

立法會
Legislative Council

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Panel on Environmental Affairs

Minutes of meeting
held on Monday, 27 October 2014, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Hon CHAN Hak-kan, JP (Chairman)
Dr Hon Kenneth CHAN Ka-lok (Deputy Chairman)
Hon James TO Kun-sun
Hon TAM Yiu-chung, GBS, JP
Hon Vincent FANG Kang, SBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon Gary FAN Kwok-wai
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon Dennis KWOK
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Members absent : Hon Albert CHAN Wai-yip
Hon KWOK Wai-keung

Public Officers attending : **For item V**

Mr WONG Kam-sing, JP
Secretary for the Environment

Mr Howard CHAN, JP
Deputy Director of Environmental Protection (2)
Environmental Protection Department

Dr Ellen CHAN, JP
Assistant Director (Environmental Infrastructure)
Environmental Protection Department

Mr CHEN Che-kong
Principal Environmental Protection Officer
(Waste Transfer & Development)
Environmental Protection Department

For item VI

Mr WONG Kam-sing, JP
Secretary for the Environment

Mr Andrew LAI, JP
Deputy Director of Environmental Protection (3)
Environmental Protection Department

Mr MOK Wai-chuen, JP
Assistant Director (Air Policy)
Environmental Protection Department

Mr Dave HO
Principal Environmental Protection Officer
(Air Policy)
Environmental Protection Department

Clerk in attendance : Ms Miranda HON
Chief Council Secretary (1)1

Staff in attendance : Miss Lilian MOK
Senior Council Secretary (1)1

Ms Mandy LI
Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

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I. Election of Deputy Chairman

The Chairman invited nominations for the deputy chairmanship of the Panel for the 2014-2015 session.

2. Ms Cyd HO nominated Dr Kenneth CHAN for the deputy chairmanship. The nomination was seconded by Mr Gary FAN. Dr Kenneth CHAN accepted the nomination. There being no other nominations, Dr Kenneth CHAN was declared Deputy Chairman of the Panel for the 2014-2015 session.

II. Confirmation of minutes

(LC Paper No. CB(1)85/14-15 — Minutes of the meeting held on
9 October 2014)

3. The minutes of the meeting held on 9 October 2014 were confirmed.

III. Information papers issued since the meeting on 23 July 2014

4. Members noted that the following papers had been issued since the meeting on 23 July 2014 –

(LC Paper No. CB(1)1918/13-14(01) — Administration's paper on
"Cleaner Production
Partnership Programme

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Progress Report for
2013/2014"

- LC Paper No. CB(1)1924/13-14(01) — Referral memorandum from the Public Complaints Office of the Legislative Council Secretariat regarding the promotion of the wider use of electric bicycles in Hong Kong (Chinese version only) (Restricted to Members)
- LC Paper No. CB(1)1951/13-14(01) — Letter dated 26 August 2014 from Hon Tony TSE Wai-chuen to the Chairman regarding the possible sewage pollution caused by facility malfunction in the Pillar Point sewage treatment works (Chinese version only)
- LC Paper No. CB(1)1989/13-14(01) — Administration's response to letter dated 26 August 2014 from Hon Tony TSE Wai-chuen regarding the possible sewage pollution caused by facility malfunction in the Pillar Point Sewage Treatment Works)

IV. Items for discussion at the next meeting

- (LC Paper No. CB(1)87/14-15(01) — List of follow-up actions
- LC Paper No. CB(1)87/14-15(02) — List of outstanding items for discussion)

5. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 24 November 2014, at 2:30 pm –

- (a) PWP Item No. 5054DP – Further enhancing quality of coastal waters of Victoria Harbour; and

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- (b) Emergency sewage discharge incident at Pillar Point Sewage Treatment Works, Tuen Mun on 25 and 26 August 2014.

6. Ms Cyd HO proposed that pursuant to the discussion at the Panel meeting on 25 June 2014, the Panel should follow up the accumulated impacts of the planned marine works projects in the western waters of Hong Kong (as mentioned in LC Paper No. CB(1)2004/13-14(01)) on marine ecology as well as the progress of respective mitigation measures and restoration works. The Chairman directed that the subject be included in the list of outstanding items for discussion by the Panel.

V. Waste Disposal (Designated Waste Disposal Facility) (Amendment) Regulation 2013 and Waste Disposal (Refuse Transfer Station) (Amendment) Regulation 2013 (Commencement) Notice

(LC Paper No. CB(1)87/14-15(03) — Administration's paper on "Waste Disposal (Designated Waste Disposal Facility) (Amendment) Regulation 2013 and Waste Disposal (Refuse Transfer Station) (Amendment) Regulation 2013 (Commencement) Notice")

7. The Secretary for the Environment ("SEN") briefed members on the Administration's proposal to bring into effect the relevant provisions of the Waste Disposal (Designated Waste Disposal Facility) (Amendment) Regulation 2013 and the Waste Disposal (Refuse Transfer Station) (Amendment) Regulation 2013 (collectively known as "the Amendment Regulations") to enhance the utilization of refuse transfer stations ("RTSs") and the performance of refuse collection vehicles ("RCVs").

Opening of the Shatin Transfer Station ("STTS") for private waste collectors ("PWCs")

8. Noting that STTS would be opened up for use by PWCs to cope with the municipal solid waste ("MSW") to be diverted from the South East New Territories ("SENT") Landfill after the latter had been designated to receive only construction waste, Dr Elizabeth QUAT expressed concern as to whether the capacity of STTS could accommodate the increased quantities of waste to be delivered by PWCs.

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9. The Assistant Director of Environmental Protection (Environmental Infrastructure) ("ADEP(EI)") responded that each RTS had its own design capacity and the MSW diverted from the SENT Landfill would only take up the unused capacity of STTS. Besides, the Food and Environmental Hygiene Department ("FEHD") had started to re-route its refuse collection services to deliver more FEHD-collected MSW to other waste treatment facilities, making available more RTS capacity at STTS to handle the MSW diverted from the SENT Landfill. As such, STTS should have adequate RTS capacity to meet the increased quantities of waste to be delivered by PWCs when the SENT Landfill ceased to receive odorous waste.

Admin 10. Dr Elizabeth QUAT further requested the Administration to provide the anticipated reduction in the number of vehicle trips of RCVs running along Wan Po Road after the SENT Landfill had been designated to receive only construction waste and the basis upon which the number was arrived at.

(Post-meeting note: The Administration's response was circulated to members on 5 November 2014 vide LC Paper No. CB(1)183/14-15(01).)

Retrofitting of RCVs

11. Dr Elizabeth QUAT enquired about the progress of the one-off subsidy scheme launched by the Administration to assist private RCV owners to retrofit their vehicles with tailgate covers and waste water sump tanks. She also noted with concern that there were complaints from residents that waste was spattered and leachate was dripped from newly retrofitted RCVs during the transfer of refuse. Mr WU Chi-wai shared similar views that some trucks carrying waste materials were not fully enclosed or covered with tarpaulin sheet, causing waste spattering and emission of dusty materials. Ir Dr LO Wai-ki urged the Environmental Protection Department ("EPD") and the Hong Kong Police Force ("HKPF") to conduct enforcement actions against RCVs dropping waste (e.g. large piles of waste paper and styrofoam waste) during their trips to landfills or other waste treatment facilities as this might pose danger to other road users.

12. The Deputy Director of Environmental Protection (2) ("DDEP(2)") responded that with the support of the waste collection trade associations, the subsidy scheme launched in early 2014 had been well received by the waste collection trade. At present, about 98% of private RCVs eligible for the subsidy had been or would be retrofitted under the scheme. The Administration understood that for those few private RCV owners not joining the scheme, some of them intended to apply for the ex-gratia payment under the scheme on "Phasing Out Pre-Euro IV Diesel Commercial Vehicles" to replace their old

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RCVs while the rest were either not engaged in refuse collection or were inactive. To encourage RCV owners to continue to enhance the environmental performance of their vehicles, the Administration and the waste collection trade were studying the feasibility of introducing trade-led incentive schemes to promote good practices among RCV operators. For example, quality marks could be awarded to RCVs which were properly operated to serve as reference for property management companies when they engage waste collection contractors. Codes of practice could also be prepared to remind the trade of good operation and maintenance practices of RCVs.

13. As regards the environmental nuisances caused by construction trucks carrying dusty load, ADEP(EI) advised that under the Air Pollution Control (Construction Dust) Regulation, appropriate measures should be employed to minimize windblown litter and dust during transportation by either covering trucks or transporting wastes in enclosed containers, and any non-compliance would be prosecuted by EPD. EPD would remind the construction trade of the need to adopt adequate measures to prevent dust nuisance in construction sites. In addition, EPD, HKPF and FEHD would jointly conduct regular blitz operations by setting up road blocks at the roads leading to landfills such as Wan Po Road and Sha Tau Kok Road to check the RCVs and dump trucks passing by. Among the over 600 cases of non-compliance since August 2013, more than 70% were related to speeding and over-loading while only around 90 RCVs or dump trucks were found to be dripping wastewater and about 100 were not properly covered. Closed-circuit television (commonly referred to as "CCTV") had also been installed at black spots to deter fly-tipping.

14. Mr Frankie YICK enquired whether the Administration would install wastewater treatment facilities in refuse collection points ("RCPs") for RCVs to discharge the leachate or wastewater stored in their waste water sump tanks to prevent leachate dripping during the transfer of refuse. DDEP(2) responded that wastewater treatment facilities had already been installed in all RTSs to treat leachate and wastewater to acceptable standards for direct discharge into the receiving sewerage system. ADEP(EI) supplemented that EPD and FEHD had studied the feasibility of installing wastewater treatment facilities in RCPs. As most RCPs had very limited space, the Administration considered it not feasible to install wastewater treatment facilities therein. Mr YICK remained unconvinced and was of the view that wastewater treatment facilities were not very bulky and should not take up much space of RCPs. He strongly urged the Administration to install wastewater treatment facilities in RCPs with adequate space to prevent leachate dripping from RCVs during the transfer of refuse.

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Waste Diversion Plan ("WDP")

15. Mr Frankie YICK said that the waste collection trade welcomed the Administration's WDP for the SENT Landfill to facilitate the diversion of waste through the existing waste collection system and minimize the consequential traffic and environmental impacts. However, he expressed concern that some waste collectors engaged in FEHD's refuse collection contracts might face a significant increase in their operating costs, in particular the overall transportation costs, as they had to arrange additional RCV routes to transport the MSW diverted from the SENT Landfill to alternative landfills or waste disposal facilities. Ms Cyd HO echoed that not only FEHD's contractors, other PWCs might also be affected by increased operating costs as they had to adjust their RCV routes and pay a charge if they chose to use the RTS service.

16. DDEP(2) advised that FEHD had been discussing with its contractors who would be affected by WDP the future arrangements for their waste collection services and was prepared to assist them in making the necessary adjustments to their RCV routes and collection schedules in order to achieve the proposed waste diversion. FEHD aimed to complete 60% of the planned diversion by the end of 2014 and the rest by mid-2015. ADEP(EI) reiterated that FEHD had started the re-routing of its refuse collection services. In 2013, there were about 470 vehicle trips of RCVs delivering MSW to the SENT Landfill per day while that number was reduced to around 409 in the first half of 2014. DDEP(2) added that the Sludge Treatment Facility in Tuen Mun was expected to commence commissioning by the end of 2014 or early 2015. The Administration expected that around 300 tonnes of sludge per day would be diverted away from the SENT Landfill to the facility by then.

17. Ms Cyd HO further asked if the Administration had any alternative plan to tackle the imminent waste problem of Hong Kong if the funding proposals for the extension of the three strategic landfills were not approved by the Finance Committee. SEN responded that the discussion of landfill extension and construction of waste-to-energy facilities had been going on for many years. Landfills remained an indispensable part of Hong Kong's waste treatment and there was a genuine need to extend them in a timely manner. To address the environmental concerns arising from the operation of the SENT Landfill, the Administration had mapped out WDP which comprised the designation of the SENT Landfill to receive only construction waste and other complementary measures to facilitate the diversion of waste through the existing waste collection system.

18. Mr WONG Ting-kwong noted with concern that the Northeast New Territories ("NENT") Landfill and the West New Territories Landfill would have to shoulder a higher share of odorous waste after the SENT Landfill had

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been designated to receive only construction waste. He sought elaboration about the potential traffic impacts associated with WDP. SEN responded that under WDP, the waste diverted from the SENT Landfill would be delivered to RTSs for compaction and onward transportation to other landfills. This would significantly minimize the problems of odour during transportation and reduce the overall transportation cost. The waste collection trade was encouraged to maximize their use of RTSs. ADEP(EI) supplemented that FEHD had started to re-route its collection service and the re-routing did not cause adverse traffic impact. At present, about 100 tonnes of MSW in Tai Po district had been diverted to the NENT Landfill for disposal. In general, the peak period of traffic flow of RTSs was from morning to 2:00 pm or 3:00 pm every day. It was expected that after FEHD had completed the planned diversion, the traffic flow of RTSs at peak hours would be further reduced.

Food waste management

19. Ir Dr LO Wai-kwok expressed support for the Administration's legislative proposal to enhance the utilization of RTSs and the performance of RCVs for the smooth implementation of WDP. Noting that food waste was a major constituent of MSW in Hong Kong and would give rise to odour and hygiene problems, he opined that the Administration should proactively step up the promotion of food waste management to separate wet and odorous food waste from general waste right at source. The Administration should also make reference to the food waste management strategies of South Korea where many households used domestic food waste treatment machines to process food waste at home such that the odorous smell and size of food waste would be significantly reduced before disposal.

20. SEN responded that the Administration was committed to promoting the proper practice of source separation of food waste, in particular the separation of excess water from the food waste, and instilling such behavioural changes in various sectors of the community (including the commercial and industrial ("C&I") sector) and at the individual and household levels, so that the waste could be better handled.

21. Noting that food waste imposed a heavy burden on landfills and would easily cause odour nuisance, Mr Michael TIEN opined that the Administration should promote the use of RTSs for food waste collection and compaction. Consideration might be given to allowing the C&I sector to use RTSs free of charge to process around 1 000 tonnes of food waste per day such that the odorous smell and size of food waste would be significantly reduced before delivery to landfills. An introduction of landfill charges might also further encourage PWCs to use the RTS services, thereby alleviating the environmental nuisances caused by the operation of the three strategic landfills.

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22. SEN advised that the Administration had been adopting a multi-pronged approach to tackle the food waste problem of Hong Kong, ranging from the implementation of MSW charging in 2016, the progressive development of food waste treatment capability including the recycling plant at the EcoPark and the Organic Waste Treatment Facilities Phase 1 in Siu Ho Wan, the enhancement of the equipment standards of RCVs and the upgrading of RTSs. The Administration would continue to take heed of members' views and suggestions when mapping out future waste management strategies.

Wood waste recycling

23. The Deputy Chairman expressed concern about wood waste recycling in Hong Kong. Due to the low commercial value of wood waste and high cost of transporting such waste, there was no active wood waste recycling industry in Hong Kong and a large quantity of wood waste ultimately ended up in landfills. Noting that there was one recycler operating at the EcoPark who recycled wood waste into wood fuel pellets (a useful type of renewable energy), the Deputy Chairman enquired if the Administration would launch any programme to encourage the C&I sector to carry out separation, recovery and recycling of wood waste, in particular wooden pallets.

24. ADEP(EI) acknowledged that a large quantity of waste wooden pallets were generated by the logistics, construction and exhibition industries every day. In order to promote wood waste recycling in Hong Kong, EPD had been actively liaising with wood waste producers and collectors to encourage separation of wood waste at source and delivery of wood waste direct to the EcoPark or other suitable recyclers for processing.

Concluding remarks

25. The Chairman concluded that members were supportive of the Administration's proposal to gazette the Commencement Notices of the Amendment Regulations for negative vetting by the Legislative Council ("LegCo") to effect the relevant provisions of the Amendment Regulations.

(Post-meeting note: As advised by the Administration after the meeting, it would advance the gazettal date of the Commencement Notices from 19 December 2014 to 12 December 2014 for tabling in LegCo on 17 December 2014.)

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VI. Emission control for non-road mobile machinery

(LC Paper No. CB(1)87/14-15(04) — Administration's paper on "Emission control for non-road mobile machinery"

LC Paper No. CB(1)87/14-15(05) — Updated background brief on "Emission control for non-road mobile machinery" prepared by the Legislative Council Secretariat)

26. SEN briefed members on the Administration's progress in preparing a subsidiary regulation ("the Regulation") under the Air Pollution Control Ordinance (Cap. 311) to control the air pollutant emissions of non-road mobile machinery ("NRMMs"). The Administration planned to publish the Regulation in the Gazette for tabling in LegCo for negative vetting in early 2015. Subject to the approval of LegCo, the Regulation would take effect on 1 April 2015.

Exemption arrangement for NRMMs in use

27. The Deputy Chairman said that the Civic Party supported the Administration's commitment to improve air quality and protect public health. However, he doubted the need to allow all existing NRMMs which were already in use before the Regulation took effect to be exempted from meeting the emission standards promulgated under the Regulation and grant a grace period of six months for their owners to apply exemption for the equipment concerned. He opined that the Administration should instead consider introducing incentive measures to encourage early replacement of existing NRMMs. The Chairman shared the Deputy Chairman's views and asked if the Administration would implement any initiatives to phase out all in-use NRMMs to further lower their air pollutant emissions.

28. The Deputy Director of Environmental Protection (3) ("DDEP(3)") responded that at present, there were about 14 000 to 15 000 units of NRMMs in Hong Kong. Over 80% of them were mainly used in construction sites while the rest were used in the airport and container terminals. For the NRMMs in use, their emission standards were predominantly at European Union ("EU") Stage I level. If they achieved the proposed statutory emission standards (i.e. EU Stage IIIA level) under the Regulation, they would emit about 60% less for both nitrogen oxides ("NO_x") and respirable suspended particulates ("RSP"). The Administration therefore considered that the Regulation could help improve air quality and protect the health of workers in construction sites.

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29. As regards the proposed exemption for in-use NRMMs, DDEP(3) advised that it was not a common practice in overseas countries to control the air pollutant emissions of in-use NRMMs. In fact, NRMMs included a wide range of mobile or transportable machines or vehicles powered by internal combustion engines used primarily off-road and the service life of different types of NRMMs varied greatly. It might not be feasible for the Administration to implement a mandatory retirement scheme for different types of NRMMs with different life spans and utilization rates.

30. DDEP(3) further said that since over 80% of NRMMs were used in construction sites, the Development Bureau, upon the enactment of the Regulation, would require its contractors to progressively use those NRMM models meeting the proposed statutory emission standards in large-scale public works contracts for four specified types of NRMMs. Notwithstanding this, the Deputy Chairman strongly urged for an early replacement of existing NRMMs in order to better protect the health of workers.

31. Mr Frankie YICK commented that the Regulation to control the air pollutant emissions of NRMMs would not bring about significant reduction in the emissions of NO_x and RSP. He held a different view from the Deputy Chairman on the proposed exemption for in-use NRMMs. He pointed out that some NRMMs had a low utilization rate and did not have severe engine wear and tear. Given the great diversity of the machinery types and utilization frequency of NRMMs, it might be technically complicated to draw up a single mandatory retirement scheme for different types of NRMMs. Mr YICK further sought elaboration on the conditions that EPD might impose on an exemption granted to an existing NRMM.

32. DDEP(3) advised that normally, EPD would not impose any condition on the exemption granted to an existing NRMM in approving an exemption application for the NRMM. However, there might be some special circumstances under which EPD would give conditional approval and impose conditions on the use or handling of an NRMM. This was to cater for special applications, such as short-term application of special construction equipment not meeting the proposed statutory emission standards. EPD had organized briefing sessions to familiarize the construction industry and other relevant stakeholders with the proposed regulatory regime for NRMMs and the key elements of the Regulation to ensure their compliance with the Regulation.

Enforcement of the Regulation

33. Mr TAM Yiu-chung enquired how the Administration would enforce the Regulation to ensure that all NRMMs to be sold or leased for use in Hong Kong

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would comply with the statutory emission standards. Mr WONG Ting-kwong also expressed concern that the serial number or the engine number of an NRMM might be removed, defaced or altered, making it difficult for the Administration to ascertain compliance with the new regulatory requirements.

34. DDEP(3) advised that a labelling system would be introduced under the Regulation. NRMM suppliers would be required to obtain EPD's approval in respect of emission compliance before selling, leasing or supplying their NRMMs for local use. Each piece of approved NRMM should be affixed with an approval label for identification. Owners of those existing NRMMs applying for exemption would also be given an exemption label to be affixed on their NRMMs for identification if the exemption applications were approved by EPD. Particulars of the approved NRMMs or exempted NRMMs (including trade name, model, serial number, etc.) and information of their engines (including trade name and model, etc.) would be printed on the approval labels or exemption labels. Although NRMMs were not the major source of air pollution, the Administration was committed to improving air quality and protecting the health of the public on all fronts.

35. The Assistant Director of Environmental Protection (Air Policy) ("ADEP(AP)") supplemented that a digital photo of an NRMM (including machinery's nomenclature plate and engine's information label) should be submitted with its application for verification and record purposes. Under the Regulation, all NRMMs to be sold or leased for use in Hong Kong would be required to be approved by EPD and properly labelled. Any person contravening or failing to comply with the regulatory requirements would commit an offence and be liable on conviction to a fine and imprisonment.

Availability of NRMMs meeting the proposed statutory emission standards

36. Mr Frankie YICK expressed concern about the availability of NRMMs meeting the proposed statutory emission standards (i.e. EU Stage IIIA level) for local use in Hong Kong. Mr Kenneth LEUNG also enquired whether the proposed statutory emission standards had met the latest emissions standards of EU to control the air pollutant emissions of NRMMs.

37. DDEP(3) responded that EU Stage IIIA level was common emission standards for NRMMs in the world. As technology advanced, it was expected that the emission standards of the NRMMs produced in EU and the United States ("US") should meet EU Stage IV level starting from the end of 2014 while those manufactured in Japan would meet the same level by the end of 2015. In this connection, there should be adequate supply of NRMMs fulfilling EU Stage IIIA level in the market. The Administration would review the emission standards for NRMMs on a regular basis and tighten the standards as

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and when necessary in future.

Other measures to control the air pollutant emissions of NRMMs

38. Mr Kenneth LEUNG asked if the Administration would consider implementing other measures, including retrofitting NRMMs with emission reduction devices (e.g. diesel particulate filters), promoting the wider use of biodiesel and introducing taxation concessions, to control the air pollutant emission of NRMMs. ADEP(AP) responded that it might not be technically feasible to retrofit existing NRMMs with emission reduction devices because their engine conditions might not allow the devices to function properly. Although there was currently no emission control for NRMMs, NRMMs were already using ultra low sulphur diesel. As to the suggestion to introduce tax concessions for NRMMs in compliance with statutory emission standards, DDEP(3) explained that this was not part of the proposal and it could be an option for consideration in future.

39. Ir Dr LO Wai-kwok declared that he was the Chairman of the Hong Kong Quality Assurance Agency which was a non-profit making organization dedicated to introducing world-class management systems to Hong Kong. He opined that as the public was increasingly concerned about environmental protection, the Administration should encourage the construction industry to acquire ISO 14000 certification, which mapped out a framework of effective environmental management standards set by the International Organization for Standardization, to constantly improve their environmental performance. The Administration should also develop an interactive platform to communicate with the construction industry and other relevant stakeholders on emission control for NRMMs.

40. DDEP(3) assured members that the Administration would closely communicate with the Construction Industry Council and other relevant stakeholders to facilitate their understanding of the proposed regulatory regime for NRMMs and the key elements of the Regulation. The Administration would also encourage the manufacturers and suppliers of NRMMs to apply for various types of environmental certification.

Maintenance of NRMMs

41. Mr Frankie YICK asked how the Administration would ensure proper operation and maintenance of in-use NRMMs. ADEP(AP) responded that the design and construction of NRMMs were so diverse that even environmentally advanced places such as California, US and EU did not have statutory inspection and maintenance programmes for NRMMs. Nevertheless, the Administration would continue to monitor closely the relevant developments

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and remind the relevant industries of the proper operation and maintenance practices of NRMMs.

Concluding remarks

42. In concluding the discussion, the Chairman said that members were supportive of the Administration's plan to control the air pollutant emissions of NRMMs, and urged the Administration to take heed of members' views and concerns when drafting the Regulation.

VII. Any other business

43. There being no other business, the meeting ended at 4:00 pm.

Council Business Division 1
Legislative Council Secretariat
20 November 2014