

**For discussion
on 16 October 2009**

**Legislative Council
Panel on Economic Development**

**2009-10 Policy Address and Policy Agenda
Policy Initiatives of the Environment Bureau**

Introduction

- 1.1 The 2009-10 Policy Address and Policy Agenda sets out the Government's new and on-going initiatives. This note elaborates on the initiatives in the 2009-10 Policy Address and Policy Agenda concerning the portfolio of the Environment Bureau. It also provides an update on the progress made thus far in implementing the initiatives in the 2008-09 Policy Agenda (please refer to Annex).

New Initiatives

2.1 Initiative

To work with the Guangdong authorities to map out the post-2010 emission reduction arrangements to further improve the regional air quality.

A descriptive account of the initiative

We will continue to work in collaboration with Guangdong in taking forward the Pearl River Delta (PRD) Regional Air Quality Management Plan (2002-2010) with a view to achieving the 2010 emission reduction targets. As agreed under the Cooperation Agreement on Environmental Protection signed between Hong Kong and Guangdong at the 12th Plenary of the Hong Kong / Guangdong Cooperation Joint Conference in August 2009, both sides will undertake a joint study to look into the post-2010 emission reduction arrangements for the PRD Region. We intend to complete the study within 2010.

2.2 Initiative

To expand the scope of the five-year "Cleaner Production Partnership Programme" (the Programme) to provide professional and technical support to Hong Kong-owned factories in the PRD Region in the area of effluent reduction and control.

A descriptive account of the initiative

The Government launched the Programme in April 2008 and committed

\$93.06 million for its implementation. It aims to encourage and facilitate Hong Kong-owned factories in the PRD Region to adopt cleaner production technologies and practices through –

- (a) awareness promotion activities;
- (b) on-site improvement assessment for participating factories;
- (c) demonstration projects on cleaner production technologies and practices; and
- (d) third party verification service on improvement projects implemented by the participating factories.

Up to end September 2009, over 330 funding applications were approved. The main focus of the Programme has so far been centered on reducing air pollutant emissions and enhancing energy efficiency. In response to the strong request from the trades, we suggest expanding the present scope of the Programme to also provide professional and technical support in the area of effluent reduction and control, thereby help further improve regional water quality. We will consult the Legislative Council (LegCo) Panel on Environmental Affairs (EA Panel) on the proposal in due course.

2.3 Initiative

To collaborate with the two power companies to launch a leasing scheme of electric vehicles by end 2010, so as to expose a wider section of the community to electric vehicle driving experience.

A descriptive account of the initiative

We expect that a total of around 200 electric vehicles will be supplied to the local market in the coming financial year. As the supply of electric vehicles will be limited at the initial stage of introduction to the market, we will collaborate with the two power companies to launch a leasing scheme of electric vehicles by end 2010, so as to expose a wider section of the community to electric vehicle driving experience.

2.4 Initiative

To formulate and promulgate the specific arrangements for Hong Kong enterprises' participation in Clean Development Mechanism (CDM) projects in the Mainland.

A descriptive account of the initiative

CDM is a mechanism under which parties included in Annex I to the United Nations Framework Convention on Climate Change (UNFCCC) can fulfill part of their greenhouse gases (GHG) reduction obligations through co-operation with Non-Annex I parties (including China) in achieving, *inter alia*, compliance with their specified quantified GHG emission limitation and

reduction commitments. The core of CDM is to allow Annex I parties, in cooperation with Non-Annex I parties, to acquire “certified emission reductions” generated by activities at project level. Non-Annex I parties can in turn obtain the necessary technological and financial means to undertake the emission reduction projects.

In June 2008, we promulgated the “Arrangements for the Implementation of CDM Projects in Hong Kong SAR”. Earlier this year, the National Development and Reform Commission has agreed on the thresholds which make Hong Kong enterprises eligible for participation in CDM projects in the Mainland. Eligible enterprises may invest in suitable energy efficiency projects, and participate in developing the new or renewable energy sectors etc. We aim to formulate and promulgate the relevant specific arrangements as soon as possible.

2.5 Initiative

To expand green procurement in the Government by proactively applying the green specifications developed for some 60 products commonly procured by Government departments. We shall also progressively expand green procurement in the Government and devise clear green procurement guidelines for departments in order to implement the green procurement policy.

A descriptive account of the initiative

The Government is committed to green procurement. When procuring government vehicles, the Government gives preference to those which could comply with environmental and energy efficiency standards, and has made arrangement to procure ten electric vehicles from the first batch of electric vehicles to be available in the market later this year. Furthermore, the Government is gradually replacing the conventional traffic signals with light-emitting diode (LED) traffic signals. The Stores and Procurement Regulations were amended in 2000 to require Government departments to give consideration, as far as possible and where economically rational, to purchase products with green features including improved recyclability, reduced packaging, higher energy efficiency, lower fuel consumption etc. We have now developed green specifications for over 60 products commonly procured by Government departments. We will seek to apply these green specifications in our purchases where they are available in the market, and where it is economically rational to buy the products with green specifications.

2.6 Initiative

To invite all schools to sign a green lunch charter to avoid the use of disposable containers and cutlery, and to reduce food waste. With funding support from the Environment and Conservation Fund (ECF), encourage schools to make new installations to facilitate green lunch.

A descriptive account of the initiative

Currently some 50% of the meals in school are served in disposable containers amounting to 270,000 each day. Over 100 tonnes of food waste are generated at the same time. We plan to launch the green lunch charter to enlist support of schools to avoid using disposable containers and cutlery, and to reduce food waste. We will provide financial and technical assistance to schools in switching over to on-site meal portioning. With the adoption of on-site meal portioning, no disposable containers and cutlery are used. The food portions can also be flexibly adjusted according to the need of individual students. We have earmarked \$50 million from ECF for the necessary retrofitting works in schools.

On-going Initiatives

2.7 Initiative

Working with the Guangdong authorities to formulate a strategy to transform the PRD Region into a green and quality living area.

A descriptive account of the initiative

At the 11th Plenary of the Hong Kong / Guangdong Cooperation Joint Conference held in August 2008, both sides agreed to map out a strategy to transform the PRD Region into a green quality living area. The focus is to develop the PRD Region into a low-carbon, high-technology and low-pollution city cluster of quality living. This should help improve the overall competitiveness and quality of living at both places, and promote sustainable development of the Region. The “Outline of the Plan for the Reform and Development of the Pearl River Delta (2008-2010)” announced in January 2009 provides for closer co-operation between Hong Kong and Guangdong and the setting up of a Green PRD Region. Both sides have agreed to draw up a regional co-operation plan under theme of Building a Quality Living Area. Specifically, we are discussing with the Guangdong side to explore new areas of cooperation in respect of renewable energy, cleaner energy, circular economy, cleaner production, electric vehicles and arrangements for reducing emissions of air pollutants.

2.8 Initiative

Introducing a bill for the mandatory implementation of the Building Energy Codes (BEC) to LegCo in 2009.

A descriptive account of the initiative

After the conclusion of the public consultation on the proposed mandatory implementation of BEC in March 2008, the Government has been gauging views on the detailed arrangements of the legislative proposal through a Trade Task Force and a Technical Task Force, and has conducted a Business Impact Assessment on the impact of the legislative proposal. We had also consulted the EA Panel and relevant advisory bodies on the legislative framework. We

will introduce the proposed legislation into LegCo by end 2009.

2.9 Initiative

Continuing to promote the building energy efficiency funding schemes, with \$150 million and \$300 million allocated by ECF to subsidise building owners to carry out energy-cum-carbon audits and energy efficiency projects respectively. The two funding schemes have been open for application since April 2009. Up to end September 2009, 108 funding applications, amounting to \$24.9 million have been approved.

A descriptive account of the initiative

The building energy efficiency funding schemes have been well received by the community since its launch. The total saving in electricity consumption of the 108 approved applications is estimated at 16.5 million kWh per annum, which is expected to lead to a reduction of 11,600 tonnes of carbon emission. We will continue to promote the schemes in the coming year.

2.10 Initiative

Implementing a comprehensive target-based green performance framework for new and existing government buildings to continue promoting environmental protection and energy conservation in government buildings.

A descriptive account of the initiative

The Government issued an internal circular in April 2009 on the implementation of a comprehensive target-based environmental performance framework in government buildings. Targets on various aspects of environmental performance have been set for new and existing government buildings. We will continue to implement this target-based framework and promote energy saving in government buildings.

2.11 Initiative

Implementing energy efficiency demonstration projects to demonstrate state-of-the-art energy efficient designs and technologies.

A descriptive account of the initiative

To promote environmental performance and energy efficiency of buildings, the Government has been taking forward two energy efficiency demonstration projects to demonstrate state-of-the-art energy efficient designs and technologies. The Finance Committee (FC) of LegCo had approved funding for the new school project at development near Choi Wan Road and Jordan Valley in July 2009. Preparatory work is being conducted for the Kai Tak Government Offices.

2.12 Initiative

Implementing the district cooling system (DCS) at Kai Tak Development to meet the demand of air-conditioning for public and private non-domestic developments.

A descriptive account of the initiative

FC had approved funding in June 2009 for the construction of DCS to provide energy-efficient air-conditioning services for buildings in the Kai Tak Development area. Preparatory work is underway with a view to commencing the design and construction works in April 2010 for commissioning of the first phase from 2013 onwards.

2.13 Initiative

Introducing amendments to the Energy Efficiency (Labelling of Products) Ordinance to LegCo in 2009 for the second phase of the Mandatory Energy Efficiency Labelling Scheme.

A descriptive account of the initiative

The initial phase of the Mandatory Energy Efficiency Labelling Scheme, which covers three types of products including room air conditioners, refrigerating appliances and compact fluorescent lamps, will come into operation on 9 November 2009. To further facilitate the public in choosing energy-efficient products, the Government will introduce in 2009 amendments to the Energy Efficiency (Labelling of Products) Ordinance for including washing machines and dehumidifiers in the second phase of the scheme.

2.14 Initiative

Promoting the replacement of incandescent light bulbs by compact fluorescent lamps (CFLs) through various means. Residential electricity account holders will receive cash coupons on CFLs. Moreover, we plan to consult the public on progressively restricting the sales of incandescent light bulbs.

A descriptive account of the initiative

To encourage the use of more energy-efficient lighting installations, power companies will distribute to each residential electricity account holder a \$100 cash coupon on CFLs, which can be used for purchasing CFLs at registered retailers. To further promote energy efficiency and conservation, we will consult the public on proposals to progressively restrict the sales of incandescent light bulbs.

2.15 Initiative

Continuing to study the issue of energy wastage of external lighting, and assess the feasibility of regulating external lighting by legislation.

A descriptive account of the initiative

The issue of energy wastage of external lighting has drawn considerable concerns in recent years. The Government is conducting consultancy studies on the issue, and will draw upon international experience in assessing the feasibility of regulating external lighting by legislation. The studies are expected to complete by end 2009.

2.16 Initiative

Continuing to monitor the progress of the two power companies in developing commercial-scale wind energy projects.

A descriptive account of the initiative

The two power companies are conducting studies and drawing up proposals for off-shore wind farm projects. The Government will continue to monitor the progress.

2.17 Initiative

Tightening progressively the caps on the total emissions of power companies according to the Air Pollution Control Ordinance, and requiring them to maximise the use of natural gas in power generation.

A descriptive account of the initiative

The Government has imposed emission caps on all power plants during the renewal of their specified process licences since 2005. These emission caps are being progressively tightened up to ensure the achievement of the 2010 emission reduction targets agreed between the Hong Kong and Guangdong Provincial Governments. The promulgation in 2008 of the Technical Memorandum for Allocation of Emission Allowances in respect of Specified Licences according to the Air Pollution Control (Amendment) Ordinance 2008 has provided the Government with a clear statutory framework for imposing the respective 2010 emission caps on the power companies. To achieve the 2010 emission caps, power companies need to retrofit emission control equipment and increase the use of natural gas in power generation.

2.18 Initiative

Continuing with the implementation of the Regional Air Quality Management Plan together with the Guangdong Provincial Government to reduce the emission of four major air pollutants in the PRD with a view to achieving the joint emission reduction targets.

A descriptive account of the initiative

We reached a consensus with the Guangdong Provincial Government in April 2002 to reduce by 2010, on a best endeavour basis, the regional emissions of

sulphur dioxide (SO₂), nitrogen oxides (NO_x), respirable suspended particulates (RSP) and volatile organic compounds (VOC) by 40%, 20%, 55% and 55% respectively, using 1997 as the base year. Both Hong Kong and Guangdong are committed to meeting the emission reduction targets. Specifically, both sides have drawn up the PRD Regional Air Quality Management Plan and carried out a string of emission reduction measures, including retrofitting power plants with desulphurisation facilities, upgrading vehicle emission standards, reducing emissions from industrial processes, and supplying motor fuel of lower sulphur content.

According to the monitoring results of the PRD Regional Air Quality Monitoring Network for 2008, the average annual concentration levels of SO₂ and RSP dropped by 19% and 11% respectively as compared with the 2007 levels. These reductions were attributable to the implementation of enhanced emission reduction measures.

2.19 Initiative

Continuing to tighten vehicle emission and fuel standards following the European Union (EU)'s practices.

A descriptive account of the initiative

To improve roadside air quality, it is the Government's established policy to adopt the most stringent vehicle emission and fuel standards when they become practicable for Hong Kong. The prevailing statutory requirements regarding emissions of newly registered vehicles and vehicle fuels are the Euro IV standards. To advance the availability of Euro V diesel in the local market and promote its use, we introduced a concessionary fuel duty for this type of diesel in December 2007 and further reduced the duty to zero in July 2008. Euro V diesel is now being offered exclusively at petrol filling stations.

EU tightened its vehicle fuel standards to the Euro V level in January 2009. It will also tighten its emission standards for newly registered heavy duty vehicles and light duty vehicles to the same level in October 2009 and January 2011 respectively. To advance the availability of Euro V commercial vehicles, we have been providing tax concessions to their purchasers from April 2008. As the vehicle supply situation stands, we are not ready to tighten the vehicle emission standard the Euro V level in tandem with EU. We will keep monitoring the vehicle supply situation with an aim to tighten the emission standard as soon as practicable.

As for vehicle fuel standard, we are working on a proposal to tighten the vehicle fuel standard to the Euro V level for consulting the EA Panel within the 2009-10 legislative year.

2.20 Initiative

Developing a proposal for stakeholder consultation with a view to

strengthening the control of emissions from petrol and Liquefied Petroleum Gas (LPG) vehicles, including the use of roadside remote sensing equipment and dynamometers for emission testing.

A descriptive account of the initiative

To further improve roadside air quality, the Government proposes to use roadside remote sensing equipment to monitor the emissions of in-use petrol and LPG vehicles. If a vehicle is found to have excessive emissions, it would be required within a prescribed period to pass an emission test that is done with the aid of a chassis dynamometer to ascertain whether the emission problem has been fixed, or its vehicle licence would be cancelled. We aim to put forward a proposal for consulting the stakeholders including the EA Panel in 2010.

2.21 Initiative

Introducing the enabling legislation for implementing a statutory ban on idling vehicles with running engines to LegCo in 2009-10.

A descriptive account of the initiative

Idling vehicles cause air pollution, heat and noise nuisances to the pedestrians and shops nearby. These environmental nuisances are more acute during poor air pollution days.

The Government completed in March 2008 a five-month public consultation on a proposal to introduce a statutory ban against idling vehicles with running engines. In general, the majority of the respondents showed support for the proposed ban, whereas the transport trades raised concerns on the impacts on their operations. After careful consideration of all views collected, we put forth a revised proposal to the EA Panel for discussion in January and February 2009. We are preparing the enabling legislation with a view to submitting it to the LegCo for scrutiny in 2009-10 for implementation as soon as possible.

2.22 Initiative

Providing incentives to encourage owners of pre-Euro and Euro I diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles before the lapse of the scheme by 31 March 2010.

A descriptive account of the initiative

To improve roadside air quality, the Government launched in April 2007 a \$3.2 billion one-off grant scheme to encourage owners to replace their pre-Euro and Euro I diesel commercial vehicles with new ones as soon as possible. The scheme will expire by 31 March 2010 for both pre-Euro and Euro I diesel commercial vehicles.

Up to end September 2009, the numbers of pre-Euro and Euro I diesel commercial vehicles running on the road had reduced by about 14,000 and 4,500 respectively. Among them, about 8,700 pre-Euro ones and 3,900 Euro I ones had been replaced under the scheme, involving a total grant payment of about \$542 million. We will step up publicity to encourage eligible vehicle owners to apply for the one-off grant to replace their vehicles before the scheme expires by 31 March 2010.

2.23 Initiative

Encouraging the use of environment-friendly private petrol cars and commercial vehicles by reduction in first registration tax (FRT).

A descriptive account of the initiative

The Government launched an incentive scheme in April 2007 to promote the use of environment-friendly private petrol cars by reducing their FRT by 30%, subject to a cap at \$50,000 per vehicle. Up to end September 2009, we have received and approved about 9,500 applications. Since the introduction of the scheme, environment-friendly private petrol cars have accounted for about 12% of all newly registered private cars.

To step up our efforts, we launched another incentive scheme in April 2008 to promote the use of environment-friendly commercial vehicles (whose qualifying standards are set at the Euro V level) by reducing their FRT from 30% to 100%, depending on the vehicle class concerned. Up to end September 2009, we have received and approved about 360 applications.

We will regularly review and tighten the qualifying standards for vehicles under both schemes, so as to ensure that these vehicles are of better fuel efficiency emission and performances.

2.24 Initiative

Making Euro V motor vehicle fuels, with 80% less sulphur content than Euro IV motor vehicle fuels, the statutory standard.

A descriptive account of the initiative

Please refer to paragraph 2.19 above.

2.25 Initiative

Promoting the use of biodiesel as a motor vehicle fuel by committing to a duty-free policy and introducing regulatory control for such use of biodiesel.

A descriptive account of the initiative

To support the global effort in tackling climate change and realize the

Government's commitment to reducing GHG emissions, we are committed to a duty-free policy to promote the use of biodiesel as vehicle fuel.

To ensure the quality of the fuel and strengthen users' confidence, we are making preparation for introducing regulatory control on motor vehicle biodiesel. Subject to LegCo's approval of the enabling legislation, we plan to implement the specifications and regulatory control in 2010.

2.26 Initiative

Drawing up a proposal to control the emissions of off-road mobile sources, including implementation of statutory emission standards for mobile machinery, for trade consultation.

A descriptive account of the initiative

Off-road mobile sources include non-road vehicles and mobile machinery used mainly in airports, container terminals and construction works. Having completed an initial study on overseas practices and their applicability to Hong Kong, we are drawing up a proposal to control the emissions of off-road mobile sources. We plan to launch a trade consultation in 2010. Subject to the feedback, we would put forward the proposal to LegCo in the same year.

2.27 Initiative

Conducting a trial to study the technical feasibility of local ferries using ultra-low sulphur diesel (ULSD), with a view to mapping out the way forward having regard to the findings after completion of the trial in 2010.

A descriptive account of the initiative

Among all local vessels, domestic ferries are the most significant maritime emission source, accounting for 40% to 70% of the total emissions from local vessels. To reduce their emissions, the Government launched in August 2009 a nine-month trial of local ferries using ULSD. The purposes of the trial are to ascertain the technical feasibility of the fuel switch and to collect data for assessing the possible implications on the operating cost of the trade.

Three ferry operators have contributed altogether five ferries for the trial. Initial findings will be available in around mid-2010. Subject to the findings, we will map out a proposal for encouraging the fuel switch.

The fuel switch will reduce SO₂ and RSP emissions from each ferry by more than 90% and about 10% respectively.

2.28 Initiative

Introducing legislation to accelerate the phasing out of hydrochlorofluorocarbons (HCFC) to meet the new phasing out schedule agreed by the Montreal Protocol in September 2007.

A descriptive account of the initiative

At the 19th Meeting of Parties to the Montreal Protocol held in September 2007, the parties reached an agreement on an amendment to accelerate the phasing out of HCFC. According to the amended phasing out schedule, we need to curtail the consumption of HCFC by 75% of the baseline level of 1989 by 2010, and then completely phase out HCFC by 2020.

To fully comply with the amended phasing out schedule, we need to reduce the demand for HCFC, which is mainly used as refrigerant in Hong Kong, by banning the import of equipment using HCFC. As ozone-layer friendly alternatives are already available in the market, we introduced an Amendment Regulation to LegCo in July 2009 with an aim to ban in phases the import of products containing HCFC from January 2010 for meeting the new requirement of the Montreal Protocol.

2.29 Initiative

Introducing legislation to extend the control of the Air Pollution Control (Volatile Organic Compounds) Regulation to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessels paints.

A descriptive account of the initiative

VOC plays a significant role in the formation of ozone and smog problem. As part of the agreement reached with the Guangdong Provincial Government in April 2002, we are required to reduce VOC emissions by 55% by 2010 (with reference to the 1997 emission level) to improve air quality. Since April 2007, we have implemented the Air Pollution Control (Volatile Organic Compounds) Regulation in phases to control VOC emissions from architectural paints, printing inks and selected consumer products. To further reduce VOC emissions for achieving the reduction target, we proposed to extend the control of the said regulation to other VOC-containing products, which include adhesives, sealants and vehicle refinishing paints, as well as marine vessel and pleasure craft paints. Subject to LegCo's approval of the Amendment Regulation, it would be implemented in phases from 1 January 2010.

2.30 Initiative

Consulting the public on the proposed new Air Quality Objectives (AQOs) and package of proposed emission control measures with a view to updating Hong Kong's AQOs and developing implementation programmes on air quality management.

A descriptive account of the initiative

We are now consulting the public on the review of AQOs. The public consultation will end in November 2009. The review suggests adopting the

targets set out in the World Health Organization's Air Quality Guidelines as our long-term objectives and we will update Hong Kong's AQOs in stages. To achieve the new AQOs, it is necessary to take forward all the proposed 19 measures relating to emission control, traffic management, infrastructure development and planning, and energy efficiency. It calls for concerted actions from all quarters in the community, including the Government, the trades, the public and all relevant stakeholders. Upon the completion of the public consultation, we would update the AQOs and formulate long-term air quality management strategies with a view to improving Hong Kong's air quality the soonest.

2.31 Initiative

Undertaking a comprehensive consultancy study on climate change to assess its impact on Hong Kong and recommend suitable strategies to enhance further our existing adaptation and mitigation measures.

A descriptive account of the initiative

To further enhance our efforts in reducing GHG emissions and adapt to climate change, we commenced a study on climate change in March 2008. The study is expected to complete in early 2010, and it seeks to review and update the local inventories of GHG emissions and removals; project the future trends in GHG emissions under different scenarios; characterize the impacts of climate change in Hong Kong; and make recommendations to the Government for formulating long-term measures for Hong Kong to mitigate GHG emissions and adapt to climate change. The consultants will conduct stakeholder engagement exercises before finalizing the study report.

2.32 Initiative

Continuing to implement the initiatives in "A Policy Framework for the Management of Municipal Solid Waste in Hong Kong (2005-2014)" by –

- (a) extending the territory-wide source separation of waste programme to promote waste recovery both at home and at work;
- (b) monitoring the development of Phase I and Phase II of EcoPark;
- (c) completing the baseline survey to collect information on waste generation pattern and waste management practices among different types of commercial and industrial establishments, and developing possible options for municipal solid waste (MSW) charging for consultation;
- (d) implementing the three landfill extension schemes upon completion of feasibility and environmental impact assessment (EIA) studies;
- (e) carrying out of feasibility and EIA studies for the Integrated Waste Management Facilities (IWMF); and

- (f) carrying out feasibility and EIA studies for the Organic Waste Treatment Facilities (OWTF).

A descriptive account of the initiative

Published in 2005, the Policy Framework sets out a comprehensive waste management strategy for the next ten years, with initiatives aiming to reduce MSW generation at source, to promote recovery and recycling of waste and to treat unavoidable waste properly. In particular –

- (a) we will continue to implement the source separation of waste programme to encourage and assist property management companies and owner associations to set up waste separation facilities at locations within building premises which are convenient for their residents / tenants to participate in waste recovery. Up to end September 2009, about 1,250 housing estates / residential buildings have signed up to join the programme, covering about 67% of the population. Following the encouraging results in the domestic sector, we extended the programme to cover commercial and industrial sectors in October 2007. Up to end September 2009, some 530 commercial and industrial buildings have signed up to this programme;
- (b) EcoPark is to provide long-term land at affordable costs for the recycling and environmental industry with a view to encouraging investment in advanced and value-added technologies. All six lots in Phase I have been leased to recyclers of waste wood, metals, plastic, used cooking oil, computers and wet batteries. These tenants are now carrying out various preparation work including building plan submissions, permit and licence applications, plant construction and installation of equipment. We will continue to monitor the progress and facilitate the commencement of operation of these recycling establishments. The construction of infrastructure works for Phase II of the EcoPark started in December 2008 and will be completed by end 2009. We will continue to monitor the progress of the civil engineering works on site. Tenders for Phase II lots will be invited from recycling and environmental industries soon after;
- (c) MSW charging aims to provide the public with direct economic incentive to reduce and recover waste. A baseline survey was commissioned in late 2008 to collect information on the waste generation pattern and waste collection modes under different types of buildings and commercial and industrial operations. The information collected will provide a reference for the development of possible options for MSW charging in Hong Kong;
- (d) even with IWMF, we still need landfills as the final repositories for non-recyclable and residual waste. Given that the capacity of the three existing landfills would be exhausted one by one from early to mid-2010's, we need to extend these landfills as a matter of priority.

The engineering feasibility and EIA studies for both the North East New Territories Landfill Extension and the South East New Territories Landfill Extension have been completed. The necessary land rezoning and land resumption processes for these two landfill extension schemes have already started and are in progress. The statutory EIA procedures for the West New Territories Landfill Extension will be completed by end 2009. We will maintain proactive communication with all stakeholders and the general public in the course of the studies and project implementation;

- (e) for the treatment of unavoidable waste, we have identified two potential sites for developing the first phase of the large scale IWWMF which will adopt advanced incineration as the core technology to reduce the volume of waste before final disposal and to recover energy from the waste. The first phase of IWWMF would have a treatment capacity of 3,000 tonnes per day and the two potential sites for it are Tsang Tsui ash lagoons in the Tuen Mun district and Shek Kwu Chau, south of the Lantau Island. We have commenced the engineering and EIA studies for these two sites in November 2008. The studies would be completed in 2010 at which time we would select one site and proceed with the design and tendering works such that the first phase of IWWMF could be commissioned in mid-2010's; and
- (f) we will develop OWTF to recycle source separated organic waste such as food waste into useful resources. We have selected a site at Siu Ho Wan, North Lantau Island for developing the first phase of OWTF which would have a treatment capacity of 200 tonnes per day. We have commenced the engineering and EIA studies for the first phase OWTF development in August 2008. The studies would be completed in early 2010, after which we would proceed with the design and tendering works so that the first phase of OWTF could be commissioned before mid-2010's.

2.33 Initiative

Monitoring the implementation of the Environmental Levy Scheme on Plastic Shopping Bags, as the first mandatory Producer Responsibility Scheme (PRS) under the Product Eco-responsibility Ordinance, and reviewing the effectiveness of the scheme after implementation.

A descriptive account of the initiative

As the first mandatory PRS under the Product Eco-responsibility Ordinance, the Environmental Levy Scheme on Plastic Shopping Bags was launched on 7 July 2009 to address the indiscriminate use of plastic shopping bags in Hong Kong through a financial disincentive. So far, initial feedback from the community is generally positive. We will comprehensively review the effectiveness of the scheme after its implementation.

2.34 Initiative

Consulting the public and stakeholders with a view to introducing a mandatory PRS for waste electrical and electronic equipment (WEEE).

A descriptive account of the initiative

WEEE may contain hazardous substances that are harmful to the environment and human health. As pledged in the 2008-09 Policy Address, we would study the possibility of introducing a mandatory PRS through legislation for the proper management of WEEE. For the purpose of consulting the public and the trade, we are drawing up a consultation document for publication within 2009.

2.35 Initiative

Completing the upgrading of the Chemical Waste Treatment Centre (CWTC) in 2010 to meet the latest EU air-emission standards.

A descriptive account of the initiative

In order to further improve the environmental performance of CWTC, we will start the upgrading of the air pollution control system of CWTC in late 2009 for completion in 2010 to tighten the emission limits of many pollutants to meet the latest EU air emission standards, which are among the most stringent standards adopted in the world.

2.36 Initiative

Commencing the construction of the sludge treatment facility (STF) in 2010-11 to avoid the disposal of large amount of sewage sludge at landfills.

A descriptive account of the initiative

Sewage sludge generated from sewage treatment works is currently dewatered and disposed of at our landfills. This is not sustainable in view of the increasing amount of sludge that will be generated as a result of the Harbour Area Treatment Scheme (HATS) Stage 2A and the expansion / upgrading of some existing sewage treatment works, as well as the dwindling capacity of our landfills.

STF will adopt incineration technology to treat the sewage sludge before final disposal. We plan to commence construction of STF in 2010-11 with a view to developing the facility in two phases. It will have an initial capacity of 1,600 tonnes per day upon completion of phase 1 and a total capacity of 2,000 tonnes per day upon full commission.

2.37 Initiative

Continuing to deliver inert construction and demolition materials to the Mainland for reclamation purposes. We will liaise with the Mainland

authorities to identify more possible sites for their reuse.

A descriptive account of the initiative

A trial scheme was started in July 2007 to deliver inert construction and demolition materials to Taishan for reclamation purpose. The State Oceanic Administration (SOA) had agreed to the continuation of the scheme. We will continue to explore with SOA the feasibility of identifying more sites for reusing our public fill.

2.38 Initiative

Commissioning the advance disinfection of the wastewater from Stage 1 of HATS by end 2009 while implementing Stage 2 in phases with the aim of completing Stage 2A within 2014. Based on the results of a review in 2010-11, we will decide on the timing for building the biological treatment plant under Stage 2B.

A descriptive account of the initiative

Following completion of HATS Stage 1 at end 2001, and based on the public's support through the public consultation conducted in 2004, we are proceeding with the implementation of HATS Stage 2 in phases. The first phase, i.e. Stage 2A, is to collect the remaining 25% of harbour area sewage not handled by Stage 1 and transfer it for centralized chemical treatment at the expanded Stonecutters Island Sewage Treatment Works. We aim to complete Stage 2A within 2014. To provide early improvement in the water quality of the Tsuen Wan beaches, we have advanced part of the Stage 2A disinfection facilities for commissioning by end 2009. The second phase, i.e. Stage 2B, is to provide biological treatment for all the harbour area sewage to secure long term protection of harbour water quality. The timing for this depends upon trends in population, sewage flow build-up and water quality, and its implementation timetable will be subject to the results of a review to be carried out in 2010-11.

2.39 Initiative

Overseeing the implementation of the pilot scheme on management agreement (MA) and Public-Private-Partnership (PPP) promulgated under the New Nature Conservation Policy, with the objective of enhancing conservation of ecologically important habitats on private land.

A descriptive account of the initiative

Pursuant to the announcement of the New Nature Conservation Policy in November 2004, we launched two pilot schemes for nature conservation, namely MA and PPP pilot schemes, to enhance ecological values of the 12 priority conservation sites.

Three pilot MA projects at Fung Yuen and Long Valley were launched in end 2005. Noting that the pilot MA scheme is effective in conserving and

enhancing the biodiversity of the ecologically important sites, the ECF Committee agreed to provide funding support for continuation of the MA Scheme. Currently, two MA projects are in operation to conserve Fung Yuen and Long Valley.

Under the PPP Pilot Scheme, we received a total of six applications. In assessing the PPP proposals, due consideration had been given to the net benefits of the proposals in enhancing conservation of the site, possible adverse environmental impacts arising from the proposed developments, the sustainability of the proposals and the long-term commitment of the proponent, etc. In April 2008, the Government consulted the Advisory Council on the Environment (ACE), which supported the Sha Lo Tung project from the conservation angle.

In May 2009, the Sha Lo Tung project proponent revised their proposal which rendered the project a Designated Project under the Environmental Impact Assessment Ordinance (EIAO). We have therefore required the proponent to prepare and submit an EIA Report in accordance with EIAO. ACE and its EIA Sub-committee will be duly consulted as appropriate.

2.40 Initiative

Seeking to designate the Geopark areas as protected areas, together with stepping up publicity and education efforts on geo-conservation, in order to better preserve Hong Kong's unique and valuable geological resources.

A descriptive account of the initiative

We are setting up the Hong Kong Geopark, which will cover eight geosites in the Northeastern New Territories and Sai Kung regions. These sites are world class, unique and representative in terms of their geological features and landscape. We had recently successfully acquired the national geopark status from the Ministry of Land and Resources. By joining the national geopark network, we could gain and exchange experience on preservation of valuable geological and topographical resources, promote public awareness on geo-science, foster the development of eco-tourism and contribute to the further development of geoparks.

We will make use of the existing Country Parks Ordinance and Marine Parks Ordinance for the protection and management of the Hong Kong Geopark. At present, some of the eight proposed geosites are already designated protected areas under the two Ordinances. We will designate the remaining sites as protected areas under this legislative framework. An integrated management system will also be developed, and dedicated teams will be set up to focus on specific areas of education, publicity, research, planning, conservation as well as network building.

We will continue our promotion, publicity and education efforts, in order to raise public's understanding and awareness of geoconservation, and encourage the public and tourists to visit these unique geological features in Hong Kong.

2.41 Initiative

Amending the Marine Parks and Marine Reserves Regulation to ban commercial fishing in marine parks for improving ecosystems in marine parks and offering better protection for marine organisms.

A descriptive account of the initiative

In Hong Kong, there are at present four marine parks established in Hoi Ha, Yan Chau Tong, Tung Ping Chau, Lung Kwu Chau and Sha Chau, covering a total area of 2,500 hectares. Fishing in marine parks is only allowed for holders of fishing permits issued by the Country and Marine Parks Authority. To enhance protection of important marine ecology, we are preparing legislative amendments to ban commercial fishing in marine parks.

Considering that the initiative may affect the livelihood of the concerned fishermen, we are proposing to provide ex-gratia allowance to the affected fishermen and would continue our discussion with the relevant stakeholders, including the affected fishermen.

2.42 Initiative

Continuing the public engagement process for the Sustainable Development Strategy for Hong Kong, with the aim of encouraging greater public awareness of and participation in this process.

A descriptive account of the initiative

The Council for Sustainable Development (the Council) will continue to engage the public to express their views on important sustainable development issues through the stakeholder-led public engagement process. In light of the rising public concerns over the quality and sustainability of the built environment in recent years, the Council in collaboration with the Government (Development Bureau and Environment Bureau) launched an engagement process on Building Design to Foster a Quality and Sustainable Development on 20 June 2009. Stakeholders from various sectors of the community are engaged in discussions and giving their views through various channels including regional engagement sessions and briefings. The engagement process is scheduled to end on 31 October 2009 and the Council expects to put forward its recommendations to the Government having regard to the engagement findings in mid 2010.

2.43 Initiative

Continuing the support of ECF to projects in the following areas in order to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) support greening / waste reduction / energy efficiency projects for

schools, community buildings and charitable organisations;

- (b) support energy audits and installation projects for buildings to promote energy conservation under the Building Energy Efficiency Funding Scheme, as well as support energy audits and energy conservation projects in non-government organization (NGO) buildings in collaboration with the Hong Kong Council of Social Services and the two power companies;
- (c) support the operation of two processing centres by NGOs for waste plastics and WEEE respectively at EcoPark;
- (d) support international conferences to promote exchanges amongst policy-makers, professionals as well as other stakeholders on latest developments and best practices on environment and conservation matters;
- (e) support projects from District Councils and community groups to implement district-based projects on low carbon lifestyle promotion, energy efficient installation and waste reduction; and
- (f) support projects in conserving and enhancing the biodiversity of ecologically important sites.

A descriptive account of the initiative

Since the injection of \$1 billion into ECF in early 2008, ECF has approved to finance 478 projects and plans with a total commitment of \$230.94 million, as elaborated below –

- (a) 70 energy efficiency projects and 38 energy-cum-carbon audits under the Building Energy Efficiency Funding Scheme (\$24.9 million);
- (b) 23 research and conference projects (\$17.87 million);
- (c) two nature conservation agreement projects (\$6.82 million);
- (d) 14 public education programmes for “A Policy Framework for the Management of Municipal Solid Waste in Hong Kong (2005-2014)” (\$5.3 million);
- (e) 269 minor works projects (\$88.67 million);
- (f) 28 environmental education and community action projects (\$2.64 million);
- (g) two waste recovery projects (\$1.25 million);
- (h) setting up of recycling bins in 22 estates to promote source separation of waste on a floor basis, with a total commitment of \$0.73 million;

- (i) setting up of two processing centres by NGOs for waste plastic and WEEE respectively at EcoPark, with a total commitment of \$20 million;
- (j) approved \$20.6 million and \$30.67 million for territory-wide environmental education programmes carried out by the Environmental Campaign Committee in 2008-09 and 2009-10 respectively;
- (k) approved \$1.2 million to Tung Wah Group of Hospitals to facilitate its 3-year development plan of moving towards a green organisation;
- (l) supported 20 NGOs to conduct free energy audit services provided by the two power companies; and
- (m) approved four projects (one green roof, two energy conservation and one waste recovery projects) under the collaboration scheme with the Sha Tin District Council with a total sum of \$10.29 million.

We will review the above programme areas in consultation with the ECF Committee from time to time in the light of the current environmental issues that the community attaches priority to and having regard to the Government's policy initiatives.

Environment Bureau
October 2009

**Progress Made in Implementing
Initiatives in 2008-09 Policy Agenda**

Quality City, Quality Life

New Initiatives

3.1 Initiative

To work with the Guangdong authorities to formulate a strategy to transform the PRD Region into a green and quality living area.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.7 above.

3.2 Initiative

To reserve \$150 million and \$300 million under ECF to subsidise building owners in carrying out energy-cum-carbon audits, and energy efficiency projects respectively.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.9 above.

3.3 Initiative

To engage the business sector to conduct carbon audit for over 100 buildings in the coming year.

A descriptive account of the initiative

Based on internationally recognized approaches, the Government launched in July 2008 a set of guidelines for conducting carbon audits on buildings in Hong Kong. The target is to engage the private sector to conduct carbon audit for some 100 buildings in the coming year. The Government has joined efforts with different sectors of the community in the past year to encourage them to conduct carbon audits on their buildings and initiate carbon reduction programmes. So far more than 120 organisations had signed up to become our “Carbon Audit · Green Partners”, and they have carried out carbon audits on more than 120 buildings.

3.4 Initiative

To promote environmental protection and energy conservation in government buildings to further encourage energy conservation, including setting targets in various environmental aspects for new government buildings.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.10 above.

3.5 Initiative

To demonstrate state-of-the-art energy efficient designs and technologies by means of a government building and an educational building under planning as energy efficiency demonstration projects.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.11 above.

3.6 Initiative

To implement a DCS to meet the demand of air-conditioning for public and private non-domestic developments at Kai Tak Development.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.12 above.

3.7 Initiative

To extend the existing Hong Kong Awards for Environmental Excellence (HKAEE) to recognise carbon reduction efforts.

A descriptive account of the initiative

Jointly organized by the Government, major business and industrial associations in Hong Kong, the Environmental Campaign Committee and ACE, the HKAEE Scheme aims to encourage businesses and organizations to adopt green management, and provide commendation to organisations which excel in their environmental performance. With a view to encouraging voluntary and exemplary efforts by the community in combating climate change, a new Carbon Less Certificate scheme was introduced in March 2009 under the HKAEE Scheme to give recognition to carbon reduction efforts.

3.8 Initiative

To commence a study on phasing out incandescent light bulbs and replacing

them with more energy-efficient lighting products and whether to introduce a statutory restriction on the sale of incandescent light bulbs.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.14 above.

3.9 Initiative

To study the issue of energy wastage of external lighting, and assess the feasibility of regulating external lighting by legislation.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.15 above.

3.10 Initiative

To review Hong Kong's AQOs.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.30 above.

3.11 Initiative

To study to control the emissions of off-road mobile sources operating within the airport and container terminals.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.26 above.

3.12 Initiative

To study the technical feasibility of local ferries using ULSD.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.27 above.

3.13 Initiative

To accelerate the phasing out of HCFC to meet the new phasing out schedule agreed by the Montreal Protocol in September 2007.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.28 above.

3.14 Initiative

To extend the control of the Air Pollution Control (Volatile Organic Compounds) Regulation to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessel paints.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.29 above.

3.15 Initiative

To devise a PRS for used electrical and electronic equipment to enhance their recovery and recycling, with a view to consulting the public on possible mandatory options.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.34 above.

3.16 Initiative

To consider establishing geological park in Hong Kong, so as to preserve Hong Kong's unique and valuable geological resources.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.40 above.

3.17 Initiative

To ban commercial fishing in marine parks. The ban will improve ecosystems in marine parks and offer better protection for marine organisms.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.41 above.

On-going Initiatives

3.18 Initiative

Making preparation for the legislation for the mandatory compliance with BEC to improve energy efficiency and conservation in new and existing buildings.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.8 above.

3.19 Initiative

Implementing the first phase of the Mandatory Energy Efficiency Labelling Scheme, and making preparation for the amendments to the Energy Efficiency (Labelling of Products) Ordinance for the second phase of the scheme.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.13 above.

3.20 Initiative

Continuing to monitor the progress of the two power companies in developing commercial-scale wind energy projects.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.16 above.

3.21 Initiative

Tightening progressively the caps on the total emissions of power companies according to the Air Pollution Control Ordinance, and requiring them to maximize the use of natural gas in power generation.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.17 above.

3.22 Initiative

Continuing with the implementation of the Regional Air Quality Management Plan together with the Guangdong Provincial Government to reduce the emission of four major air pollutants in PRD with a view to achieving the joint emission reduction targets.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.18 above.

3.23 Initiative

Continuing to implement the five-year “Cleaner Production Partnership Programme” launched in April 2008 to provide professional and technical support by Hong Kong Productivity Council to Hong Kong-owned factories in the PRD Region to adopt cleaner production technologies and practices in order to reduce emissions and enhance energy efficiency, and thereby further improve regional air quality.

A descriptive account of the initiative

This is a new initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.2 above.

3.24 Initiative

Continuing to tighten vehicle emission and fuel standards in tandem with EU.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.19 above.

3.25 Initiative

Developing a proposal for stakeholder consultation with a view to strengthening the control of emissions from petrol and LPG vehicles, including the use of roadside remote sensing equipment and dynamometers for emission testing.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.20 above.

3.26 Initiative

Formulating a regulatory framework for implementing a statutory ban on idling engines in the light of the views received during the public consultation, with a view to introducing the new legislation to LegCo in 2009.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to

paragraph 2.21 above.

3.27 Initiative

Providing incentives to encourage owners of pre-Euro and Euro I diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles, including extension of the deadline for owners of pre-Euro diesel commercial vehicles to apply for the one-off grant from 30 September 2008 to 31 March 2010 (which is the same as that for Euro I diesel commercial vehicles), and considering the option of increasing the licence fees for old commercial vehicles so as to accelerate their retirement.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.22 above.

3.28 Initiative

Encouraging the use of environment-friendly private petrol cars and commercial vehicles by reduction in FRT.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.23 above.

3.29 Initiative

Making Euro V diesel, a more environment-friendly fuel with 80% less sulphur content than ULSD, the statutory standard in 2009.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.24 above.

3.30 Initiative

Promoting the use of biodiesel by committing to a duty-free policy and developing specifications on its use as motor vehicle fuel.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.25 above.

3.31 Initiative

Implementing the Air Pollution Control (Fuel Restriction) (Amendment) Regulation 2008 from 1 October 2008 to mandate all industrial and commercial processes to use ULSD.

A descriptive account of the initiative

The Air Pollution Control (Fuel Restriction) (Amendment) Regulation, which requires diesel fuel users in industrial and commercial sectors to switch to using ULSD (which has a sulphur content of not more than 0.005% by weight), came into force on 1 October 2008. Mandating the use of ULSD in these sectors has brought notable environmental benefits by reducing their SO₂ emissions by 99%.

3.32 Initiative

Complete the comprehensive study to review Hong Kong's AQOs and develop a long-term strategy on air quality management, followed by extensive public consultation and engagement. Based on the initial findings of the review, we will consider adopting Interim Target 1 of the Air Quality Guidelines released by the World Health Organization as Hong Kong's new AQOs.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.30 above.

3.33 Initiative

Undertaking a comprehensive consultancy study on climate change to assess its impact on Hong Kong and recommend suitable strategies to enhance further our existing adaptation and mitigation measures.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.31 above.

3.34 Initiative

Continuing to implement the initiatives in "A Policy Framework for the Management of Municipal Solid Waste in Hong Kong (2005-2014)" by –

- (a) extending the territory-wide source separation of waste programme to promote waste recovery both at home and at work;
- (b) implementing the amended Building (Refuse Storage and Material Recovery Chambers and Refuse Chutes) Regulations requiring the provision of a refuse storage and recovery room on each floor of new residential buildings;

- (c) monitoring the operation of Phase 1 of EcoPark;
- (d) conducting baseline survey and planning for consultation on options for MSW charging;
- (e) implementing the landfill extension schemes upon completion of feasibility and EIA studies; and
- (f) carrying out of feasibility and EIA studies for IWMF.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.32 above.

3.35 Initiative

Implementing an environmental levy on plastic shopping bags, as the first mandatory PRS under the Product Eco-responsibility Ordinance, with a view to reducing their indiscriminate use.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.33 above.

3.36 Initiative

Upgrading CWTC in 2009-10 to meet the latest air-emission standards of EU.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.35 above.

3.37 Initiative

Continuing to carry out detailed planning work for the development of STF to avoid the disposal of large amount of sewage sludge at landfills.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.36 above.

3.38 Initiative

Continuing to deliver inert construction and demolition materials to the Mainland for reclamation purposes. We will liaise with the Mainland authorities to identify more possible sites for their reuse.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.37 above.

3.39 Initiative

Advancing the disinfection of the wastewater from Stage 1 of HATS to 2009 while implementing Stage 2 in phases with the aim of completing Stage 2A within 2014. Based on the results of a review in 2010-11, we will decide on the timing for building the biological treatment plant under Stage 2B.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.38 above.

3.40 Initiative

Overseeing the implementation of the pilot scheme on MA and PPP promulgated under the New Nature Conservation Policy, with the objective of enhancing conservation of ecologically important habitats on private land.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.39 above.

3.41 Initiative

Continuing the public engagement process for the Sustainable Development Strategy for Hong Kong, with the aim of encouraging greater public awareness of and participation in this process.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.42 above.

3.42 Initiative

Recommending ECF to support projects in the following new areas in order to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) support greening projects for schools, community buildings and charitable organisations;
- (b) support energy audits and installation projects for buildings to promote

energy conservation. We will invite suitable organisations (namely non-government organisations, professional organisations, universities, etc.) to develop and implement energy conservation projects for selected buildings, elderly homes, etc;

- (c) extend the funding of the source separation of waste programme to commercial buildings. We will also set aside money for the Environmental Campaign Committee for funding the provision of recycling bins to schools and estates to further improve waste recycling in the community;
- (d) we will set aside \$50 million to support projects from the District Councils and community groups to implement district-based projects on greening, energy efficient installation and waste reduction; and
- (e) support projects in conserving and enhancing the biodiversity of ecologically important sites.

A descriptive account of the initiative

This is an on-going initiative in the 2009-10 Policy Agenda. Please refer to paragraph 2.43 above.