

立法會
Legislative Council

LC Paper No. CB(1)847/14-15
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by the Administration)

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Panel on Environmental Affairs

Minutes of meeting
held on Monday, 23 March 2015, 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 TAM Yiu-chung, GBS, JP
Hon Vincent FANG Kang, SBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon CHAN Kin-por, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Paul TSE Wai-chun, JP
Hon Albert CHAN Wai-yip
Hon Michael TIEN Puk-sun, BBS, JP
Hon Steven HO Chun-yin
Hon Frankie YICK Chi-ming
Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon KWOK Wai-keung
Hon Dennis KWOK
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS

Member attending : Hon WONG Kwok-hing, BBS, MH

Members absent : Hon James TO Kun-sun
Hon Cyd HO Sau-lan, JP
Dr Hon Elizabeth QUAT, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

Public Officers attending : **For item IV**

Mr WONG Kam-sing, JP
Secretary for the Environment

Ms Christine LOH, JP
Under Secretary for the Environment

Mr TSE Chin-wan, JP
Deputy Director of Environmental Protection (1)
Environmental Protection Department

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

Miss Amy YUEN
Assistant Director (Water Policy)
Environmental Protection Department

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

For item V

Ms Christine LOH, JP
Under 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 FONG Kin-wa
Principal Environmental Protection Officer (Mobile Source)
Environmental Protection Department

For item VI

Ms Christine LOH, JP
Under Secretary for the Environment

Miss Amy YUEN
Assistant Director (Water Policy)
Environmental Protection Department

Mr Henry CHAU
Assistant Director/Sewage Services
Drainage Services Department

Mr Anthony TSANG
Chief Engineer/Harbour Area Treatment Scheme
Drainage Services Department

Clerk in attendance : Ms Shirley CHAN
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. Confirmation of minutes

(LC Paper No. CB(1)651/14-15 — Minutes of the special meeting
held on 6 January 2015)

The minutes of the special meeting held on 6 January 2015 were confirmed.

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II. Information papers issued since last meeting

2. Members noted that the following papers had been issued since the last meeting –

(LC Paper No. CB(1)616/14-15(01) — Letter dated 4 March 2015 from Hon Claudia MO on the illegal trading of endangered species in Hong Kong (Chinese version only)

LC Paper No. CB(1)625/14-15(01) — Letter dated 6 March 2015 from Hon CHAN Han-pan on marine emission and the problem of air pollution in the coastal area (Chinese version only))

3. Referring to the letter dated 4 March 2015 from Ms Claudia MO proposing the Panel to discuss the illegal trading of endangered species in Hong Kong, the Chairman advised that the issue would be discussed under the subject of "Nature conservation policy", which had been scheduled for discussion at the Panel's regular meeting for June 2015 tentatively.

Admin 4. Noting that issues related to the illegal ivory trade in Hong Kong would also be discussed under the subject of "Nature conservation policy", Mr Albert CHAN requested the Administration to provide information on the sale of ivory by licenced hawkers in its discussion paper.

5. As regards the letter of 6 March 2015 from Mr CHAN Han-pan regarding marine emissions and the problem of air pollution in the coastal area, the Chairman said that the issues would be discussed under the subject of "Progress of air quality improvement measures" at the next regular meeting of the Panel scheduled for 27 April 2015.

III. Items for discussion at the next meeting

(LC Paper No. CB(1)652/14-15(01) — List of follow-up actions

LC Paper No. CB(1)652/14-15(02) — List of outstanding items for discussion

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6. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 27 April 2015, at 2:30 pm –

- (a) Progress of air quality improvement measures; and
- (b) Producer Responsibility Scheme on Glass Beverage Bottles.

IV. 2015-16 Budget-related initiatives of Environmental Protection

(LC Paper No. CB(1)652/14-15(03) — Administration's paper on "2015-16 Budget-related initiatives of Environmental Protection")

7. The Secretary for the Environment ("SEN") briefed members on the initiatives relating to environmental protection as set out in the 2015-16 Budget Speech delivered by the Financial Secretary ("FS") on 25 February 2015.

Promotion of electric vehicles ("EVs")

8. Mr WONG Kwok-hing enquired about the use of EVs within the Government. The Deputy Director of Environmental Protection (3) ("DDEP(3)") responded that subject to the availability of suitable EV models in the market and the operational needs of Government bureaux/departments ("B/Ds"), the Administration would give priority to EVs when replacing government vehicles. As at end of February 2015, there were about 220 EVs in the Government fleet, more than doubling their number over the past three years. The Administration would continue to monitor the supply of EVs in the market and take the lead in using EVs as long as they met the operational requirements of B/Ds.

9. Mr Kenneth LEUNG sought elaboration on whether and how the Administration would promote the use of EVs on a wider scale and install roadside charging facilities to meet the demand for EV charging services. DDEP(3) advised that the number of EVs in Hong Kong had been increasing progressively in recent years. As at end of February 2015, there were more than 1 800 EVs in use, up from less than 100 in end 2010. As EVs had no tailpipe emissions, the wider use of EVs to replace conventional vehicles would improve roadside air quality and reduce greenhouse gas emission to combat climate change. To promote the use of EVs, the First Registration Tax ("FRT") for EVs was waived till 31 March 2017.

10. DDEP(3) further acknowledged that the availability of charging facilities was critical to promoting the wider adoption of EVs. In July 2014, the

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Administration had installed for public use a total of 100 new medium chargers for EVs in 16 government car parks, which had been equipped with standard chargers. In parallel, the Administration had been working with the private sector in expanding the EV charging infrastructure in Hong Kong. Nonetheless, the absence of international harmonized standards for EV chargers could hinder efforts to promote a wider use of EVs in the territory.

11. In response to Mr Kenneth LEUNG's further enquiry about the standards currently adopted in Hong Kong for EV chargers, the Assistant Director of Environmental Protection (Air Policy) ("ADEP(AP)") explained that chargers could be classified into three main categories according to the charging speed, namely standard chargers, medium chargers and quick chargers. Standard chargers worked basically on 13 Amp household sockets. Medium chargers demanded a stronger current up to 32 Amp, capable of reducing the charging time by up to 60%. The medium chargers set up by the Government were of the European standards as they were applicable to most EVs manufactured in Japan or Europe. The Mainland authorities had also made reference to the European standards when developing its own standards for EV chargers. However, at present, there was a variety of standards for quick charging and an internationally harmonized standard would unlikely emerge soon. When the EV technology became more mature, the Administration would consider adopting common standards for EV charging.

12. Noting that there were some 1 100 EV chargers including over 150 medium and 30 quick chargers in Hong Kong, Mr Tony TSE enquired whether the Administration would further enhance the charging network for EVs. He opined that while EV charging facilities would be installed in government car parks, the Administration should ensure that an appropriate number of parking spaces would be provided for non-electric vehicles.

13. DDEP(3) responded that according to the Transport Department ("TD"), the parking spaces with charging facilities installed would normally be restricted to EVs if the government car park concerned was not full. However, if the parking spaces for non-electric vehicles in the car park were fully occupied, the vacant parking spaces for EVs would be opened for other types of vehicles in order to fully utilize all the parking spaces. As regards the charging network for EVs, DDEP(3) reiterated that in 2014, the Administration had installed a total of 100 new medium chargers for EVs in 16 government car parks for public use. The Administration would closely monitor the growth in the number of EVs and consider the need to further expand the charging network in a timely manner.

14. The Chairman was of the view that the Administration was not proactive enough in promoting the use of EVs in Hong Kong. As the cost of procuring an EV was higher than its petrol or diesel counterparts, the Administration should

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consider providing financial incentives for prospective buyers to purchase EVs and setting a target on the number of EVs to be used in Hong Kong. Mr Tony TSE shared the Chairman's views that consideration should be given to providing economic incentives, such as tax concessions, to encourage the private sector to use EVs and develop green building technologies. Mr CHAN Kin-por also echoed that the Administration should propose a target to increase the number of EVs running in Hong Kong.

15. SEN stressed that the Administration had been promoting a wider use of EVs for better roadside air quality. Unlike other cities in the world, a significant number of daily passenger journeys in Hong Kong were made on public transport. The Administration had set up the Pilot Green Transport Fund for testing green and innovative technologies applicable to public transport, including trials on electric taxis. The Government was also fully subsidizing the franchised bus companies to procure hybrid and electric buses for trial.

16. DDEP(3) supplemented that the Environmental Protection Department ("EPD") had taken the lead in using EVs. At present, SEN, the Under Secretary for the Environment ("USEN") and the Permanent Secretary for the Environment had been using EVs. While the Government did not encourage private car ownership, but if a vehicle had to be purchased, buyers were encouraged to choose environment-friendly private cars. Since the number of EV models on the local market was still small in recent years, EVs thus accounted for a small percentage of the local vehicle fleet. The Administration would continue to closely monitor the EV models on the local market and the development of EV technologies so as to chart the way forward for promoting a wider use of EVs.

17. Mr CHAN Kin-por and Mr Frankie YICK expressed concern about the installation of charging facilities for EVs in new and existing buildings. SEN advised that the Administration had been encouraging property developers, property management companies and car park operators to set up charging facilities. The Development Bureau announced in October 2010 that gross floor area concessions would be granted to car parks which were "EV charging-enabling" with an aim to supporting the growth of the EV fleet. Since the installation of charging facilities might involve technical issues, the Electrical and Mechanical Services Department ("EMSD") had established a dedicated team and a hotline to help prospective EV buyers to set up EV chargers at strata-titled car parks. As the number of EVs in Hong Kong would continue to increase, assistance to property management companies and car park operators in the installation of charging points at their car parks would be provided continuously for meeting the increasing demand for EV charging services. DDEP(3) added that a private company specializing in the provision of EV charging services had been exploring with some private housing estates the feasibility of installing charging facilities in their car parks.

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Promotion of energy conservation

18. Mr WONG Kwok-hing sought elaboration on whether and how the Administration would promote energy saving at source in respect of infrastructure, transportation, housing, land use planning, etc. SEN acknowledged the importance of energy conservation and efficiency. The Environment Bureau ("ENB"), together with other relevant B/Ds, planned to issue a document setting out policies on and charting the way forward for promoting energy efficiency and green buildings in the first half of 2015. Mr WONG suggested that the document should be made available for reference of different B/Ds to facilitate their better incorporation of energy saving designs and features into urban planning.

Improving roadside air quality

19. Noting that the qualifying standards for environment-friendly heavy duty commercial vehicles ("heavy vehicles") would be tightened to Euro VI starting from 1 April 2015 and only vehicle models that met the standards would be eligible for a first registration tax concession, Mr Frankie YICK pointed out that the supply of Euro VI heavy vehicles was limited and there was only one brand of such category of vehicles which had been type-approved by EPD in the market. He expressed grave concern that the limited supply and high selling prices and maintenance costs of Euro VI heavy vehicles might cause a huge impact on transport operators, in particular owners of "single vehicles" who were also drivers relying on the use of their vehicles to earn a living.

20. DDEP(3) advised that EPD reviewed the qualifying standards of environment-friendly commercial vehicle models annually in the light of technological advancement and the prevailing statutory emission standards such that tax incentives were only made available to vehicles with outstanding emission performance. Since 2013, all newly registered vehicles had to comply with Euro V emission standards. To further encourage the use of environment-friendly commercial vehicles, EPD would tighten the qualifying standards for environment-friendly heavy vehicles (design weight more than 3.5 tonnes) to Euro VI level starting from 1 April 2015. DDEP(3) assured members that the Administration had been monitoring the supply of Euro VI heavy vehicles, and more models of Euro VI heavy vehicles would be available in the market.

21. While agreeing to the need to reduce emissions from vehicles and improve roadside air quality, Mr Frankie YICK urged the Administration to take into account the potential financial implications of tightening the qualifying standards for heavy vehicles on the transport trades, which had to bear the costs of replacing their old vehicles with new Euro VI ones and could no longer enjoy a tax concession in purchasing pre-Euro VI heavy vehicles on or after 1 April 2015. Mr YICK further pointed out that under the ex-gratia payment

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scheme for phasing out pre-Euro IV diesel commercial vehicles ("DCVs"), there was a surge of demand for lorry-mounted cranes of Euro IV or higher emission standards. However, as the supply of lorry-mounted cranes which met the emission level of Euro IV or above was still limited, the transport trades were worried that they might not be able to replace their pre-Euro IV vehicles with new ones complying with Euro IV or above standards before the specified phasing-out deadlines. He asked if the Administration would consider making special arrangements to allow owners of pre-Euro IV DCVs who had already placed orders for new replacement vehicles during the application period to retain their eligibility for the grant.

22. DDEP(3) responded that since its launch in March 2014, the ex-gratia payment scheme had received good response. As of end February 2015, about 29% of the eligible vehicles had been retired. There were some 18 000 eligible pre-Euro DCVs, of which 680 were heavy vehicles. Since more than one-third of the pre-Euro heavy vehicles had been scrapped or replaced with new ones, the Administration considered that there should be adequate capacity in the market for the owners of the remaining pre-Euro heavy vehicles to scrap their vehicles and acquire a replacement before the ex-gratia payment application deadline provided that the vehicle owners acted early. The Administration would further remind owners of pre-Euro DCVs of the retirement deadline to facilitate them to make necessary preparation and arrangements as early as possible. The Administration also welcomed the transport trades to liaise with them should they encounter any difficulties in phasing out their pre-Euro IV DCVs.

23. Mr Frankie YICK requested the Administration to provide the following information for members' reference –

- (a) a breakdown of the respective numbers and types of the 1 700 vehicles whose owners had received emission testing notices issued by EPD;
- (b) the respective numbers of petrol and liquefied petroleum gas ("LPG") taxis and light buses, which had received government subsidies to replace catalytic converters and oxygen sensors, required to undergo a dynamometer-based test; and
- (c) a breakdown of the numbers and types of the vehicles of which licences had been cancelled due to their failure to pass the dynamometer-based test.

(Post-meeting note: The Administration's response was circulated to members vide LC Paper No. CB(1)721/14-15(01) on 10 April 2015.)

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Marine emissions

24. Mr CHAN Han-pan expressed concern about marine emissions and the problem of air pollution in coastal areas. He pointed out that areas in the vicinity of the Kwai Chung Container Ports were vulnerable to marine emissions. While FS had announced in the 2015-16 Budget Speech that the Port Facilities and Light Dues Incentive Scheme would be extended for 30 months up to 31 March 2018, which would involve revenue foregone of \$240 million, Mr CHAN sought elaboration on the latest progress of installing onshore power ("OSP") facilities at container terminals to reduce vessel emissions.

25. USEN advised that EPD had entrusted EMSD to conduct a consultancy study on the technical feasibility of installing OSP facilities at the Kai Tak Cruise Terminal ("KTCT") having regard to the relevant international standards and technical requirements. The Administration would report the findings and recommendations on the installation of OSP facilities at KTCT to the Legislative Council shortly. The Administration noted that a growing number of cruise liners had been adopting other new technologies instead of OSP to reduce emissions from cruises when they were berthing at cruise terminals. Besides, it was not common for container vessels to use OSP while at berth as most container vessels did not have such devices.

26. ADEP(AP) supplemented that only marine vessels that equipped with the necessary devices could use OSP while berthing, regardless of whether they were container vessels or cruises. As most of the container vessels were not equipped to use OSP, switching to low-sulphur marine fuel (i.e. fuel with sulphur content not exceeding 0.5%) when at berth was more viable and effective than using OSP in reducing air pollution generated by container vessels in the vicinity of container terminals.

27. The Chairman advised that marine emissions and the problem of air pollution in coastal areas would be further discussed under the subject of "Progress of air quality improvement measures" at the next regular meeting of the Panel scheduled for 27 April 2015.

V. Progress of setting up of Low Emission Zones

(LC Paper No. CB(1)652/14-15(04) — Administration's paper on "Progress of setting up of Low Emission Zones"

LC Paper No. CB(1)652/14-15(05) — Background brief on "Low emission zones" prepared by

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the Legislative Council
Secretariat)

28. USEN briefly introduced the progress of setting up low emission zones ("LEZs") in Causeway Bay, Central, and Mong Kok.

Cross-harbour tunnel bus services

29. Mr WONG Kwok-hing referred to the results of a survey conducted by his office which indicated that the fares of about 70% of cross-harbour tunnel buses were higher than that of other franchised buses plying similar routes after the former had crossed the harbour, resulting in a low patronage of these cross-harbour tunnel routes. He asked if the Administration would consider reducing the fares of cross-harbour tunnel buses after they had crossed the harbour to boost the patronage of cross-harbour tunnel bus services and maximize the environmental benefits of these buses which were mostly low emission buses.

30. USEN responded that ENB would discuss with the Transport and Housing Bureau ("THB") on cross-harbour tunnel bus services. DDEP(3) supplemented that while bus route rationalization was a prime measure of THB and TD, ENB and EPD had been working closely with them to explain the air quality benefits arising from bus route rationalization to the public. Mr WONG Kwok-hing said that he would provide the survey results to ENB/EPD to facilitate their collaboration with THB and TD on the air quality front.

Size and scope of LEZs

31. Mr Kenneth LEUNG commented that the sizes of the three LEZs, in particular the one in Causeway Bay, were rather small. Noting that the Administration's target was to have only low emission buses that met Euro IV or above emission standards running in LEZs by end of 2015, he enquired whether the Administration would consider extending the scope of restriction of access to the three LEZs to all types of vehicles failing to meet Euro IV or above emission standards, and enlarging the sizes of the zones to improve the air quality of the busy corridors in Central, Causeway Bay, and Mong Kok. The Chairman shared Mr LEUNG's views that the three LEZs were too small, each of which covered only a busy corridor.

32. USEN responded that the Administration's plan was to require franchised bus operators to deploy only low emission buses to run in the zones. These low emission buses would also go through other districts and thus benefit a much wider area. With reference to the experience of London, which was operating the world's largest LEZ, the Administration noted that instead of introducing a ban on vehicles not meeting specified emission standards, the London authority imposed an entry charge on non-complying vehicles entering LEZ. The

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charging scheme was enforced through an electronic road pricing system installed at major routes into and within the zone. While a bigger LEZ might yield greater air quality benefits, the design of the zone which involved different parameters, including the emission criteria and detection method, should be carefully considered, and collaboration among relevant B/Ds were indispensable. ENB had been communicating with relevant B/Ds to improve the pedestrian environment in Hong Kong through land use planning in order to reduce the need for motor vehicles.

Effectiveness of LEZs

33. Mr TAM Yiu-chung enquired about the effectiveness of the three LEZs in reducing roadside air pollution. DDEP(3) advised there were around 130 bus routes passing through the three LEZs, of which 44 were cross-harbour routes. The low emission buses serving the three LEZs hence also went through many other districts and thus benefit a much wider area.

34. DDEP(3) further explained that the establishment of LEZs was one of the measures taken by the Administration to reduce tail-pipe emissions of different types of vehicles plying busy roads. In parallel, the Government had launched the ex-gratia payment scheme for phasing out pre-Euro IV DCVs by end of 2019. For the most polluting pre-Euro DCVs, they would have to be retired by end of 2015. The Government had also launched a one-off subsidy scheme to replace the worn out catalytic converters and oxygen sensors of petrol and LPG taxis, and light buses to reduce their emissions. Starting from 1 September 2014, remote sensing equipment had been deployed to screen petrol and LPG vehicles with excessive emissions.

Low emission buses

35. While expressing support for the Administration's plan to set up LEZs in Central, Causeway Bay and Mong Kok to allow only low emission buses to enter the zones, Ir Dr LO Wai-kyok opined that the Administration might consider extending the scope of restriction of access to the three LEZs to other types of vehicles not meeting Euro IV or above emission standards at a later stage. To further reduce roadside air pollution, Ir Dr LO sought elaboration on the latest progress of the franchised bus companies in increasing the number of low emission buses in their bus fleets.

36. USEN reiterated that the Administration had been implementing the ex-gratia payment scheme to phase out 82 000 pre-Euro IV DCVs, including lorries, light buses, and non-franchised buses, progressively by end of 2019. In the meantime, the franchised bus companies were retrofitting some of their Euro II and III buses with selective catalytic reduction devices ("SCRs") to upgrade their emissions performance comparable to that of Euro IV or above.

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In other words, by end of 2019, Hong Kong would by and large become a LEZ in which only such vehicles meeting the emission level of Euro IV or above would be running on roads. USEN stressed that the use of zero emission buses was the Government's long-term goal to ease roadside air pollution and improve overall air quality. However, the technology for zero emission buses had yet to be fully proved and double-decker electric buses were still not yet available in the market. ENB would discuss with THB the feasibility of using zero emission franchised buses in Hong Kong.

37. DDEP(3) supplemented that at present, the franchised bus companies had to use buses of less than 18 years old to provide franchised bus services. As the franchised bus companies were replacing their old buses by new ones, more than 2 000 new buses meeting the Euro V emission standards would come to service from 2015 to 2017. The Government had also subsidized the franchised bus companies to undertake trials of hybrid and electric buses.

38. The Chairman noted with concern that while The Kowloon Motor Bus Company (1933) Limited ("KMB") had confirmed that all its buses travelling in the three LEZs would be low emission buses by end of 2015, the Citybus Limited ("CTB") and the New World First Bus Services Limited ("NWFB") could not fully meet the target. He enquired whether and how the Administration would proactively work with CTB and NWFB to facilitate the two franchised bus companies to achieve full attainment of the LEZ target as early as possible.

39. DDEP(3) responded that the Administration had been working closely with the three franchised bus companies to deploy sufficient low emission buses to the three LEZs. KMB had estimated that it could complete deployment of its low emission buses within the three LEZs before end of 2015. According to the earlier estimates by CTB and NWFB, due to the deferred commissioning of the new rail lines on Hong Kong Island, the slower than expected implementation of bus route rationalization, and the increase in demand for low-floor buses which were also low emission buses to cater for the elderly and disabled passengers in other districts, only about 87% of the buses in LEZs would be low emission buses by end 2015. In order to further increase the number of low emission buses in LEZs, the Administration had examined with CTB and NWFB all possible alternatives for achieving the LEZ target the soonest possible. CTB and NWFB had recently included an additional 101 Euro II buses in the SCR retrofit programme. As at mid January 2015, CTB/NWFB had retrofitted 138 buses with SCRs and expected to complete the retrofit for another 200 buses before end of 2015. This would enable NWFB to fully attain the target of LEZs while CTB could have about 93% of its buses in the LEZs being low emission buses by the end of 2015. According to CTB's latest estimate, together with deployment of new buses, it would be able to meet the LEZ target by the first quarter of 2016.

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40. In response to the Chairman's further enquiry about the effectiveness of the three LEZs in improving roadside air quality if not all franchised buses travelling in the zones were low emission buses by end of 2015, DDEP(3) advised that although the LEZ target could not be fully attained by end of 2015, the effectiveness of the three LEZs in improving roadside air quality would not be significantly affected as over 90% of the franchised buses passing the zones would be low emission buses. Given that franchised buses could account for up to 40% of the traffic in the three LEZs and contribute 80% of vehicular nitrogen oxides ("NO_x"), DDEP(3) estimated that, compared to the bus deployment pattern in end 2014, the emission of NO_x within the zones could be further reduced by about 35% when only low emission buses plied in these zones by end 2015.

Air pollution from heavy vehicles

41. Mr Tony TSE enquired whether the Administration would step up actions targeting at heavy vehicles, which were one of the major sources of NO_x emissions. DDEP(3) reiterated that at busy corridors in Causeway Bay, Central and Mong Kok, franchised buses could account for up to 40% of the traffic, thus contributing 80% and 40% of vehicular NO_x and particulate emissions respectively. As such, the establishment of LEZs in these districts could bring significant improvement to roadside air quality. As LPG taxis and light buses also accounted for a major share of traffic in Hong Kong, the Administration had completed a subsidy programme in March 2014 to help about 17 000 LPG taxis and light buses to replace their catalytic converters. Upon completion of the replacement programme, roadside remote sensing equipment and advanced emission tests had been deployed to strengthen the control of emissions from petrol and LPG vehicles. DDEP(3) assured members that the franchised bus companies would strike an appropriate balance between deploying low emission buses to serve LEZs and other districts.

VI. 223DS – Yuen Long and Kam Tin sewage treatment upgrade – upgrading of San Wai sewage treatment works and 235DS – Yuen Long and Kam Tin sewerage and sewage disposal

(LC Paper No. CB(1)652/14-15(06) — Administration's paper on "223DS – Yuen Long and Kam Tin sewage treatment upgrade – upgrading of San Wai sewage treatment works and 235DS – Yuen Long and Kam Tin sewerage and sewage disposal")

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42. With the aid of a power-point presentation, the Chief Engineer/Harbour Area Treatment Scheme, Drainage Services Department ("CE/HATS/DSD"), briefed members on the Administration's proposals to upgrade parts of the following two sewerage projects to Category A –

- (a) 223DS – Yuen Long and Kam Tin sewage treatment upgrade – upgrading of San Wai sewage treatment works ("SWSTW"); and
- (b) 235DS – Yuen Long and Kam Tin sewerage and sewage disposal.

(Post-meeting note: A set of the power-point presentation materials was circulated vide LC Paper No. CB(1)673/14-15(01) on 24 March 2015.)

43. While expressing support for the two Administration's proposals, Ir Dr LO Wai-kwok enquired about the future land use of the existing site of SWSTW after the facility was decommissioned. The Assistant Director/Sewage Services, DSD ("AD/SS/DSD"), responded that the phase 1 upgrading works of SWSTW would be carried out at a site adjacent to the existing SWSTW to minimize interfacing problems and to maintain the operation of the existing sewage treatment works during the construction stage. After the commissioning of the upgraded SWSTW, the existing SWSTW would be decommissioned and its site would be reserved for future upgrading of SWSTW under phase 2. The phase 2 upgrading works of SWSTW would be subject to the overall future planning of the Hung Shui Kiu ("HSK") New Development Area. Based on the current estimate, the size of the existing site of SWSTW should be adequate for the upgrading works.

44. In response to Ir Dr LO Wai-kwok's further enquiry about sewage disposal, AD/SS/DSD explained that the treated effluent would be discharged from SWSTW into the northwestern waters via the Northwest New Territories effluent tunnel (which was nine kilometres long) and then a 3.7 kilometer submarine outfall. After the phase 1 upgrading works of SWSTW was completed, the quality of the treated effluent discharged would be improved.

45. Noting that several sewage treatment works projects in the New Territories were in the pipeline, Mr TAM Yiu-chung enquired about the Administration's plan to upgrade other sewage treatment works so as to cater for projected population growth and increase in sewage flow in future. In reply, the Assistant Director of Environmental Protection (Water Policy) ("ADEP(WP)") briefly introduced two sewage treatment projects which had been submitted to the Panel for consideration earlier. They were the Shek Wu Hui sewage treatment works ("SWHSTW") project and the Yuen Long effluent polishing plant ("YLEPP") project. SWHSTW was operating at about 90% of its design capacity and was expected to be fully utilized in the near future. The Administration would expand SWHSTW in phases to serve the existing and

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planned developments in the Northeast New Territories. The Administration had also consulted the Panel on the YLEPP project on 26 January 2015. The Yuen Long sewage treatment works ("YLSTW") currently provided secondary level treatment to sewage collected from Yuen Long and its vicinities, and the total volume of sewage to be treated by YLSTW was expected to increase. However, this increase in treatment capacity if retained at secondary level treatment would generate additional residual pollution loading to Deep Bay. It was therefore required to concurrently upgrade YLSTW to an effluent polishing plant. Subject to the endorsement and funding approval of the Public Works Subcommittee ("PWSC") and the Finance Committee, the Administration would engage consultants to carry out an investigation study, design and associated investigation works for the YLEPP project.

46. As regards the SWSTW project, ADEP(WP) advised that the design treatment capacity of the existing SWSTW was expected to be insufficient to meet the projected flow from 2020 onwards, according to the latest planning data taking into account the residential and commercial developments within its catchment. As such, the Administration needed to increase the treatment capacity of SWSTW to cater for the forecast increase in sewage flow due to population growth in the Northwest New Territories, including Yuen Long, Tin Shui Wai and HSK areas from 2020 onwards. ADEP(WP) noted that the SWSTW project would be the last sewerage treatment project submitted to the Panel for consideration within the current LegCo session.

47. In response to Mr TAM Yiu-chung's further enquiry about the upgrading works of SWSTW, ADEP(WP) explained that to optimize the land use and to maximize cost-effectiveness, the phase 1 upgrading works of SWSTW would be carried out at a site adjacent to the existing SWSTW.

Concluding remarks

48. The Chairman concluded that members were generally supportive of the Administration's proposals and raised no objection to the Administration's submission of the proposals to PWSC for consideration.

VII. Any other business

49. There being no other business, the meeting ended at 4:07 pm.