

立法會

Legislative Council

LC Paper No. CB(1) 2563/09-10
(These minutes have been seen
by the Administration)

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Panel on Environmental Affairs

Minutes of meeting held on Monday, 24 May 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 CHAN Hak-kan (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon James TO Kun-sun
Hon Miriam LAU Kin-ye, GBS, JP
Hon Andrew CHENG Kar-foo
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
Hon Tanya CHAN
Hon Albert CHAN Wai-yip
- Members absent** : Hon WONG Yung-kan, SBS, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
- Public officers attending** : **For item IV**

Dr Kitty POON
Under Secretary for the Environment

Mr Elvis AU
Assistant Director (Water Policy)
Environmental Protection Department

Dr YEUNG Hung-yiu
Principal Environmental Protection Officer (Sewerage
Infrastructure)
Environmental Protection Department

Mr TSUI Wai
Assistant Director (Projects and Development)
Drainage Services Department

Mr LAM Sau-sang
Senior Engineer (Consultants Management)
Drainage Services Department

Mr YAU Kai-ho
Senior Engineer (Consultants Management)
Drainage Services Department

For item V

Dr Kitty POON
Under Secretary for the Environment

Mr Elvis AU
Assistant Director (Water Policy)
Environmental Protection Department

Dr YEUNG Hung-yiu
Principal Environmental Protection Officer (Sewerage
Infrastructure)
Environmental Protection Department

Mr SHIU Wing-yu
Assistant Director (Sewage Services)
Drainage Services Department

Mr CHAU Kwok-ming
Chief Engineer (Harbour Area Treatment Scheme)
Drainage Services Department

For item VI

Mr Edward YAU
Secretary for the Environment

Dr Kitty POON
Under Secretary for the Environment

Mr Carlson K S CHAN
Deputy Director of Environmental Protection (3)

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

Action

Before commencing the meeting, the Chairman welcomed Mr Albert CHAN and Miss Tanya CHAN for re-joining the Panel after the by-election.

I. Confirmation of minutes

(LC Paper No. CB(1) 1922/09-10 — Minutes of the meeting held on 29 March 2010)

2. The minutes of the meeting held on 29 March 2010 were confirmed.

II. Information paper issued since last meeting

3. Members noted that no information paper had been issued since last meeting.

III. Items for discussion at the next meeting

(LC Paper No. CB(1) 1923/09-10(01) — List of follow-up actions

LC Paper No. CB(1) 1923/09-10(02) — List of outstanding items for discussion)

4. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 28 June 2010, at 2:30 pm -

(a) Designation of Special Areas for the Hong Kong National Geopark;
and

(b) 2009/2010 progress report on the Cleaner Production Partnership Programme.

5. Referring to the list of outstanding items for discussion, the Chairman enquired about the time frames for discussion on the "Findings of the public consultation on the Air Quality Objectives Review" and the "Excessive glare from external lightings". The Under Secretary for the Environment (USEN) said that a consultancy study on external lighting was underway and views collected from stakeholders were being analyzed by the consultants. It was expected that the findings of the study would be presented to the Panel in the third quarter of 2010. As regards the "Findings of the public consultation on the Air Quality Objectives Review", USEN said that the Administration would need more time to compile the findings of the Review given the diverse views on the 19 emission reduction measures recommended under the Review. Mr KAM Nai-wai opined that the Administration

could present the findings of the public consultation on the Air Quality Objectives Review to the Panel by phases. At the Chairman's request, USEN agreed to look into the feasibility of briefing members on the preliminary findings of the public consultation at the next Panel meeting.

6. The Chairman reminded members of the joint meeting with the Panel on Transport to be held on Friday, 28 May 2010, at 8:30 am to discuss the "Rationalization of bus routes to improve air quality".

IV. 363DS – Provision of interception facilities at Jordan Valley Box Culvert and 372DS – Rehabilitation and construction of trunk sewers underneath Shing Mun River Channel

(LC Paper No. CB(1) 1923/09-10(03) — Administration's paper on 363DS – Provision of interception facilities at Jordan Valley Box Culvert and 372DS – Rehabilitation and construction of trunk sewers underneath Shing Mun River Channel)

7. USEN briefed members on the proposal for upgrading “363DS – Provision of interception facilities at Jordan Valley Box Culvert (JVBC)” and “372DS – Rehabilitation and construction of trunk sewers underneath Shing Mun River Channel” to Category A at estimated costs of \$570 million and \$140 million in money-of-the-day (MOD) prices. These proposals would be submitted for consideration by the Public Works Subcommittee (PWSC) in November 2010 and June 2010 respectively, with a view to seeking Finance Committee's approval. The Assistant Director (Projects and Development) (AD(PD)) gave a power-point presentation on the projects.

363DS – Provision of interception facilities at Jordan Valley Box Culvert

8. Mr Albert CHAN held the view that poor water quality and odour nuisance around Kai Tak Approach Channel (KTAC) was mainly attributed to illegal discharges, as in the case of Tsuen Wan where many factory premises illegally discharged their polluted effluent, thus giving rise to serious odour nuisances in the Tsuen Wan Bay area. Instead of devoting resources to provide for the interception facilities at JVBC, it would be more appropriate to tackle the problem at source. There was a need for enforcement actions against expedient connections and illegal discharges to JVBC. He was also concerned that the interception facilities at JVBC would convey the intercepted flow, which would otherwise be discharged into the harbour, to the Stonecutters Island sewage treatment works (STW), and that intercepted flows would not only result in additional treatment cost but also affect the service life of Stonecutters Island STW.

9. In response, AD(PD) said that while the Administration had taken appropriate measures to rectify expedient connections and illegal discharges, it was inevitable that urban surface runoff would be polluted before discharging into stormwater drains, especially in densely populated areas. The Administration had also conducted publicity exercises to remind the public not to make illegal discharges into stormwater drainage systems. The Assistant Director of Environmental Protection (Water Policy) (ADEP(WP)) added that the three main sources of pollution at JVBC included (i) discharges from nearby business establishments, (ii) expedient connections and (iii) polluted surface runoff. Regarding the first pollution source, the Administration had found out that about 47 shops near the roads had discharged to the drains and warnings had been issued to rectify the problems. For the second pollution source, about 33 cases of expedient connections had been found, of which 13 cases had been rectified. However, given the nature of the third source and the semi-enclosed nature of KTAC, interception facilities at JVBC would be needed. Upon commissioning of the interception facilities, pollutants of about 1 300 kilograms of Biochemical Oxygen Demand (BOD), which was equivalent to that contained in around 6 000 cubic metres of domestic sewage, would be prevented from discharging into KTAC each day. Such additional loading was not expected to have significant impact on the operation of Stonecutters Island STW. To facilitate better understanding, members requested and the Administration undertook to provide supplementary information on the percentage of treatment capacity of Stonecutters Island STW to be used to treat the intercepted flows from JVBC, the implication to the STW's service life, the additional treatment cost to be incurred, as well as the enforcement actions taken to combat illegal discharges and expedient connections.

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10. While supporting the provision of interception facilities at JVBC to address the pollution problem at KTAC, Professor Patrick LAU was concerned about the appearance of the proposed facilities and its compatibility with Kai Tak Development (KTD). Consideration should be given to providing more greening features such as green roofs. AD(PD) said that due consideration had been given to the appearance of the facilities and its compatibility with KTD. Vertical greening, green roofs and other architectural features would be provided to enhance the appearance of the proposed facilities.

11. The Chairman enquired if the odour nuisance at KTAC could be resolved following the implementation of 363DS and if so, this should have been done a long time ago. AD(PD) said that the odour problem would be significantly alleviated upon commissioning of the project. Regarding the implementation programme, it was largely dictated by the availability of site for the construction of the interception facilities at the downstream of JVBC and the town plan for KTD was only finalized in 2007. ADEP(WP) added that the odour nuisance would need to be addressed on multiple fronts. These included the sewerage improvement projects being carried out in Central and Eastern Kowloon, as well as the in-situ bioremediation of contaminated sediments in KTAC to be carried out by the Civil Engineering and Development Department.

12. Ms Cyd HO enquired if the proposed interception facilities at JVBC would also reduce flooding hazard in the hinterland area by preventing seawater inflow at shore areas during high tides. AD(PD) said that the proposed automatic penstocks in the interception compound would facilitate maintenance works by stopping seawater inflow into JVBC. As seawater inflow would not be the main cause of flooding risk in this area, the penstocks would be opened to allow discharge of stormwater runoff into KTAC.

372DS – Rehabilitation and construction of trunk sewers underneath Shing Mun River Channel

13. Mr CHAN Hak-kan expressed concern about the close proximity of the rehabilitation and construction works underneath Shing Mun River Channel to residential developments, in particular blocks 13 and 14 of City One Shatin, as these would cause noise and other nuisances to the neighboring community. Besides, the project would traverse Tai Chung Bridge Road which provided the main connection between Shatin and Ma On Shan. He enquired if environmental and traffic impact studies had been conducted on 372DS. AD(PD) said that the trenchless construction method would be adopted to minimize the environmental impacts of the rehabilitation and construction works to the neighboring blocks of City One Shatin. The Senior Engineer (Consultants Management), Drainage Services Department added that there would be two sites for trenchless construction of the duplicate trunk sewer, with one located within the area of an existing pumping station on the western bank of Shing Mun River Channel and another on the eastern bank along Tai Chung Bridge Road. The nearest block of City One Shatin would be located more than 10 metres away from the site on the eastern bank, whereas the proposed trunk sewer would be constructed 16 metres below ground level. In addition, the majority of works involved and mobilization of heavy equipment would take place at the site on the western bank. There would only be intermittent surveying and construction activities at the site on the eastern bank which served as the receiving end of the tunnels. According to findings of the Preliminary Environmental Review, the noise and environmental impacts to residents in City One Shatin should be limited when suitable mitigation measures were in place. Temporary arrangements would be made to maintain three southbound traffic lanes at the Tai Chung Bridge Road throughout the project.

14. Members raised no objection to the submission of the funding proposals to PWSC.

V. 329DS – Upgrading of Pillar Point sewage treatment works

(LC Paper No. CB(1) 1923/09-10(04) — Administration's paper on 329DS – Upgrading of Pillar Point sewage treatment works)

15. USEN briefed members on the proposal to increase the approved project estimate (APE) of “**329DS - Upgrading of Pillar Point sewage treatment works**” by

\$559.6 million from \$1,360.9 million to \$1,920.5 million. The Chief Engineer (Harbour Area Treatment Scheme) gave a power-point presentation on the project.

16. Professor Patrick LAU noted that the Administration's paper lacked details on the tendering arrangement for the design-build-operate (DBO) contract as well as the merits of the proposed design of STW. He was concerned about the possibility of requiring further increase in the APE of the project if the proposed design failed to meet the performance requirements. In response, the Assistant Director of Drainage Services (Sewage Services) (AD(SS)) explained that new technologies in wastewater treatments were emerging. Overseas experience had demonstrated that these new technologies could operate at a lower cost through optimizing the dosage of treatment chemicals. For projects adopting the DBO approach, the contractor might apply innovative technologies in wastewater treatment where appropriate in developing a plant design that fulfilled the specified performance requirements for achieving higher cost-effectiveness in subsequent operations. Although the proposed design using new technologies would incur additional capital expenditure for initial setup, it would yield significant savings in subsequent operations.

17. Professor Patrick LAU further enquired about the proposed designs and the countries which had adopted such technologies for wastewater treatment. AD(SS) explained that the designs submitted by the bidders included both conventional and more innovative setups. The recommended design would adopt an advanced treatment setup to enhance hydraulic efficiencies of the chemical treatment process. The sludge dewatering process would also be more energy-efficient as compared with the conventional Chemically Enhanced Primary Treatment setup. The design had been used in many parts of the world, including Canada, United States, Italy, Mexico and South Korea.

18. Mr KAM Nai-wai noted that the original estimate of the design and construction of the upgrading works would increase by \$403.1 million (from \$1,052.6 million to \$1,455.7 million), while that for the operation of the upgraded STW for 15 years would decrease by around \$450 million (from around \$1,350 million to around \$900 million). He was concerned about the circumstances where the contractor could not fulfill his contractual obligation to achieve the intended savings of \$450 million in operating cost over a 15-year period. He enquired whether the design and construction works of the project and the operation of the upgraded STWs could be carried out by separate contractors under the DBO approach. Expressing similar concern, the Chairman pointed out the need to put in place measures to protect Government's interest against non-performance of the contractor. As the cost for the design and construction of the upgrading works had to be paid upfront while the savings to be achieved in the years to come, the Chairman enquired if there were any "claw back" provisions which would enable the Government to claim against the contractor in the event of default or non-performance, and whether the parent company would be required under the contract to repay the Government if the contractor was unable to complete the contract.

19. AD(SS) explained that under the DBO procurement mode, a single party would be solely responsible for the design, construction and operation of a STW to achieve the specified performance standards through a single contract. The Administration therefore could not award separate parts of the contract to different bidders. Based on the breakdowns on operating cost submitted by the recommended tenderer, the expenses to be incurred in operating the upgraded Pillar Point STW were considered reasonable. As the operating cost was priced in the tender, it would be contractually binding. AD(SS) further explained that there were established administrative, financial and contractual arrangements in the procurement of public works construction and other services to protect Government's interest against non-performance of contractors. The Administration had adopted the pre-qualification approach to invite tenders only from a list of pre-qualified contractors who possessed both the technical and financial capabilities for carrying out the works involved. The successful contractor would be required as a condition of the contract to purchase a performance bond from a bondsman, usually a bank or financial institution. In the event of default of a contractor, the Government had the right to call in the bond from the bondsman and re-enter the contract. The Drainage Services Department (DSD) possessed the resources and expertise to take over the operation of the upgraded STW in the worst scenario so as to ensure that the provision of sewage services to the general public would not be interrupted

20. The Chairman recalled that when the proposals to increase the APE of the two sewerage projects at Lamma Island were discussed at the meeting of 29 March 2010, members were informed that the DBO approach was found not viable for these projects. As a result, DSD had to switch to the conventional consultant-design-contractor-build approach for those two projects. She asked why the DBO approach was considered viable for the current proposal. AD(SS) explained that the original plan was to adopt the DBO arrangement for the two STWs on Lamma Island. The first tendering exercise was closed in November 2008 without receiving any bids from the four pre-qualified contractors. During the post-tendering feedback meetings, the pre-qualified contractors indicated that the uncertainty in market situation at that time was one of the major reasons for their withdrawal. DSD subsequently conducted a review on the tendering arrangement and decided to switch over to the conventional approach in re-tendering the contract so as to attract more competitive tenders. On the other hand, the scale of Pillar Point STW was much larger. Tenderers could therefore attain higher cost-effectiveness in the STW's operation by applying more advanced wastewater treatment technologies in the design through the DBO mode used in this project. ADEP(WP) supplemented that while the upgrading of Pillar Point STW would be the first STW in Hong Kong adopting the DBO approach, DBO contracts had been adopted in some other environmental infrastructure projects for many years. The Environmental Protection Department would continue to share experience with DSD on the administration of DBO contracts. At members' request, the Administration would provide supplementary information on the difference between Lamma Island STW and Pillar Point STW in the adoption of the DBO approach, as well as measures to protect Government's interest against non-performance of the contractor in the operational phase of the Pillar Point STW.

Admin 21. The Chairman noted that the Administration had already requested to increase the APE of two sewerage projects after considering the one in January 2010. She hoped that apart from the current project, no more increases in APE would be required for projects that had already been approved by the Finance Committee. USEN said that while increases in APE for sewerage projects were not expected within the current legislative session, increases in APE for other projects under the purview of the Environment Bureau could not be ruled out. At members' request, the Administration would provide a list of projects under the purview of the Environment Bureau which would require increases in APE.

Admin 22. In concluding, the Chairman said that while members requested the Administration to provide supplementary information to clarify the viability of DBO procurement mode for the upgrading of Pillar Point STW, they did not wish to delay the project given its urgent need and environmental benefits. To facilitate discussion of the project by PWSC, the Administration was requested to provide the required supplementary information before the PWSC meeting on 9 June 2010.

VI. Framework Agreement on Hong Kong/Guangdong Co-operation - Environmental protection and ecology conservation

(LC Paper No. CB(1) 1923/09-10(05) — Administration's paper on Framework Agreement on Hong Kong/Guangdong Co-operation - Environmental protection and ecology conservation

LC Paper No. CB(1) 1939/09-10(01) — Submission from Greenpeace (Chinese version only)

Relevant papers

(LC Paper No. CB(1) 1559/09-10(01) — Information paper on Framework Agreement on Hong Kong/Guangdong Co-operation)

23. The Secretary for the Environment (SEN) briefly explained the cooperation areas on environmental protection and ecology conservation under the Framework Agreement on Hong Kong/Guangdong Co-operation (the Framework Agreement).

24. While welcoming the signing of the Framework Agreement which had escalated the joint cooperation efforts on environmental protection and ecology conservation between Hong Kong and Guangdong to a much higher level, Mr CHAN Kin-por enquired how the said escalation could benefit Hong Kong in the long run. SEN said that with the signing of the Framework Agreement, there would be broader cooperation with the Guangdong side in the areas of environmental protection, ecological conservation as well as low-carbon development so as to raise the quality of living environment in the Pearl River Delta (PRD) region. Hong Kong and Guangdong would also foster closer cooperation on national policies, for example,

on the use of cleaner fuels for power generation and the development of circular economy, both of which would require the support of the Central Government.

Concerted actions to prevent and tackle air pollution

25 Ms Miriam LAU said that there was a need for more cooperation between Hong Kong and Guangdong to improve regional air quality. She was however concerned about the slow progress in tightening the fuel standards for motor vehicles and vessels in the Mainland. Given that fuel policy was a national policy, she enquired if a special arrangement could be made under the Framework Agreement for Guangdong to adopt more advanced fuel standards (say Euro V as in the case of Hong Kong) than the prevailing National III standard with a view to improving the regional air quality. SEN agreed to the need to target at main air pollution sources, including emissions from motor vehicles and vessels. Guangdong and Hong Kong would continue to explore the possibility of progressively adopting air quality objectives and fuel emission standards for motor vehicles and vessels which were more advanced than other places in the Mainland. It was worth noting that the levels of sulphur dioxides, nitrogen oxides and respirable suspended particulates had been reduced by 38%, 9% and 7% respectively since 2006.

26. Mr KAM Nai-wai enquired about the measures to be taken by both sides to strengthen the cooperation in researches into the relationship between ambient air quality and the formation of photochemical smog and hazy weather and enhance the PRD Regional Air Quality Monitoring Network, and whether a checklist on the improvements to air quality to be achieved could be provided. SEN said that both sides were committed to achieving the emission reduction targets. The latest progress of improvement in the regional air quality was provided in the regular half yearly progress reports submitted to the Panel. The Deputy Director of Environmental Protection (3) (DDEP(3)) said that joint studies were conducted to identify the relationship between the spatial distribution of volatile organic compounds and the formation of photochemical smog and hazy weather in the region, characterize major industrial emission sources and look into possible measures to reduce these emissions. These were ongoing studies and the findings would provide useful reference in mapping out the post-2010 arrangements for emission reduction in the PRD region.

27. Ms Cyd HO shared the views of Greenpeace that standards should be set for water, air and food quality based on those promulgated by the World Health Organization (WHO). DDEP(3) said that the national standard of drinking water in the Mainland was promulgated in 2007, which had been set with reference to the WHO standard in 2004. The air quality standards in Hong Kong and the Mainland were also broadly comparable, except for minor deviations. Meanwhile, a review was being conducted with a view to tightening the Air Quality Objectives in Hong Kong.

Promoting wider use of electric vehicles

28. Mr KAM Nai-wai enquired about the measures to promote wider adoption of

electric vehicles (EVs). SEN said that the Administration would endeavour to introduce EVs to Hong Kong. It would work hand in hand with Guangdong to promote wider use of EVs in accordance with the Framework Agreement. In fact, the dual mode plug-in hybrid vehicles produced by BYD had been put on trial in Hong Kong last year. Effort was being made to explore the feasibility for BYD to produce EVs in right-hand-drive configuration for Hong Kong.

29. Mr CHAN Hak-kan was disappointed at the slow progress of wider use of EVs in Hong Kong. He pointed out that while Hong Kong was still trying out the use of EVs, Shenzhen had already put in place a fleet of some 100 electric taxis on the roads. Some electric buses were also plying the streets of the World Expo in Shanghai. He considered that reference should be made to the experience in the Mainland with a view to expediting the introduction of EVs in Hong Kong. SEN said that there were currently 57 EVs running in Hong Kong. Given the lack of a car industry in Hong Kong, it would have to attract overseas manufacturers to try out their EVs for local use. Last week, a Japanese vehicle manufacturing company had introduced an EV for sale in retail market in Hong Kong. Hong Kong was its first market outside Japan. As for the Mainland, it had made good progress in using EVs. There were 40 BYD EV (E6) models on trial in Shenzhen and about 110 electric buses in Shanghai. As vehicle manufacturers in the Mainland were mainly producing left-hand-drive EVs, these were not suitable for use in Hong Kong. Separate production lines would have to be set up for manufacturing right-hand-drive EVs for Hong Kong.

30. Ms Miriam LAU recalled that back in 1996, both Hong Kong and Guangdong authorities were keen to try out liquefied petroleum gas (LPG) vehicles. However, it was only Hong Kong which had completed the switch to LPG taxis in 2000. She hoped that the successful experience of Hong Kong in encouraging the switch to LPG taxis could similarly be applied to electric taxis with the concerted efforts from both sides. Efforts should also be made to facilitate the introduction of electric buses in Hong Kong, including the provision of charging facilities. Mr CHAN Hak-kan also asked if the Administration would encourage public transport companies to try out electric buses in Hong Kong. SEN agreed that trials on EVs would be more effective with cooperation from both sides. It was hoped that local bus companies would be willing to try out the use of electric buses in Hong Kong. To encourage public transport operators to test out green and low-carbon transport technology, the Administration had set up the Pilot Green Transport Fund. Eligible applicants were encouraged to pair up with potential suppliers of green transport technologies, research institutes or other relevant stakeholders in their applications for the Fund to facilitate the identification of the green transport technology to be tested.

Co-operation in ecology and marine resources conservation

31. Ms Cyd HO sought elaboration on the joint law enforcement actions in respect of marine fisheries. USEN advised that the enforcement actions referred to the co-operation with the Mainland authorities in combating illegal cross-border fishing activities. At members' request, the Administration agreed to provide a supplementary information paper on the joint law enforcement actions in respect of

marine fisheries.

Water, electricity and energy infrastructure network

32. Ms Cyd HO held the view that co-operation areas on water, electricity and energy infrastructure network under Chapter 2 clause 3 of the Framework Agreement were also relevant to the Panel. While agreeing to the need to progressively phase out coal-fired generation units, she could not support increasing the supply of nuclear energy, which should not be regarded as a clean source of energy given the risk associated with the storage of the resultant waste. She considered that there should be public consultation on the further development of nuclear energy. Expressing similar concerns, Mr KAM Nai-wai enquired if there were any agreements signed between Hong Kong and the Mainland which were not considered acceptable by the Hong Kong people. SEN said that nuclear energy had its advantages as compared to that of natural gas and coal in terms of carbon and air pollutant emissions. In fact, 20% of the electricity used in Hong Kong was being generated from nuclear energy. In August 2008, the Hong Kong Special Administrative Region (HKSAR) Government signed a Memorandum of Understanding with the National Energy Administration to ensure a stable and long-term supply of nuclear electricity and natural gas from three different sources, namely offshore gas, piped gas and liquefied natural gas. In September 2009, the HKSAR Government gave approval to CLP Power Hong Kong Ltd to extend the contract for supply of nuclear electricity from Daya Bay Nuclear Power Station for another term of 20 years from 7 May 2014 to 6 May 2034. The public would be consulted should there be changes in fuel mix for power generation in Hong Kong.

33. Noting that many overseas countries had been using nuclear energy for power generation, Mr CHAN Kin-por enquired about the safety of nuclear energy and the Administration's stance on the development of nuclear energy. SEN explained that nuclear energy was the main source of power generation in some countries, including France. The United States was also considering the feasibility of reinstating nuclear plants for power generation. The use of nuclear energy was indeed part of Mainland's energy policy. The use of nuclear energy for power generation was not new to Hong Kong as 20% of local electricity was being generated from nuclear energy. While nuclear energy was a cleaner form of energy and would help reduce air pollution, a number of issues would have to be resolved before consideration could be given to increasing the proportion of nuclear energy in the fuel mix. The Administration would welcome views from members on the development of nuclear energy.

Public engagement

34. Mr KAM Nai-wai enquired about public engagement in taking forward the initiatives set out in the Framework Agreement. SEN said that the Administration would welcome any views which members and the public might have on the Framework Agreement as well as the Regional Cooperation Plan on Quality Living Area to be formulated in due course.

35. The Chairman suggested and members agreed that interested parties should be invited to express views on the cooperation areas on environmental protection and ecology conservation under the Framework Agreement at a forthcoming meeting to be held sometime in July 2010.

VII. Any other business

36. There being no other business, the meeting ended at 4:30 pm.

Council Business Division 1
Legislative Council Secretariat
20 July 2010