

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1110/14-15  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EA/1

**Panel on Environmental Affairs**

**Minutes of meeting**  
**held on Tuesday, 2 June 2015, at 8:30 am**  
**in Conference Room 1 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 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 Albert CHAN Wai-yip  
Hon Michael TIEN Puk-sun, BBS, JP  
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 Christopher CHUNG Shu-kun, BBS, MH, JP  
Hon Tony TSE Wai-chuen, BBS

**Members attending** : Hon YIU Si-wing  
Dr Hon Helena WONG Pik-wan

**Members absent** : Hon James TO Kun-sun  
Hon Steven HO Chun-yin  
Dr Hon Elizabeth QUAT, JP

**Public Officers attending** : **For item IV**

Mr WONG Kam-sing, JP  
Secretary for the Environment

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

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

Mr Ellis LEE  
Senior Engineer/Municipal/Centralized Services  
Electrical & Mechanical Services Department

**For item V**

Mr WONG Kam-sing, JP  
Secretary for the Environment

Mr Vincent LIU, JP  
Deputy Secretary for the Environment

Mrs Dorothy MA  
Principal Assistant Secretary for the Environment  
(Energy)

Dr Albert CHAU  
Chairman  
Task Force on External Lighting

Ir Simon CHUNG  
Convenor  
Working Group on Technical Standards and  
Parameters  
Task Force on External Lighting

Mr Alfred LEE  
Convenor  
Working Group on Publicity and Public Engagement  
Task Force on External Lighting

**Clerk in attendance :** Ms Angel SHEK  
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)847/14-15 — Minutes of the meeting held on  
23 March 2015)

1. The minutes of the meeting held on 23 March 2015 were confirmed.

**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)804/14— Administration's response to  
15(01) letter dated 25 March 2015 from  
Dr Hon Kenneth CHAN Ka-lok

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regarding the review of the implementation of the extension of the Plastic Shopping Bag Charging to all retail outlets

LC Paper No. CB(1)810/14-15(01)— Referral arising from the meeting between Legislative Council Members and Kwun Tong District Council members on 26 March 2015 regarding the retrofitting of noise barriers at the entrance on Kowloon East side of the Eastern Harbour Crossing (Chinese version only) (Restricted to Members))

**III. Items for discussion at the next meeting**

(LC Paper No. CB(1)895/14-15(01) —List of follow-up actions

LC Paper No. CB(1)895/14-15(02) —List of outstanding items for discussion)

Regular meeting in June 2015

3. Members agreed to advance the starting time of the next regular meeting scheduled for Monday, 22 June 2015 from 2:30 pm to 2:00 pm to allow sufficient time for discussion of the following items proposed by the Administration –

- (a) Energy Saving Plan for Hong Kong 2015 ~ 2025+;
- (b) Control on marine pollution from oil spillage, marine littering and floating refuse; and
- (c) Waste Disposal (Designated Waste Disposal Facility) (Amendment) Regulation 2013 (Commencement) Notice 2015 and Waste Diversion Plan for the South East New Territories Landfill.

Items proposed by members for discussion at future meetings

4. Referring to a submission from Greenpeace East Asia dated 29 May 2015, Ms Cyd HO proposed that the Panel should discuss issues

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relating to the smuggling of totoaba fish bladders (commonly known as "fish maws"). Given the relevance of the proposed item to nature conservation, the Chairman directed that the item be discussed under the subject of "Nature conservation policy" currently included in the Panel's "List of outstanding items for discussion".

*(Post-meeting note: With the concurrence of the Chairman, the submission from Greenpeace East Asia regarding the smuggling of totoaba fish bladders was circulated to members vide LC Paper No. CB(1)965/14-15(01) on 8 June 2015.)*

5. Ms Cyd HO further proposed that the Panel should discuss the effectiveness of the Government's air quality improvement measures. As the Administration planned to brief members on the progress of formulating the approach and methodology for conducting the review on the Air Quality Objectives ("AQOs") in end 2015, the Chairman directed that the Administration be requested to provide in the relevant discussion paper information on the effectiveness of different air quality improvement measures in attaining the prevailing AQOs by 2020.

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#### **IV. Provision of on-shore power supply at Kai Tak Cruise Terminal**

(LC Paper No. CB(1)895/14-15(03) — Administration's paper on "Provision of on-shore power supply at Kai Tak Cruise Terminal"

LC Paper No. CB(1)895/14-15(04) — Background brief on "Provision of onshore power supply system in Kai Tak Cruise Terminal" prepared by the Legislative Council Secretariat)

#### Briefing by the Administration

6. The Secretary for the Environment ("SEN") briefed members on the key findings of a technical feasibility study on the provision of on-shore power supply ("OPS") at the Kai Tak Cruise Terminal ("KTCT") for reducing emissions from cruise vessels while berthing, and the recommended way forward.

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Discussion

*Review of the installation of OPS at KTCT*

7. Ir Dr LO Wai-kiwok noted that while the study had confirmed the technical feasibility of installing OPS at KTCT, only a small number of cruise vessels used OPS at present. As major cruise liners preferred to retrofit their vessels with scrubbers to reduce their emission of sulphur dioxide ("SO<sub>2</sub>") and particulate matters ("PM"), he supported the Administration's recommendation to review the installation of OPS at KTCT later. Nonetheless, in anticipation that among the some 60 cruise terminals in the Asia Pacific region, five ports were considering the provision of OPS in the coming five to 10 years, he considered that the Administration should keep in view the international developments on the installation of OPS-capable systems in cruises, and explore the technical feasibility of retrofitting different types of local vessels, in particular container vessels, with OPS-capable systems to reduce their emissions while berthing. Sharing similar views, Mr Frankie YICK and Mr CHAN Kin-por considered it prudent for the Administration to review the matter at a later stage, having regard to the high capital outlay of OPS facilities and the low interest of cruise liners in equipping their vessels with OPS-capable systems. Mr Christopher CHUNG sought elaboration on the global trend of using OPS in future.

8. As some ports around the world had OPS in operation, Mr CHAN Han-pan urged the Administration to continue to pursue the installation of OPS at KTCT and consider providing incentives to cruise liners to attract them to deploy OPS-capable vessels to Hong Kong. The Deputy Chairman criticized the Administration for failing to fulfill its commitment made in the 2013 Policy Address to installing OPS facilities at KTCT. He considered that as the Administration had all along been promoting the use of OPS to improve air quality for protecting public health, it should explain clearly to the public the reasons for not pursuing the initiative. The Deputy Chairman strongly urged the Administration to draw up a timetable for installation of OPS facilities at KTCT. Pointing out that marine emissions were the top emitter of major air pollutants, Mr Albert CHAN was of the view that apart from KTCT, other existing cruise terminals and container terminals in Hong Kong should have OPS facilities installed to reduce marine emissions.

9. Mr Charles Peter MOK commented that the Administration had given the public a false hope that OPS facilities would be installed in KTCT to enable ocean-going vessels ("OGVs") to switch to electric power and virtually cut all emissions while berthing thereat. Although no cruise terminal in Asia had OPS in operation at present, Mr MOK and Ms Cyd HO opined that it should be strategically worthwhile for Hong Kong to spearhead the provision of OPS in

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the Pearl River Delta region with a view to attracting global cruise liners to deploy their OPS-capable cruises to Hong Kong and the region, and retrofit their cruises with OPS-capable systems. This would be conducive to promoting Hong Kong's cruise tourism and strengthening its image as Asia's cruise hub.

10. Mr WU Chi-wai opined that the Administration should set out in greater details the relevant factors for consideration by members and the public of whether the OPS initiative should be pursued further. These factors should include the capital and operating costs for installing OPS at KTCT, the cruise liners' position on using OPS, the worldwide development of OPS, etc. Moreover, the Administration should work with Hong Kong-based cruise liners to explore the use of OPS, with a view to positioning Hong Kong as an OPS port in the Asia Pacific region. He considered that it would be in the interest of cruise liners to use OPS if the technology could help bring down their operating costs.

11. The Assistant Director of Environmental Protection (Air Policy) ("ADEP(AP)") advised that OPS was more effective in reducing the emissions of marine vessels that had a long berthing time because the switch to shore power took time. As for container vessels using OPS, most of them, at present, were not equipped with OPS-capable systems and container terminals around the world seldom had OPS facilities installed. As regards international cruises, only about 16% of them had been retrofitted with OPS systems in 2015, and only six out of the 56 cruise calls to KTCT scheduled for 2015 would be made by OPS-capable cruises. As the current findings indicated that the proposed OPS system at KTCT, if installed, would be significantly underutilized in the foreseeable future, the Administration considered it more appropriate to keep a close monitoring of international developments, and review the installation of OPS at KTCT as and when there was a rising trend of installation of OPS-capable systems in cruises.

12. ADEP(AP) further said that over the past two years, retrofitting/installation of scrubber was gaining popularity as a measure to reduce SO<sub>2</sub> and PM emissions from OGVs as these vessels could then run on heavy fuel oil without breaching the latest sulphur limit requirement of the Emission Control Areas in North America and Europe while saving fuel costs. As the International Maritime Organization had resolved to further reduce the fuel sulphur cap from 3.5% to 0.5% starting from 1 January 2020, it was anticipated that an increasing number of OGVs would be fitted with scrubbers. The world's two largest cruise liners had already announced their plans in 2014 to retrofit a major part of their fleets of OGVs with scrubbers. This development would further reduce the interest of other cruise liners to retrofit their cruises with OPS systems and also the eagerness of cruise ports to set up OPS facilities. As observed, while there were seven cruise terminals in North

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America providing OPS for international cruises, the first OPS in Europe for international cruises was still being built, and no cruise terminal in the Asia Pacific region had OPS in operation. Against this backdrop, it was unlikely that a large number of cruise vessels would have OPS-capable systems installed for emission reduction in the near future.

13. SEN assured members that the Administration would monitor the development of OPS installation at the cruise terminals in the Asia Pacific region, and review the provision of OPS at KTCT as and when appropriate. He informed members that the Administration had made use of OPS for its vessels, i.e. the "Clean Harbour 1" built under Stage 2A of the Harbour Area Treatment Scheme, and "Clean Harbour 2" which delivered sludge from the Stonecutters Island Sewage Treatment Works to the Sludge Treatment Facilities ("STFs") in Tuen Mun, were the first two environmentally-friendly vessels in Hong Kong using ultra-low-sulphur diesel while sailing and switching to OPS while at berth.

*Measures to reduce marine emissions and improve air quality*

14. As the installation of OPS at KTCT would not be taken forward for the time being, Mr CHAN Kin-por urged the Administration to explore other new initiatives to reduce marine emissions. Ms Cyd HO considered that the Administration should formulate plans and strategies to eliminate marine emissions. Dr Priscilla LEUNG raised concern about marine and air pollution arising from illegal oil discharges from berthing vessels into seawater, and pointed out that some districts, in particular those in New Territories West, Kowloon East and Kowloon West, were more susceptible to the adverse impacts due to their proximity to container ports or cruise terminals. She requested the Administration to put in place effective measures to improve the situation. Mr CHAN Han-pan expressed grave concern that the emission of air pollutants from container vessels at berth had been affecting air quality and posing health hazards to residents in districts near container ports, such as Kwai Chung, Mei Fo and Tsuen Wan.

15. Mr Frankie YICK pointed out that although the implementation of different emission reduction measures in recent years did put a financial strain on the operation of the local marine trade, the trade had continued to make an effort to improve air quality. For example, most quay cranes operated in container terminals had switched to electricity and more than half of the diesel-driven gantry cranes were converted into electric or hybrid cranes to help improve the air quality in port areas. Ferry operators had also been progressively retrofitting their ferries with scrubbers to reduce SO<sub>2</sub> and PM emissions.



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16. SEN stressed that improving the air quality of Hong Kong topped the environmental agenda of the Government, and the Administration had been proactively undertaking a number of measures on this front and enforcing environmental legislation to tackle local and regional air pollution, with the target to broadly attain AQOs by 2020. The Administration would continue to review the implementation and effectiveness of different air quality improvement measures in attaining the prevailing AQOs.

17. Regarding control on marine emissions, SEN highlighted that the Environment Bureau had issued "A Clean Air Plan for Hong Kong" in March 2013 to articulate the policies, measures and plans to tackle air pollution from different emission sources. The Air Pollution Control (Marine Light Diesel) Regulation which took effect from 1 April 2014 had capped the sulphur content of locally supplied marine light diesel at 0.05%. Moreover, the Air Pollution Control (Ocean Going Vessels) (Fuel at Berth) Regulation would take effect from 1 July 2015 to require all OGVs to use marine fuel with sulphur content not exceeding 0.5% while berthing, and Hong Kong would be the first port in Asia to mandate fuel switching for OGVs. It was expected that the total emissions of SO<sub>2</sub> and respirable suspended particulates from OGVs would be significantly reduced by about 70% after the mandatory fuel switch was implemented. In addition, OPS facilities had been installed at the pier of STFs to reduce the emissions of sludge vessels while berthing. ADEP(AP) added that the Administration would conduct surprise inspections on berthing OGVs to check compliance with the fuel switch requirement and had been enforcing against excessive smoke emissions from vessels. The Chairman remarked that control on marine pollution from oil spillage, marine littering and floating refuse would be discussed at the next regular meeting of the Panel scheduled for 22 June 2015.

18. Mr Albert CHAN proposed that all marine vessels, including OGVs, container vessels, river-trade vessels and local vessels, should be required to switch to cleaner fuel when entering, and not just when berthing, in Hong Kong waters. Mr CHAN Han-pan opined that although the Administration would be mandating fuel switch at berth to cut SO<sub>2</sub> emissions, there was no statutory control on the excessive emissions of other types of air pollutants from marine vessels at berth. Ms Cyd HO suggested that the Administration should facilitate members and the public to better grasp the state of air pollution, such as by presenting the data on the changes in the emission levels of different air pollutants in absolute figures instead of percentages in future.

19. Taking note of the members' concerns and suggestions, SEN said that further deliberation on measures to combat the air pollution problem in Hong Kong could be pursued when the Panel discussed the effectiveness of different air quality improvement measures in end 2015 tentatively.

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Motion

20. The Chairman referred members to the following motion moved by the Deputy Chairman –

"本委員會要求政府履行《2013年行政長官施政報告》的承諾，向立法會申請撥款，安裝岸電設施於啟德郵輪碼頭，改善空氣質素，保障市民健康。"

(Translation)

"That this Panel requests the Government to fulfill its commitment made in the Chief Executive's 2013 Policy Address by seeking funding approval from the Legislative Council for installing on-shore power supply facilities at the Kai Tak Cruise Terminal to improve air quality for protecting public health."

21. The Chairman decided that the Deputy Chairman's proposed motion was directly related to the agenda item. Members had no objection against the Panel dealing with the motion. Upon the Chairman's invitation, the Deputy Chairman explained that his motion was meant to urge the Administration to fulfil its commitment made in the 2013 Policy Address to promptly installing OPS facilities at KTCT to reduce air pollution from berthing cruise vessels to help protect public health. In response, SEN stressed that the Government shared the community's concerns about air pollution and attached great importance to improving air quality. A number of initiatives had been and would continue to be undertaken to improve air quality and cut down emissions.

22. The Chairman put the motion to vote. Of the members present, four voted in favour of and seven voted against the motion. No member abstained. The Chairman declared that the motion was negatived.

**V. Report of the Task Force on External Lighting**

(LC Paper No. CB(1)895/14-15(05) — Letter from Wan Chai District Council regarding the introduction of legislation on the control of light pollution (Chinese version only)

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LC Paper No. CB(1)895/14-15(06) — Referral arising from the meeting between Legislative Council members and Wan Chai District Council members on 30 April 2015 regarding the introduction of legislation on the control of light pollution (Chinese version only) (Restricted to Members)

LC Paper No. CB(1)895/14-15(07) — Administration's paper on "Report of the Task Force on External Lighting"

LC Paper No. CB(1)895/14-15(08) — Updated background brief on "External lighting in Hong Kong" prepared by the Legislative Council Secretariat)

Briefing by the Administration and the Task Force on External Lighting

23. SEN said that the Government had set up the Task Force on External Lighting ("the Task Force") in August 2011 to advise it on the appropriate strategy and measures for tackling light nuisance and energy wastage problems caused by external lighting, having regard to international experience and practices. On 22 April 2015, the Task Force submitted its report to the Government setting out its findings and recommendations as detailed in the Administration's paper (LC Paper No. CB(1)895/14-15(07)).

24. Dr Albert CHAU, Chairman of the Task Force then briefed members on the findings and recommendations of the Task Force. He highlighted that as there were still divergent views in the community on the issue of external lighting, the Task Force recommended the Government to deal with the problems associated with external lighting by adopting a multi-pronged approach consisting of six measures: (a) charter scheme; (b) promotion of good practices; (c) acknowledgement of good corporate citizens; (d) public education and publicity campaign; (e) future monitoring; and (f) submission of regular reports to the Advisory Council on the Environment ("ACE").

25. SEN advised that the Administration proposed to adopt the Task Force's recommendations, and would commence preparatory work for the implementation of a charter scheme to encourage owners of and responsible persons for external lighting installations of decorative, promotional or

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advertising purposes that affected the outdoor environment to switch off such lighting installations after the preset time ("the Charter Scheme"). The Administration would also report to ACE regularly on the progress of implementation of different administrative measures recommended by the Task Force and the future monitoring work.

The Charter Scheme

26. Mr Frankie YICK and Dr Ir LO Wai-kwok indicated support for the implementation of the Charter Scheme, having regard that the community had yet to develop a consensus on the need for legislation to regulate external lighting. Mr Vincent FANG and Mr YIU Si-wing also expressed support for taking forward the Charter Scheme rather than mandatory regulation to tackle light nuisance, taking into account the importance of advertisement lighting to local business and tourism. Mr FANG anticipated that the business sector would be willing to sign up to the Charter and adopt the good practices set out in the Guidelines on Industry Best Practices for External Lighting Installations ("the Guidelines") and suggested the Administration work with local bodies and relevant trade associations to enlist their assistance in encouraging their members to switch off lighting installations with flashy lights after the preset time. Nevertheless, lighting devices for security purposes should be exempted from the switch-off requirement. Mr YIU considered the Charter Scheme a practical option to drive behavioural change in the business sector, while providing flexibility in implementation having regard to geographical differences. Mr YIU and Ir Dr LO requested the Administration to closely monitor and review the implementation of the Charter Scheme and other voluntary measures recommended by the Task Force to refine the way forward as appropriate and enhance participation of the business sector in the Scheme.

27. Mr Christopher CHUNG and Dr Helena WONG however queried the effectiveness of the Guidelines and the Charter Scheme, as they were non-enforceable and voluntary in nature, in regulating external lighting. Mr KWOK Wai-keung proposed that a dedicated hotline be set up to handle complaints lodged against external lighting installations which were not managed in accordance with the Guidelines and the switch-off requirement.

28. SEN responded that the Administration strived to minimize light nuisance to protect the well-being of the public. Given the divergent views on whether more rigorous measures including statutory control should be introduced to regulate external lighting and the long lead time required for the legislative process, the Administration considered it more appropriate and efficient at this juncture to adopt voluntary measures such as the Charter Scheme rather than mandatory regulation to tackle light nuisance. As that the problem of external lighting was a localized issue, the Charter Scheme also

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allowed for flexibility to apply different preset times to external lighting installations in different areas having regard to the nature of the economic activities in the respective districts. Although the Scheme was voluntary, it would impose pressure on the business sector to implement improvement measures to minimize the nuisance from their lighting installations. So far, the response from the business sector towards the Charter Scheme was positive. In fact, before the Scheme was in place, some owners of and responsible persons for external lighting installations had already voluntarily carried out improvement measures to the design and operation of their existing lighting installations in districts including Causeway Bay, Mong Kok, Tsim Sha Tsui and Wan Chai, etc. where related complaints were prominent. SEN assured members that the Administration would work closely with the business sector in the implementation of the Charter Scheme and other measures to minimize light nuisance.

29. The Deputy Secretary for the Environment ("DSEN") supplemented that the Administration had made reference to other voluntary charter schemes when formulating the Charter Scheme. He expected that the Scheme would help build up momentum in regulating external lighting and raise public awareness of light nuisance. In response to Dr Ir LO Wai-kwok's concern that non-static signboards and video walls had caused not only light nuisance but also noise nuisance, DSEN said that the Task Force had recommended that non-static signs should be switched off after the preset time under the Charter Scheme.

Introduction of legislation to regulate external lighting

30. Expressing concerns that the problem of light nuisance had been affecting the daily life of residents in the vicinity of the external lighting installations for years, Mr Christopher CHUNG and Mr KWOK Wai-keung strongly urged the Administration not to further procrastinate on devising more rigorous and effective measures, including introduction of legislation, to address the problem. They proposed that the Administration should conduct a survey to gauge the effectiveness of the multi-pronged approach one year after the implementation of the Charter Scheme, and if the survey indicate strong justifications for introducing statutory control of external lighting installations, the Administration should expedite the legislative process immediately for different types of external lighting installations, or starting from those which had caused more serious nuisances.

31. Dr Helena WONG took the view that legislation was the only means to provide the Government with the mandate to take enforcement actions against owners of and responsible persons for external lighting installations causing nuisance. She opined that the Administration should set clear objectives and implementation goals to assess the effectiveness of the multi-pronged approach,

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and formulate a roadmap to regulate external lighting. In particular, she pointed out the need to mitigate nuisance arising from glass curtain walls, such as those of the International Commerce Centre in West Kowloon, which had been reflecting light to buildings in the vicinity, and seriously affecting the daily life of the residents nearby.

32. Ms Cyd HO criticized the Administration for procrastinating on legislative control over external lighting installations and neglecting the adverse impact of external lighting on residents living in districts like Causeway Bay and Mong Kok where commercial and residential premises were in close proximity to each other. While acknowledging the complexities of the issue of external lighting, Ms HO and Mr Kenneth LEUNG considered that the Government could expedite legislation in parallel with the voluntary measures under the multi-pronged approach, starting from certain types of external lighting which had caused more nuisance.

33. Mr Albert CHAN opined that the Administration should take into account the geographical differences and the nature of business activities in different districts when considering how the regulatory measures should be implemented. He also requested the Administration to take lead in switching off external lighting installations in government buildings and facilities after 11:00 pm if the lighting was not necessary for security and operational purposes. Road lights should also be dimmed during the late hours when there were no vehicles or people on the roads.

34. Mr Frankie YICK opined that, instead of introducing statutory control on external lighting, the Administration should launch public education and publicity campaigns to raise public awareness of light nuisance, and proactively liaise with owners of and responsible persons for external lighting installations to solicit their co-operation in minimizing the extent of nuisance caused by their lighting installations.

35. SEN reiterated that in view of the diverse public views on imposing statutory control on external lighting, a potentially lengthy legislative process and substantial resources for law enforcement, the Administration considered it more appropriate at this juncture to adopt voluntary measures rather than mandatory regulation to tackle light nuisance. He believed that the Charter Scheme would help develop a consensus for regulation of external lighting if needed in future. Notwithstanding the Administration's explanation, Mr Kenneth LEUNG remained unconvinced and stressed that legislation should be taken forward starting from certain types of external lighting (e.g. non-static signs and video walls) which had caused more nuisance.

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36. Concluding the discussion, SEN said that the Administration would conduct a survey to assess the effectiveness of the multi-pronged approach about two to three years after the launch of the Charter Scheme. It would also continue to maintain close communication with the business sector with a view to striking a proper balance of tackling the problem of light nuisance while giving regard to the business and tourism needs for external lighting installations.

**VI. Any other business**

37. There being no other business, the meeting ended at 10:38 am.

Council Business Division 1  
Legislative Council Secretariat  
15 July 2015