

**For discussion
October 2011**

**Legislative Council
Panel on Environmental Affairs
Panel on Economic Development**

**2011-12 Policy Address and Policy Agenda
Policy Initiatives of Environment Bureau**

Introduction

- 1.1 The 2011-12 Policy Address and Policy Agenda set out the Government's new and on-going initiatives. This note elaborates on the initiatives in the 2011-12 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 2010-11 Policy Address and Policy Agenda (please refer to **Annex**).

New Initiatives

2.1 **Initiative**

Promote efforts in combating climate change by carrying out carbon audits on major Government buildings and public facilities; encouraging companies to participate in identifying more room for carbon reduction; and exploring the possibility of setting up a carbon footprint repository.

A descriptive account of the initiative

Climate change is an important environmental issue that is affecting global sustainability. To further demonstrate our determination in combating climate change, we will take the lead and plan to carry out carbon audits at major government buildings and public facilities. We will also step up our efforts in raising the awareness of business enterprises and encouraging them to take part in carbon audit, by working with stakeholders concerned and reaching out to business enterprises to provide necessary support. At the same time, we will explore the possibility of setting up a data depository of carbon audit results. Promoting carbon auditing is expected to create new jobs and open up a window for green business opportunities, thereby also contributing directly to the development of environmental industry in Hong Kong.

2.2 **Initiative**

Enhance community participation in environmental protection through district-based education, promotion and publicity programmes and activities organised or sponsored by District Councils (DCs), so as to garner support from the community and encourage participation in waste reduction, energy and water conservation.

A descriptive account of the initiative

We will collaborate with the Home Affairs Department (HAD) to strengthen the support to DCs

as well as the liaison between DCs and the Environmental Campaign Committee, so as to enhance district-based green promotion activities. The initiative will help cast a more visible commitment of the Government in promoting environmental protection at district level and also contribute to the community-building work of DCs.

2.3 Initiative

Explore with the governments of Guangdong, Shenzhen and Macao the feasibility of requiring ocean-going vessels to switch to low-sulphur diesel while berthing at ports of Hong Kong and the Pearl River Delta (PRD) as well as setting up an Emission Control Area in PRD waters over the longer term; and study in collaboration with the relevant trades the feasibility of improving the quality of marine fuels sold locally to reduce emissions from vessels.

A descriptive account of the initiative

With the growth of marine traffic in Hong Kong and PRD waters, controlling the pollution brought by marine vessel emissions has become more important. The Environmental Protection Department (EPD) and Marine Department are drawing up emission reduction measures applicable to marine vessels, and have initiated dialogue with government departments of the Guangdong Province. Our aim is to implement the new measures in PRD waters as soon as possible in order to reduce pollution from marine vessels.

2.4 Initiative

Amend the Air Pollution Control Ordinance to ban all forms of asbestos.

A descriptive account of the initiative

Asbestos is a proven carcinogen which can cause asbestosis, lung cancer and mesothelioma when inhaled. The import and sale of the more hazardous crocidolite and amosite were already banned since 1996. With proven replacement products becoming available in the market, we propose banning all forms of asbestos to better protect public health. We have consulted the public and will amend the Air Pollution Control Ordinance to ban import, sale, supply and new use of any forms of asbestos.

2.5 Initiative

Strengthen the control of emissions from petrol and liquefied petroleum gas (LPG) vehicles using remote sensing equipment and advanced emission test; and set aside \$150 million for providing a one-off subsidy to owners of LPG taxis and light buses to replace their catalytic converters.

A descriptive account of the initiative

Catalytic converter is a key emission-reduction device on petrol and LPG vehicles, capable of reducing by 90% the amount of air pollutants emitted. Our survey reveals that about 80% of the LPG taxis and light buses running on the roads are emitting excessively; the main reason is their catalytic converters are dysfunctional. The high mileage of LPG taxis and light buses, coupled with failure to replace catalytic converters according to manufacturers' recommended schedule, make them a key source of roadside air pollution. As the pollutants they emit are invisible, the use of roadside remote sensing equipment is required to identify the petrol and LPG

vehicles emitting excessively. In addition, we propose to introduce advanced emission testing for ascertaining subsequently whether the problem of excessive emissions has been rectified. We plan to our consultation with stakeholders within 2011, and in order to help the trades adapt to the new control requirement, we propose to provide a one-off grant to help the owners of LPG taxis and light buses to replace the catalytic converters and associated components before the commencement of the new measure. In future, owners of LPG taxis and light buses will have to check that their converters are functional, and replace converters when needed, to ensure the vehicles do not emit excessively.

2.6 Initiative

Fund the purchase of 36 electric buses for trial by franchised bus companies, to test their performance and collect operational data.

A descriptive account of the initiative

It is our ultimate policy objective to have zero emission buses running across the territory. To achieve this objective, we propose to fund the full cost of procuring 36 electric buses for trial by the franchised bus companies on a number of routes, to assess their performance in different conditions. If the test results are satisfactory, the Government will encourage franchised bus companies in a suitable way to use electric buses on a much larger scale, taking into account the affordability of the bus companies and passengers.

2.7 Initiative

Expand the LPG filling network by searching new sites suitable for use as petrol-cum-LPG stations and by incorporating suitable conditions in future tendering of petrol-cum-LPG filling stations a requirement on the minimum size of LPG filling facilities subject to safety and relevant considerations.

A descriptive account of the initiative

The Government launched the LPG vehicle programme in 2000 to replace diesel taxi and light buses in order to reduce their emissions. The Government also formulated a policy that sites for use as petrol filling stations in the land sales programme must also provide LPG filling services if the safety requirements could be met. At present, our LPG filling network has 62 filling stations, including 12 dedicated filling stations and 50 non-dedicated filling stations, providing 442 LPG filling nozzles in total. The number has increased about threefold from December 2000.

To make LPG filling facilities more convenient, thereby encouraging more public light buses to switch to LPG vehicles and reducing the waiting time for LPG vehicles to refill during busy hours, we will search for suitable petrol filling station sites to further expand the LPG filling network. Furthermore, in all future tendering of petrol-cum-LPG filling stations, the Government will incorporate appropriate conditions, subject to safety requirements and other relevant considerations, specifying a minimum scale of the LPG filling facilities.

2.8 Initiative

Support the local environmental industry to participate in environmental exhibitions, trade missions and related events with a view to promoting the development and business

opportunities of the industry in the Mainland and overseas.

A descriptive account of the initiative

Environmental industry is one of the six industries identified in the Chief Executive's 2009-10 Policy Address which are crucial to the development of our economy. The Government is committed to facilitating the development of these industries in order to propel Hong Kong towards a knowledge-based economy. For this purpose, the Government will provide support for Hong Kong's environmental industry to participate in trade exhibitions and organising trade missions and related events both within and outside Hong Kong. This will allow our environmental industry to fully capitalise on the Mainland and Hong Kong Closer Economic Partnership Arrangement (CEPA) and help tap business opportunities through enhanced networking.

On-going Initiatives

3.1 Initiative

Consulting the public on the Regional Co-operation Plan on Quality Living Area, and carrying out further in-depth studies with a view to finalising a strategy to transform the Greater Pearl River Delta Region into a green and quality living area.

A descriptive account of the initiative

The Outline of the Plan for the Reform and Development of the Pearl River Delta announced in January 2009 provides for closer cooperation between Hong Kong and Guangdong, including the development of a Green PRD Region. Both sides are drawing up a regional cooperation plan under the theme of Building a Quality Living Area in conjunction with Macao. The focus is to develop the PRD Region into a low-carbon, high-technology and low-pollution city cluster of quality living.

In September 2011, Hong Kong, Guangdong and Macao jointly launched a three-month public consultation on initial proposals for the Plan. The consultation document puts forward initial cooperation directions and proposals in the five areas of environment and ecology; low-carbon development; culture and social living; spatial planning; and transportation systems. We will take account of the public views collected during the consultation with a view to finalising the compilation of the Plan towards early 2012.

3.2 Initiative

Preparing for the full implementation of the Buildings Energy Efficiency Ordinance in September 2012.

A descriptive account of the initiative

To prepare for the full commencement of the Buildings Energy Efficiency Ordinance (Cap. 610) in September 2012, we have been processing applications for registration as Registered Energy Assessors, who would be able to perform energy audits for buildings and other statutory duties as required by the Ordinance. We will also launch publicity activities to enhance public awareness of the requirements under the Ordinance.

3.3 Initiative

Implementing the buildings energy efficiency funding schemes, with \$450 million allocated by the Environment and Conservation Fund (ECF) to subsidise building owners to carry out energy-cum-carbon audits and energy efficiency projects. The funding schemes have been open for application since April 2009. Over 790 funding applications have been approved, involving a subsidy amount of over \$300 million.

A descriptive account of the initiative

The Buildings Energy Efficiency Funding Schemes have been well received by the community since its launch. The total saving in electricity consumption of the approved applications is estimated to be 140 million kWh per annum, which is expected to lead to a reduction of about 100,000 tonnes of carbon emissions.

3.4 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.

3.5 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. A school project near Choi Wan Road and Jordan Valley has been completed and the school commenced operation in September 2011. For the other energy efficiency demonstration project, the Kai Tak Government Offices, preparatory work is in progress.

3.6 Initiative

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

A descriptive account of the initiative

The first district cooling system in Hong Kong will provide centralised air-conditioning services

for public and private non-domestic buildings in the Kai Tak Development area in a more energy efficient manner. The construction works are underway and the first phase of it will be completed in the second half of 2012.

3.7 Initiative

Implementing the Mandatory Energy Efficiency Labelling Scheme.

A descriptive account of the initiative

The second phase of the Mandatory Energy Efficiency Labelling Scheme, which extended the scheme to cover washing machines and dehumidifiers, was fully implemented in mid-September 2011. It is expected to achieve energy saving of about 25 million kWh and reduction of carbon emissions by about 18,000 tonnes per year.

3.8 Initiative

Continuing to promote the use of energy-efficient lighting installations and consulting the public on restricting the sale of incandescent light bulbs (ILB).

A descriptive account of the initiative

The Building Energy Efficiency Ordinance, which will commence operation in September 2012, has specified the energy efficiency standards for major electrical installations, including lighting installations. In addition, around 80% of the approved applications under the Buildings Energy Efficiency Funding Schemes cover works to improve energy efficiency of lighting installations. A three-month public consultation on the restriction of sale of energy-inefficient ILB was launched in August 2011. It proposed restricting the supply of ILB by phases through legislation. Implementing the proposal would achieve electricity saving of about 390 GWh and a reduction of about 270,000 tonnes of carbon emissions per year.

3.9 Initiative

Taking follow-up actions with a view to addressing concerns on external lighting with advice from the Task Force on External Lighting.

A descriptive account of the initiative

We set up the Task Force on External Lighting in August 2011 to advise on the development of technical standards and parameters for external lighting specific to local circumstances, as well as the way forward in handling external lighting issues. We will take follow-up actions to address public concerns on external lighting having regard to the advice of the Task Force.

3.10 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 have respectively proceeded with the preparation work for collecting

technical data on-site as well as the feasibility study of their offshore wind farm projects. The Government will continue to monitor progress.

3.11 Initiative

Continuing to tighten, whenever practicable, the statutory cap on the total emissions of power companies according to the Air Pollution Control Ordinance.

A descriptive account of the initiative

In December 2010, we promulgated the second Technical Memorandum under the Air Pollution Control Ordinance to further tighten the emission caps of power plants from January 2015 onwards. Notwithstanding this, the power sector remains the largest source of air pollutant emission in Hong Kong. To continue improving the air quality of Hong Kong, it is necessary for power companies to work towards further reducing emissions. We will conduct a review in 2012 to determine whether it is practicable to tighten the emission caps further, and accordingly a new Technical Memorandum would be promulgated timely.

3.12 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 Pearl River Delta Region.

A descriptive account of the initiative

In regard to tackling air pollution, the governments of Hong Kong and Guangdong have been working in collaboration to take forward the PRD Regional Air Quality Management Plan with a view to reducing the regional emissions of sulphur dioxide (SO₂), nitrogen oxides, respirable suspended particulates (RSP) and volatile organic compounds (VOC). Both sides have carried out a string of emission reduction measures, including retrofitting power plants with desulphurization facilities, upgrading vehicle emission standards, reducing emissions from industrial processes and supplying motor fuel of lower sulphur content, etc.

There has been continuous improvement in regional air quality. According to the monitoring results of the PRD Regional Air Quality Monitoring Network, the annual average concentration of SO₂, nitrogen dioxide and RSP in the PRD Region decreased by 47%, 7% and 14% respectively in 2010 from the levels in 2006. These reductions were attributable to the implementation of enhanced emission reduction measures by both sides. The Government will continue the implementation of emission control measures to further improve regional air quality.

3.13 Initiative

Continuing to work with the Guangdong authorities to map out the emission reduction arrangements for the next phase to further improve regional air quality.

A descriptive account of the initiative

We reached a consensus with the Guangdong Provincial Government in 2002 regarding the regional emission reduction targets on four major types of pollutants for 2010. Both sides have

carried out a string of emission reduction measures to improve regional air quality. To further the cooperation on this front, both sides are undertaking a joint study on the post-2010 arrangements for emission reduction in the region. On the basis of the final assessment now being conducted on the Management Plan, the two sides will seek to complete by the end of 2011 the study on the next phase of arrangements for emissions reduction in the Pearl River Delta region and promulgate the findings.

3.14 Initiative

Continuing to implement the five-year Cleaner Production Partnership Programme to provide professional and technical support to Hong Kong-owned factories in the Pearl River Delta Region with a view to promoting adoption of cleaner production technologies and practices.

A descriptive account of the initiative

The Cleaner Production Partnership Programme was launched in April 2008 with Government funding support of \$93.06 million. The Programme 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 2011, over 1,500 funding applications were approved. We will continue to encourage more Hong Kong-owned factories to take part in the Programme.

3.15 Initiative

Continuing to tighten vehicle emission and fuel standards following the European Union's (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 are Euro IV standards. To advance the availability of Euro V diesel in the local market and promote its use, we introduced a fuel duty concession for this type of diesel in December 2007; in July 2008, we waived the duty on this type of fuel entirely. After the introduction of fuel duty concession for Euro V motor vehicle diesel in 2007, all petrol filling stations have been exclusively offering Euro V diesel to customers. We have adopted the Euro V vehicle fuel standards (for both motor vehicle diesel and unleaded petrol) as the statutory requirements since July 2010.

EU adopted the Euro V standard for vehicle fuels in January 2009. It also adopted the Euro V standard for newly registered heavy duty and light duty vehicles in October 2009 and January 2011 respectively. To encourage the introduction of Euro V commercial vehicles to the local

market, we have been providing first registration tax (FRT) concessions to buyers of these vehicles from April 2008. As the supply of Euro V vehicle is increasing, we have consulted the trades about our proposal to tighten the emission standard for newly registered vehicles to the Euro V level in June 2012. The Panel on Environmental Affairs will be consulted later this year.

3.16 Initiative

Preparing for implementation of the Motor Vehicle Idling (Fixed Penalty) Ordinance starting from December 2011.

A descriptive account of the initiative

To ban idling vehicles with running engines, LegCo passed the Motor Vehicle Idling (Fixed Penalty) Bill in March 2011. The relevant subsidiary legislation was published in the Gazette in August 2011. After the completion of LegCo's vetting process, the new legislation would be implemented from mid-December 2011 onwards. We will disseminate information about the idling prohibition to the public through multiple channels, and continue stepping up promotion of green driving habits.

3.17 Initiative

Providing incentives to encourage owners of Euro II diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles.

A descriptive account of the initiative

We launched a \$540 million one-off grant scheme in July 2010 to encourage early replacement of Euro II diesel commercial vehicles. Owners who scrap their Euro II diesel commercial vehicles and replace them with new commercial vehicles that comply with the statutory emission standard for newly registered vehicles (which is currently the Euro IV emission standard) will receive a one-off grant. The grant scheme is run for 36 months. Up to end-August 2011, we have received over 2,200 applications; 1,947 applications have been approved, representing about 7% of vehicles eligible for the grant. The approved grants total about 160 million.

3.18 Initiative

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

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 of \$50,000 per vehicle. In 2011-12 financial year, the FRT reduction rate under this scheme has been raised to 45% and the cap has been increased to \$75,000 per vehicle. Up to August 2011, we have received and approved about 23,500 applications. Since the introduction of the scheme, environment-friendly petrol private cars accounted for about 15% of all newly registered private cars. To further promote the use of environment-friendly vehicles, we launched another incentive scheme in April 2008 to encourage the use of low-emission

commercial vehicles, with 30%-100% FRT reduction depending on the vehicle class. Up to August 2011, we have received and approved about 4,700 applications. We will regularly review and tighten the qualifying green vehicle standards of the two schemes, so as to ensure that only vehicles of truly outstanding environmental performances will be eligible for the incentive.

3.19 Initiative

Continuing trials of retrofitting Euro II and Euro III franchised buses with selective catalytic reduction (SCR) devices to reduce emissions of nitrogen oxides. Subject to satisfactory trial results, we will fund the capital costs for installing the devices in the Euro II and Euro III franchised buses.

A descriptive account of the initiative

In joint efforts of the Government and the franchised bus companies, the trial of retrofitting Euro II and Euro III franchised buses with selective catalytic reduction (SCR) devices has commenced in September 2011. We shall review the initial trial data after the first six months of the trial, for assessing early the technical feasibility of the retrofit. If the trial is successful, the Government will fund the capital cost of retrofitting the devices, while the bus companies will be responsible for subsequent operational and maintenance costs.

3.20 Initiative

Continuing to encourage the public transport sector and goods vehicle owners to test out green and innovative transport technologies through subsidies under the Pilot Green Transport Fund to improve roadside air quality and combat global climate change.

A descriptive account of the initiative

The Government has set up a \$300 million Pilot Green Transport Fund in March 2011 and encourages the transport trades to apply for grants for testing out green and low-carbon transport technologies. The transport sector, including ferries, taxis, public light buses, franchised buses and non-franchised public buses, vehicles of charitable/non-profit-making organisations used in their services, as well as goods vehicles (including special purpose vehicles), can apply for subsidies from the Fund to test out green and innovative transport technologies.

By the end of September 2011, we have received 30 applications which include trials of electric buses, electric and hybrid goods vehicles, and after-treatment emission reduction devices. We expect that the successful applicants will be able to commence their trials in 2012. We will share trial results with the relevant trades and promote the use of green and innovative transport technologies in collaboration, so as to improve roadside air quality and promote low-carbon economy. The Fund will also help nurture the development of green technologies in Hong Kong.

3.21 Initiative

Preparing to legislate for a new regime to control emissions of air pollutants from non-road mobile machinery, in light of the outcome of consultation with stakeholders.

A descriptive account of the initiative

Non-road mobile machinery include mobile machines, transportable industrial equipment and vehicles powered by an internal combustion engine and used primarily off the roads. These devices have wide applications in the airport, container terminals and construction sites. Their emissions account for about 7% (6,800 tonnes) and 11% (600 tonnes) of the local emissions of nitrogen oxides and RSP respectively. To bring emissions from these sources under legislative control, we formulated a preliminary proposal in 2010 and gathered views from the trades. In June 2011, a revised proposal was put forth for consultation. We will draw up a legislative proposal with reference to findings of the consultation, and initiate in 2012 the legislative procedures required for implementing the emission control.

3.22 Initiative

Mapping out the way forward for local ferries to use cleaner fuel or adopt other emission control measures in light of the findings of the trial of powering local ferries with ultra-low sulphur diesel.

A descriptive account of the initiative

We completed a trial of powering local ferries with ULSD from August 2009 to July 2010. The trial findings indicate that in general, it is technically feasible for ferries to switch to ULSD. However, since the trial fleet consisted of only six ferries, supplying ULSD to the participating ferries incurred relatively high costs of handling and logistics, which pushed up the fuel cost by about \$0.9 per litre (about 20%). We are examining suitable measures to promote the use of cleaner fuels or other emission control measures for local ferries.

3.23 Initiative

Continuing the implementation of the extended import ban of controlled products containing hydrochlorofluorocarbons (HCFC) and other scheduled substances by phases with a view to meeting the phasing out schedule in the Montreal Protocol.

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.

HCFC is mainly used as refrigerant in Hong Kong. To comply with the amended phasing out schedule of the Montreal Protocol, we need to ban the import of equipment using HCFC as refrigerant with a view to reducing the demand for HCFC.

The Ozone Layer Protection (Products Containing Scheduled Substances) (Import Banning) Regulation was amended in December 2009 to extend the import ban to products containing HCFC and other scheduled substances by phases starting from January 2010.

3.24 Initiative

Continuing the implementation of the Air Pollution Control (Volatile Organic Compounds)

Regulation, which was amended in October 2009, to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessels paints by phases from January 2010.

A descriptive account of the initiative

VOC play 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 have to reduce VOC emissions by 55% by 2010 (taking the emission level in 1997 as baseline). In accordance with the Air Pollution Control (Volatile Organic Compounds) Regulation, we have controlled the contents of VOC in architectural paints, printing inks and selected consumer products. To further reduce VOC emissions, we amended the Regulation in October 2009 to extend the control to adhesives, sealants, vehicle refinishing paints as well as marine vessel and pleasure craft paints. The extended control is implemented by phases from January 2010 onwards and will be in full operation by April 2012.

3.25 Initiative

Mapping out the best way forward to update Hong Kong's Air Quality Objectives (AQOs) and develop an air quality management plan.

A descriptive account of the initiative

We have completed the public consultation on the AQOs Review. We reported to the Panel on Environmental Affairs in June 2010 on the findings of the public consultation. We also reported to the Panel's Subcommittee on Improving Air Quality in July 2010 on the key considerations and the best way in taking forward the air quality improvement measures, as well as the progress made on those measures for which concrete implementation programmes have been drawn up.

We will draw up the final recommendations for updating the AQOs and make a proposal to LegCo. Meanwhile, to bring early improvement to Hong Kong's air quality, the Government is actively pursuing those measures that have the general support of the community, including tightening the emission caps of power plants and thus increasing the use of natural gas for electricity generation, providing subsidies for the replacement of old commercial diesel vehicles, retrofitting franchised buses with emission-reduction devices, designating pilot Low Emission Zones in Causeway Bay, Central and Mong Kok, providing financial support for the transport trades to trial green vehicles powered by new energy, introducing regulations for enhancing energy efficiency, tightening the control of VOC by legislation, etc. We are studying how to take forward other improvement measures.

3.26 Initiative

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

- (a) extending the territory-wide source separation of waste programme to promote waste recovery both at home and at work;
- (b) monitoring the operation of EcoPark;
- (c) engaging the public in continued discussions on possible municipal solid waste (MSW)

charging as a direct economic disincentive to reduce waste at source;

- (d) implementing the three landfill extension schemes;
- (e) completing the feasibility and environmental impact assessment studies for the Integrated Waste Management Facilities (IWMF) development, and planning for the tendering of the project;
- (f) completing the tendering of the first phase Organic Waste Treatment Facilities (OWTF); and
- (g) commencing the feasibility and environmental impact assessment (EIA) studies for the second phase OWTF.

A descriptive account of the initiative

We have reviewed the action agenda outlined in the Policy Framework published in 2005 against the latest development and announced in January this year a comprehensive waste management strategy and action plan. The Government will adopt the three-pronged strategy of waste avoidance and minimisation; reuse, recovery and recycling; and bulk waste treatment and disposal to take forward our waste management strategy. 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-August 2011, over 1,760 housing estates / residential buildings and about 700 rural villages have signed up to join the programme, covering more than 80% 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-August 2011, some 717 commercial and industrial buildings have signed up to this programme. To further extend the programme, we are working with government departments, the property management sector, schools, green groups and non-government organisations to develop a broader recycling network at community level to encourage and facilitate the collection of recyclables in the community;
- (b) EcoPark is to provide land on a long-term basis at affordable costs for the recycling and environmental industry with a view to encouraging investment in advanced and value-added technologies. Phase 1 covering 3.6 hectares have been fully let. In addition, the first batch of Phase 2 lots with a total area of 5 hectares was successfully awarded to six recyclers in August 2011 for recycling waste metals, waste batteries, waste construction materials and glass, waste electrical and electronic equipment and waste rubber tyres. We will continue to monitor the progress and facilitate the commencement of operation of these recycling establishments;
- (c) MSW charging aims to provide the public with direct economic disincentive to reduce and recover waste. Internationally there is no one-size-fits-all approach to implement MSW charging. Individual jurisdictions adopt their own approach which best suits their circumstances. Our studies also reveal that the unique city fabric of Hong Kong and the way our municipal waste is being collected would pose significant implementation challenges to MSW charging. We will present a broad framework on the principles and pros and cons of MSW charging options and engage the public in continued discussions on possible MSW charging options in the local context;

- (d) even with IWMF (see sub-paragraph (e) below), we still need landfills as the final repositories for non-combustible and residual waste. Given that the capacity of the three existing landfills would be exhausted one by one from mid- to late-2010's, we need to extend these landfills. We will maintain proactive communication with all stakeholders, including members of LegCo and DCs, and the general public in the course of project implementation;
- (e) We plan to develop the first phase of the IWMF 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 IWMF would have a capacity of 3,000 tonnes per day. We are planning to submit the EIA report of the IWMF following the statutory procedures, and actively prepare for the IWMF works. We will continue our engagement with various stakeholders on the IWMF development;
- (f) We plan to develop the OWTF to recycle source separated organic waste such as food waste into useful resources. We will develop the first phase of OWTF with a treatment capacity of 200 tonnes per day at Siu Ho Wan, North Lantau. We have completed the engineering feasibility and EIA studies in 2010 and are now tendering for the first phase OWTF development with an aim to commission the facilities in 2014; and
- (g) We also plan to develop the second phase of OWTF with a treatment capacity of 300 tonnes per day at Sha Ling, North District. We would commence the engineering feasibility and EIA studies for this second phase OWTF development in late 2011.

3.27 Initiative

Drawing up detailed proposals for extending the Producer Responsibility Scheme (PRS) on Plastic Shopping Bags (PSBs) to cover all retailers.

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 PSBs in Hong Kong through an economic disincentive. We have reviewed the effectiveness of the Scheme and proposed to extend its coverage to all retail outlets. A public consultation exercise was conducted from May to August 2011 and we received positive feedback from the community. We are now analysing the responses received during the consultation exercise with a view to drawing up detailed proposals for extending the PRS on PSBs.

3.28 Initiative

Continuing to develop detailed proposals for the 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. We conducted a public consultation in 2010 on introducing a mandatory PRS through legislation for the proper management of WEEE. During the public consultation, we have received more

than 2,700 submissions which revealed the general support from the community and stakeholders. We would report back to the Panel on Environmental Affairs in the fourth quarter of 2011 on the way forward and thereafter further engage the relevant stakeholders with a view to drawing up the detailed proposal.

3.29 Initiative

Continuing to construct the sludge treatment facility (STF) 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 Harbour Area Treatment Scheme 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. The design and construction of STF commenced in October 2010. It will have a capacity of 2,000 tonnes per day and be commissioned in end-2013.

3.30 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 the reuse of the inert materials.

A descriptive account of the initiative

In consultation with the State Oceanic Administration (SOA), we have been delivering inert construction and demolition materials to Taishan for reclamation purpose since July 2007. We will continue with the delivery scheme and, at the same time, explore with SOA the feasibility of identifying more sites for reusing our surplus fill materials.

3.31 Initiative

Continuing to implement Stage 2A of the Harbour Area Treatment Scheme (HATS) with the aim of completing the construction works within 2014. We commenced a study to review Stage 2B of the Scheme in June 2010. Based on the results to be obtained under the study, we will draw up a timetable for building the biological treatment plant under Stage 2B.

A descriptive account of the initiative

Following the completion of HATS Stage 1 in 2001 and based on the continuous public support through public consultation conducted in 2004 and subsequent consultation with DCs and LegCo, we are proceeding with the implementation of HATS Stage 2 in phases. We are implementing HATS Stage 2A which will collect the remaining 25% of harbour area sewage not handled by Stage 1 and transfer it for centralised chemically enhanced primary treatment at the expanded Stonecutters Island Sewage Treatment Works. We aim to complete Stage 2A within 2014. The second phase, i.e. Stage 2B, is to provide biological treatment for all the harbour area sewage to secure long term protection of the water quality of the harbour. The timing of Stage

2B depends upon trends in population, sewage flow build-up and water quality. In June 2010, we commenced a study on the review of Stage 2B.

3.32 Initiative

Continuing to monitor the water quality of Tsuen Wan beaches and reopening them by phases in view of the significant improvement in water quality upon commissioning of the Advance Disinfection Facilities of the HATS Stage 2A in March 2010. Four beaches, namely, Lido Beach, Casam Beach, Approach Beach and Hoi Mei Wan Beach have been re-opened in June 2011. Improvement works to the facilities at the remaining three beaches, namely, Anglers' Beach, Gemini Beaches and Ting Kau Beach, will be undertaken with a view to reopening them in the 2013 swimming season.

A descriptive account of the initiative

Seven beaches in Tsuen Wan were closed due to excessive water pollution. To improve water quality in Victoria Harbour and beaches in Tsuen Wan, the Government has spent about \$120 million on the construction of Advance Disinfection Facilities and has further allocated about \$17 billion for the full implementation of Stage 2A of HATS. In addition, the Government has constructed the Sham Tseng Sewage Treatment Works and local sewerage network along Castle Peak Road to receive wastewater from local residents for proper treatment. Since March 2010, the Advance Disinfection Facilities at Stonecutters Island Sewage Treatment Works has been in operation and has improved water quality in western Victoria Harbour and beaches in Tsuen Wan. All seven beaches along the coast in Tsuen Wan have now met the water quality standards for bathing beaches, and are considered suitable for swimming. Four beaches, namely Lido Beach, Casam Beach, Approach Beach and Hoi Mei Wan Beach, have been re-opened for swimming in June 2011. The other three beaches are also planned to be re-opened in 2013 after the completion of improvement works to beach facilities.

3.33 Initiative

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

A descriptive account of the initiative

Pursuant to the announcement of NNCP in November 2004, we launched two pilot schemes for nature conservation, namely the Management Agreement and PPP pilot schemes, to enhance ecological values of the 12 priority conservation sites.

Currently, two Management Agreement projects are in operation to conserve Fung Yuen and Long Valley. Noting that the pilot Management Agreement 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 Management Agreement Scheme. 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, which supported the

Sha Lo Tung project from the conservation angle. The proposed development in Sha Lo Tung is a Designated Project under the EIA Ordinance. We will vet the environmental impact assessment conducted by the project proponent in accordance with the requirements of the Ordinance. In addition, we have extended the Management Agreement scheme to the private land in the Country Parks and the Country Park enclaves.

3.34 Initiative

Stepping up publicity and education efforts on the Hong Kong Global Geopark of China, in order to better promote and preserve Hong Kong's unique and valuable geological resources.

A descriptive account of the initiative

Hong Kong Geopark has been admitted as a member of the Global Geoparks Network on 17 September 2011 and has been named as Hong Kong Global Geopark of China. The Geopark will be an international attraction for local and overseas visitors, and will establish a model for the co-existence of conservation and development. To better protect and manage the geological resources within the Hong Kong Global Geopark of China, a number of geologically important sites in the North East New Territories and the Sai Kung district have been designated as special areas under the Country Parks Ordinance. We have developed an integrated management system, as well as set up dedicated teams to focus on specific areas of education, publicity, research, planning, conservation and network building. We will continue our promotion, publicity and education efforts, in order to raise public's understanding and awareness of geo-conservation, as well as promote these unique geological features to the public and tourists.

3.35 Initiative

Taking forward the proposal 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 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 have conducted consultation in relation to the proposed 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 introduce other measures to assist them. We would continue our discussion with the relevant stakeholders, including the affected fishermen.

3.36 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 will continue to engage the public to express their views on important sustainable development issues through the stakeholder-led public engagement process. In August 2011, the Council launched a new round of engagement

process on “Combating Climate Change: Energy Saving and Carbon Emission Reduction in Buildings”, which will last for four months. Given that the use of electricity in buildings accounted for around 60% of Hong Kong’s greenhouse gas emissions, the public engagement focuses on issues to enhance building energy efficiency through demand side management. The Council plans to submit its report with recommendations on the way forward to the Government in 2012.

3.37 Initiative

Continuing to support, through the ECF, the following projects to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) greening/waste recovery and food waste recycling /energy efficiency projects for schools, community buildings and charitable organisations;
- (b) energy audits and energy efficient installation projects for buildings to promote energy conservation under the Building Energy Efficiency Funding Schemes, as well as energy audits and energy conservation projects in NGO premises under the Energy Conservation Projects for NGOs funding scheme;
- (c) the operation of two processing centres by NGOs for waste plastics and waste electrical and electronic equipment respectively at EcoPark;
- (d) 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) projects from DCs and community groups to implement district-based projects on low carbon lifestyle promotion, energy efficient installations and waste reduction; and
- (f) projects in conserving and enhancing the biodiversity of ecologically important sites.

A descriptive account of the initiative

Since the injection of \$1 billion into the ECF in early 2008 and the further injection of \$500 million in 2011, the ECF has approved to finance over 1,900 projects with a total commitment over \$1,020 million, as elaborated below –

- (a) over 790 applications approved under the Building Energy Efficiency Funding Schemes;
- (b) 164 energy conservation projects for NGOs;
- (c) 58 research and conference projects;
- (d) four nature conservation agreement projects;
- (e) 17 public education programmes for the Policy Framework on Management of MSW;

- (f) 610 minor works projects;
- (g) 64 environmental education and community action projects;
- (h) 32 waste recovery projects, including two projects for operating two processing centres for waste plastic and WEEE at Ecopark and 13 projects for NGOs to promote food waste recovery; launched the Scheme for Food Waste Recycling for Housing Estates in July 2011;
- (i) 75 on-site meal portioning projects at schools;
- (j) setting up of recycling bins in estates to promote source separation of waste on a floor basis;
- (k) territory-wide environmental education programmes carried out by the Environmental Campaign Committee;
- (l) support charitable organisations to formulate and implement comprehensive development plans of moving towards green organisations; and
- (m) approved 15 projects under the collaboration scheme with the DCs.

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.

3.38 Initiative

Continuing to actively apply green specifications in government procurement as well as cleansing and vehicle hiring service contracts. We will also seek to widen the scope of green procurement in public works projects.

A descriptive account of the initiative

The Government is committed to green procurement. We have now developed green specifications for over 100 products commonly procured by Government bureaux and 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. To broaden the areas of our green procurement policy, we shall also expand green procurement to the Government's service contracts, such as cleansing contract and vehicle hiring services contracts. In public works contracts, we would increase the use of recycled works materials to help promoting the local recycling industry and to ease the burden of our landfills. From late 2010 onwards, the Highways Department mandated the use of concrete paving blocks with recycled glass at the areas planned for concrete paving blocks in road maintenance contracts. Separately, we issued in August 2011 a tender for procuring B5 diesel for use by the vehicles, vessels and machines of various departments starting from 2012.

We also issued two circulars in January and March 2011 to all departments, providing clearer guidelines on procurement of more environmentally friendly stores, services and works materials. In September 2011, we conducted a workshop on green procurement for all government departments.

3.39 Initiative

Continuing to encourage all schools to sign a green lunch charter to avoid the use of disposable containers and cutlery, and to reduce food waste; and with funding support from the ECF, encouraging schools to install new facilities for serving green lunch. Up to end-August 2011, 75 funding applications, amounting to \$97 million have been approved. Since 2010, all new schools under planning have incorporated on-site meal portioning facilities as standard facilities of school.

A descriptive account of the initiative

Nearly 300 secondary and primary schools have signed the Green Lunch Charter since its launch on 26 February 2010. The ECF has set aside \$150 million to support existing schools to install facilities for implementing on-site meal portioning. Out of 75 funding applications approved, 71 schools have completed the works to commence on-site meal portioning in the 2011/12 school term. For newly built schools, the standard school design will include facilities for on-site meal portioning.

3.40 Initiative

Drawing up Hong Kong's climate change strategy and related greenhouse gas emissions reduction measures for combating climate change.

A descriptive account of the initiative

The Government launched a public consultation in September 2010 on Hong Kong's Climate Change Strategy and Action Agenda, including a proposed voluntary carbon intensity target for 2020 as well as related mitigation measures. The consultation ended in December 2010. We will map out the way forward by taking into account comments and suggestions received as well as the latest development on relevant issues.

3.41 Initiative

Implementing the Convention on Biological Biodiversity and the Cartagena Protocol on Biosafety, and demonstrating to the international community our commitment to enhance the protection of biodiversity.

A descriptive account of the initiative

The Genetically Modified Organisms (Control of Release) Ordinance came into effect in March 2011, which regulates, manages and controls the risks associated with the use and release of genetically modified organisms into the environment. Upon the commencement of the Ordinance, the application of the Convention on Biological Biodiversity and the Cartagena Protocol on Biosafety have been extended to Hong Kong, demonstrating to the international community our commitment to enhance the protection of biodiversity.

**Progress Made in Implementing
Initiatives in 2010-11 Policy Agenda**

New Initiatives

4.1 Initiative

To take forward the Regional Co-operation Plan on Quality Living Area for the Pearl River Delta (PRD) Region in collaboration with Guangdong and Macao with a view to transforming the Region into a green and quality living area.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.1 above.

4.2 Initiative

To propose new emission caps for the power sector for promulgation with a view to further tightening up control on its emissions.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.11 above.

4.3 Initiative

To fund a trial to ascertain the feasibility of retrofitting Euro II and Euro III franchised buses with selective catalytic reduction (SCR) devices to reduce emissions of nitrogen oxides from the franchised bus fleet.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.19 above.

4.4 Initiative

Subject to satisfactory trial results, propose to fund the capital costs for installing SCR devices to Euro II and Euro III franchised buses.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.19 above.

4.5 Initiative

To set up the Pilot Green Transport Fund within 2010-11 for application by the transport trade.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.20 above.

4.6 Initiative

To fund the full cost of procuring six hybrid buses for use by the franchised bus companies along busy corridors to test the operational efficiency and performance of these buses under Hong Kong conditions and to collect operational data. When the current bus franchises expire in the coming few years, to impose additional requirements in the franchises for the bus companies to switch to zero emission buses or the most environmental-friendly buses when replacing existing ones, taking into account the feasibility and affordability for bus operators and passengers.

A descriptive account of the initiative

The Finance Committee of LegCo approved in April 2011 the funding for procuring six hybrid buses for the trial. We are following up with the franchised bus companies on the procurement of buses, drawing up of agreements and other matters relating to the trial. Apart from this, the Government is funding the procurement of 36 zero-emission electric buses in the coming year for trial use on different routes. Please refer to paragraph 2.6 above.

4.7 Initiative

To designate pilot low-emission zones (LEZs) in busy districts such as Causeway Bay, Central and Mong Kok to increase as far as possible the ratio of low-emission franchised buses running in these zones from next year, with the target of having only low-emission buses in these zones by 2015.

A descriptive account of the initiative

In implementing the proposal, the franchised bus companies will replace old buses in the coming few years along established arrangements, and will deploy the newly purchased low-emission buses to the pilot LEZs as far as practicable. At the same time, the trial of retrofitting Euro II and Euro III franchised buses with SCR devices is in progress. If the trial is successful, the Government will fund the retrofitting of all Euro II and Euro III franchised buses, to bring their emission performance to Euro IV level or above (see paragraph 3.19 above). Some of the hybrid buses and electric buses on Government-subsidised trials will also run in the pilot LEZs.

4.8 Initiative

To re-open in 2011 some of the Tsuen Wan beaches where water quality has been restored. With the commissioning of the Advance Disinfection Facilities of the Harbour Area Treatment Scheme (HATS) Stage 2A in March 2010, the water quality in western Victoria Harbour and Tsuen Wan beaches has improved.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.32 above.

4.9 Initiative

To extend the Convention on Biological Biodiversity and the Cartagena Protocol on Biosafety to Hong Kong upon the commencement of the Genetically Modified Organisms (Control of Release) Ordinance to demonstrate to the international community our commitment to enhance the protection of biodiversity.

A descriptive account of the initiative

The Convention of Biological Diversity provides a comprehensive approach to the conservation of biological diversity, and sets overall goals and general obligations. With the commencement of the Genetically Modified Organisms (Control of Release) Ordinance in March this year, Hong Kong's existing nature conservation policy and measures are in line with the objectives of the Convention, and the application of the Convention has been extended to Hong Kong.

4.10 Initiative

To consult the public on Hong Kong's Climate Change Strategy with a view to drawing up Hong Kong's action blueprint and related greenhouse gas emissions reduction measures for combating climate change.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.40 above.

4.11 Initiative

To inject an additional \$500 million into the Environment and Conservation Fund (ECF) to sustain and expand community participation in environmental protection and nature conservation.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.37 above.

On-going Initiatives

5.1 Initiative

Working with the Guangdong authorities to carry out further in-depth studies with a view to finalising 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 2011-12 Policy Agenda. Please refer to paragraph 3.1 above.

5.2 Initiative

Upon the passage of the Buildings Energy Efficiency Bill by LegCo, proceeding with the enactment of relevant subsidiary legislation and preparing for the implementation of the ordinance.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.2 above.

5.3 Initiative

Continuing to promote the buildings energy efficiency funding schemes, with \$450 million allocated by ECF to subsidise building owners to carry out energy-cum-carbon audits and energy efficiency projects. The funding schemes have been open for application since April 2009. Over 560 funding applications have been approved, involving a subsidy amount of over \$180 million.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.3 above.

5.4 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

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.4 above.

5.5 Initiative

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

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.5 above.

5.6 Initiative

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

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.6 above.

5.7 Initiative

Preparing for full implementation of the second phase of the Mandatory Energy Efficiency Labelling Scheme in September 2011.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.7 above.

5.8 Initiative

Continuing to promote the use of energy-efficient lighting installations and preparing for the public consultation on progressively restricting the sale of incandescent light bulbs.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.8 above.

5.9 Initiative

Taking follow-up actions in view of the findings of the study on the issue of energy wastage of external lighting.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.9 above.

5.10 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 2011-12 Policy Agenda. Please refer to paragraph 3.10 above.

5.11 Initiative

Continuing 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

Both power companies have launched their electric vehicle leasing schemes as scheduled.

5.12 Initiative

Continuing to cap 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

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.11 above.

5.13 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 2011-12 Policy Agenda. Please refer to paragraph 3.12 above.

5.14 Initiative

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

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.13 above.

5.15 Initiative

Continuing to implement the five-year Cleaner Production Partnership Programme to provide professional and technical support to Hong Kong-owned factories in the PRD Region with a view to promoting adoption of cleaner production technologies and practices.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.14 above.

5.16 Initiative

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

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.15 above.

5.17 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

In addition to proposing strengthened emissions control on petrol and LPG vehicles with the use of roadside remote sensing equipment and advanced emission testing, the 2011-12 Policy Agenda further proposes to set aside \$150 million for providing a one-off grant to help owners of LPG taxis and light buses replace the catalytic converters of their vehicles. Please refer to paragraph 2.5 above.

5.18 Initiative

Bringing the Motor Vehicle Idling (Fixed Penalty) Bill through LegCo to introduce a statutory ban on idling vehicles with running engines.

A descriptive account of the initiative

LegCo passed the Motor Vehicle Idling (Fixed Penalty) Bill in March 2011. The relevant subsidiary legislation was published in the Gazette in August 2011. Please refer to paragraph 3.16 above on publicity and enforcement of the new law.

5.19 Initiative

Providing incentives to encourage owners of Euro II diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.17 above.

5.20 Initiative

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

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.18 above.

5.21 Initiative

Drawing up a scheme to control the emissions of non-road mobile sources, including implementation of statutory emission standards for non-road mobile machinery, in light of the outcome of the consultation with the trade.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.21 above.

5.22 Initiative

Mapping out the way forward for reducing emissions from local ferries in light of the findings of the trial to ascertain the technical feasibility of local ferries using ULSD.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.22 above.

5.23 Initiative

Extending the import ban to controlled products containing HCFC and other scheduled substances by phases from January 2010, with a view to meeting 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 2011-12 Policy Agenda. Please refer to paragraph 3.23 above.

5.24 Initiative

Implementing the Air Pollution Control (Volatile Organic Compounds) Regulation, which was amended in October 2009, to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessels paints by phases from January 2010.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.24 above.

5.25 Initiative

Mapping out the best way forward to update Hong Kong's Air Quality Objectives and develop an

air quality management plan.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.25 above.

5.26 Initiative

Continuing to engage major local trade and environmental protection associations in organising activities for promoting carbon audits or carbon reduction within the community.

A descriptive account of the initiative

The activities organised in the past year in collaboration with trade and environmental protection associations have been completed. In the coming year, we will continue to encourage community participation in education, promotion and publicity programmes and activities for environmental protection, e.g. through DCs organising or sponsoring activities, and encouraging companies to participate in identifying room for carbon reduction. Please refer to paragraphs 2.1 and 2.2 above.

5.27 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 continuing to examine feasible municipal solid waste charging options in the local context;
- (d) implementing the three landfill extension schemes;
- (e) completing the feasibility and EIA studies for the Integrated Waste Management Facilities at the two potential sites (i.e. Tsang Tsui ash lagoon in the Tuen Mun District and Shek Kwu Chau of the Islands District); and
- (f) completing the feasibility and EIA studies for the Organic Waste Treatment Facilities and preparing for the tendering of the project.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.26 above.

5.28 Initiative

Reviewing the effectiveness of the Environmental Levy Scheme on Plastic Shopping Bags, as the first mandatory Producer Responsibility Scheme (PRS) under the Product Eco-responsibility Ordinance, and consulting the public on its way forward.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.27 above.

5.29 Initiative

Drawing up detailed proposals for a mandatory PRS for waste electrical and electronic equipment (WEEE).

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.28 above.

5.30 Initiative

Completing the upgrading of the Chemical Waste Treatment Centre in 2011 to meet the latest EU air-emission standards.

A descriptive account of the initiative

The upgrading works have been completed on schedule.

5.31 Initiative

Commencing the construction of the sludge treatment facility in 2010 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 2011-12 Policy Agenda. Please refer to paragraph 3.29 above.

5.32 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 2011-12 Policy Agenda. Please refer to paragraph 3.30 above.

5.33 Initiative

Continuing to implement Stage 2 of HATS by phases with the aim of completing Stage 2A within 2014. We commenced a study to review Stage 2B of the Scheme in June 2010. Based on the results to be obtained under the study, 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 2011-12 Policy Agenda. Please refer to paragraph 3.31 above.

5.34 Initiative

Overseeing the implementation of the Management Agreement and pilot scheme on Public-Private-Partnership 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 2011-12 Policy Agenda. Please refer to paragraph 3.33 above.

5.35 Initiative

Seeking to designate the Geopark areas as protected areas, and 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

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.34 above.

5.36 Initiative

Taking forward the proposal 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

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.35 above.

5.37 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 2011-12 Policy Agenda. Please refer to paragraph 3.36 above.

5.38 Initiative

Continuing to support, through ECF, the following projects to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) greening / waste reduction / energy efficiency projects for schools, community buildings and charitable organisations;
- (b) energy audits and energy efficient installation projects for buildings to promote energy conservation under the Building Energy Efficiency Funding Schemes, as well as energy audits and energy conservation projects in NGO premises under the Energy Conservation Projects for NGOs funding scheme;
- (c) the operation of two processing centres by NGOs for waste plastics and WEEE respectively at EcoPark;
- (d) 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) projects from DCs and community groups to implement district-based projects on low carbon lifestyle promotion, energy efficient installations and waste reduction; and
- (f) 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 2011-12 Policy Agenda. Please refer to paragraph 3.37 above.

5.39 Initiative

Continuing to actively apply green specifications in government procurement. We also aim to extend the green procurement policy to cleansing and vehicle hiring service contracts. Furthermore, works departments will also start using paving blocks made with recycled glass in upcoming road maintenance contracts.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.38 above.

5.40 Initiative

Continuing to encourage all schools to sign a green lunch charter to avoid the use of disposable

containers and cutlery, and to reduce food waste; and with funding support from ECF, encouraging schools to install new facilities for serving green lunch. Up to end-September 2010, 45 funding applications, amounting to \$57 million have been approved.

A descriptive account of the initiative

This is an on-going initiative in the 2011-12 Policy Agenda. Please refer to paragraph 3.39 above.