures to Hong Kong.</p>	
012248 - 012534	Chairman Administration	<p>Chairman's enquiries -</p> <p>(a) the responsibility of users for repair and maintenance of NRMMs to ensure compliance with emission standards; and</p> <p>(b) the control of existing NRMMs.</p> <p>Administration's response -</p> <p>(a) under the Air Pollution Control Ordinance (Cap. 311), the operation of NRMMs shall not cause environmental nuisances; and</p> <p>(b) the proposed control scheme would not apply to in-use NRMMs.</p>	
012535 - 012931	Ms Miriam LAU Administration	<p>Ms Miriam LAU's requests -</p> <p>(a) to advise the basis upon which the proposed penalty regime was arrived at, and how this compared with other overseas jurisdictions, including Japan, USA and Canada; and</p> <p>(b) to consult importers and the logistical trades on the proposal.</p> <p>Administration's response -</p> <p>(a) the control regime of the proposed scheme was formulated with reference to local and overseas legislation; and</p> <p>(b) importers and the affected trades would be consulted on the proposed control scheme.</p>	<p>The Administration to -</p> <p>(a) advise the basis upon which the proposed penalty regime was arrived at and how this compared with other overseas jurisdictions, including Japan, USA and Canada; and</p> <p>(b) ensure that importers and the logistical trades were</p>

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			consulted on the proposal.
<i>Agenda Item IV - A One-off grant scheme to encourage early replacement of Euro II diesel commercial vehicles</i>			
012932 - 013444	Chairman Administration	Administration's explanation on the one-off grant scheme to encourage early replacement of Euro II diesel commercial vehicles (LC Paper No. CB(1) 1405/09-10(02)).	
013445 - 004107	Mr KAM Nai-wai Administration Chairman	<p>Mr KAM Nai-wai's view and concern -</p> <p>(a) if it was the policy intention to raise the licence fees for aged commercial vehicles after the expiry of one-off grant schemes, this should be made known to the public in the first place. It was unfair to raise the vehicle licence fee just because of the lukewarm response to the one-off grant scheme; and</p> <p>(b) the proposed one-off grant scheme for the replacement of Euro II diesel commercial vehicles might not be attractive given that the grant of \$36,000 was way below the average resale value of Euro II of about \$56,000.</p> <p>Administration's response -</p> <p>(a) a multi-pronged approach, including both incentives (such as the one-off grant schemes) and disincentive measures (such as the increase in licence fee), should be adopted to improve air quality. The proposal to raise the vehicle licence fee for aged commercial vehicles had been discussed by the Panel which had not rendered its support;</p> <p>(b) subject to views of the Subcommittee, the implementation details for the proposal to raise the vehicle licence fee for aged commercial vehicles would be worked out;</p> <p>(c) the resale value of commercial vehicles would vary according to the age and performance of an individual vehicle as well as market needs; and</p> <p>(d) the proposed one-off grant of \$36,000 for the replacement of Euro II diesel van was considered adequate.</p>	

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014108 - 014721	Ms Miriam LAU Chairman Administration	<p>Ms Miriam LAU's concerns -</p> <ul style="list-style-type: none"> (a) the Administration had proceeded with the proposed one-off grant scheme for the replacement of Euro II diesel commercial vehicles without listening to the views of the trades; (b) the proposed scheme would not be successful if the grant was lower than the resale value of Euro II diesel commercial vehicles; (c) there was a need for further consultation with the trades on the level of grant under the proposed scheme; (d) the technical problems with Euro IV vehicles had yet to be resolved; and (e) the proposal to raise the vehicle licence fee for aged commercial vehicles would not help solve the problem. <p>Administration's response -</p> <ul style="list-style-type: none"> (a) the proposed 18% subsidy for the replacement of Euro II diesel commercial vehicles had taken into account the ages of these vehicles, which were similar to those of Euro I diesel commercial vehicles at the time their one-off grant scheme was introduced and was considered adequate; (b) the level of subsidy compared favourably with that of overseas countries like Japan and the United Kingdom; and (c) with the proposed subsidy in mind, vehicle owners might ask for a higher vehicle price when selling their vehicles because the new vehicle owners could replace the vehicles with the subsidy after using them for a certain period. 	
014722 - 015257	Mr CHAN Hak-kan Administration	<p>Mr CHAN Hak-kan's views -</p> <ul style="list-style-type: none"> (a) the success of the proposed scheme would hinge on the trades' support and participation, without which air quality could not be improved; (b) the trades should be made aware of both the 	

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		<p>incentive and disincentive measures so that they could make an informed decision on the replacement of their vehicles; and</p> <p>(c) need to review the adequacy of the grant of \$36,000, taking into account the resale value of Euro II diesel commercial vehicles.</p> <p>Administration's response -</p> <p>(a) the subsidy amounts for the replacement of Euro II diesel commercial vehicles were higher than those for Euro I vehicles because they were calculated based on the latest vehicle taxable values, which were higher than those for Euro I vehicles;</p> <p>(b) some trades considered the 18% subsidy attractive and urged for the early introduction of the scheme; and</p> <p>(c) the introduction of disincentives to deter continued ownership of aged vehicles would help encourage their early replacement, but the proposal to raise the vehicle licence fee for aged commercial vehicles could not be implemented without members' support</p>	
015258 - 015819	Chairman Administration	<p>Chairman's enquiries -</p> <p>(a) whether the trades' suggestions of exempting major vehicle examination for a 12 year-old diesel commercial vehicle, and advancing the application date of the proposed scheme could be acceded to;</p> <p>(b) whether the incentives provided were attractive enough given the take-up rate of 30% for the \$3.2 billion one-off grant scheme; and whether consideration could be given to increasing the grant for those who chose to replace their vehicles earlier; and</p> <p>(c) whether further thoughts would be given to buying out the polluting vehicles.</p> <p>Administration's response -</p> <p>(a) If the Finance Committee approved the funding for the Euro II vehicle replacement scheme, the Transport Department would consider allowing those Euro II</p>	

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		<p>non-franchised buses due for major vehicle examination for licence renewal to undertake the annual roadworthiness examination instead;</p> <p>(b) The oldest Euro I diesel commercial vehicles were about 13 years old when the Euro I replacement scheme first began. The oldest Euro II vehicles would also be of the same age by the time the proposed scheme was in place. In line with the Euro I scheme, setting the grant level at 18% of the average vehicle taxable value was reasonable. In addition, when calculating the grant mount, the average vehicle taxable values in 2009 had been adopted to reflect the changes in vehicle prices in recent years. The proposed grant amounts compared favourably with those of similar schemes offered in Japan, France and Germany;</p> <p>(c) As the duration of the scheme lasted for only three years and some of the new vehicles would take up to a year for body building and preparation before registration, it would not be justifiable to complicate the scheme by offering a smaller grant to those replaced at the later parts of the three year scheme; and</p> <p>(d) The objective of the scheme was to help those commercial vehicle owners who had a continued need for the vehicles in their business operation to replace their old vehicles with less polluting vehicles for better roadside air quality. Should vehicle owners decide to scrap their old vehicles without replacing them, the chances were they no longer had operational needs for the vehicles. In such circumstances, it would not be justifiable to provide them with subsidies for merely scrapping their vehicles.</p>	
015820 - 015903	Mr CHAN Kin-por	<p>Mr CHAN Kin-por's views -</p> <p>(a) would not support the proposal to raise the licence fees for aged vehicles;</p> <p>(b) unspent funds from the \$3.2 billion grant scheme should be put to better use to encourage replacement of pre-Euro and Euro I diesel commercial vehicles; and</p>	

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		(c) further consultation should be held with the affected trades on the one-off grant scheme for the replacement of Euro II diesel commercial vehicles.	
015904 - 020128	Ms Miriam LAU	<p>Ms Miriam LAU's views -</p> <p>(a) need to ascertain the adequacy of the grant level taking into the market value of second hand Euro II diesel commercial vehicles;</p> <p>(b) the level of grant should be attractive enough to incentivize their early replacement, given that most heavy vehicles had a lifespan of 20 years (except for buses and coaches which had a shorter lifespan);</p> <p>(c) need to resolve the technical problems associated with Euro IV vehicles; and</p> <p>(d) need to test out the performance of Euro V to ease the concerns of the trades and encourage participation in the scheme.</p>	<p>The Administration to consider -</p> <p>(a) conducting a survey to ascertain the adequacy of the grant level under the scheme; and</p> <p>(b) testing out the performance of Euro V to ease the concerns of the trades and encourage participation in the scheme.</p>
020129 - 020900	<p>Mr KAM Nai-wai Administration Chairman Ms Miriam LAU Administration</p>	<p>Mr KAM Nai-wai's views -</p> <p>(a) would not support the submission of the scheme as presently proposed in view of the low take-up rate of the earlier \$3.2 billion scheme; and</p> <p>(b) the proposed scheme could be further refined, for example, by increasing the grant for those who chose to replace their vehicles earlier.</p> <p>Administration's response -</p> <p>(a) it would be unfair to increase the subsidy rate for the replacement of Euro II vehicles because these vehicles were of the same age as those of Euro I diesel commercial vehicles when their one-off grant scheme was introduced;</p> <p>(b) the proposed scheme could not be implemented in July 2010 if a comprehensive review had to be made;</p> <p>(c) some affected trades had urged for the early implementation of the proposed scheme; and</p>	

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		<p>(d) efforts would continue to be made to help resolve the remaining technical difficulties, which were associated with Euro IV diesel light buses of a particular brand, while the problems associated with those of the major brand had by and large been resolved.</p> <p>Ms Miriam LAU's request for the Administration to respond to the trades' requests before she could support the scheme</p> <p>Chairman's requests -</p> <p>(a) the Administration to further consult the affected trades and discuss with political parties before submitting the proposal to the Finance Committee; and</p> <p>(b) the proposal to raise licence fees for aged vehicles should be separately discussed at an appropriate forum.</p>	<p>The Administration to provide written responses to the submissions from the trades.</p>