

**立法會**  
**Legislative Council**

LC Paper No. CB(1)504/16-17  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EA

**Panel on Environmental Affairs**

**Minutes of meeting**  
**held on Monday, 19 December 2016, at 8:30 am**  
**in Conference Room 2 of the Legislative Council Complex**

**Members present** : Hon Tanya CHAN (Chairman)  
Dr Hon Junius HO Kwan-yiu, JP (Deputy Chairman)  
Hon James TO Kun-sun  
Hon LEUNG Yiu-chung  
Hon Tommy CHEUNG Yu-yan, GBS, JP  
Hon Jeffrey LAM Kin-fung, GBS, JP  
Hon WONG Ting-kwong, SBS, JP  
Hon CHAN Hak-kan, BBS, JP  
Hon LEUNG Kwok-hung  
Hon Steven HO Chun-yin, BBS  
Hon Frankie YICK Chi-ming, JP  
Hon WU Chi-wai, MH  
Hon MA Fung-kwok, SBS, JP  
Hon Charles Peter MOK, JP  
Hon CHAN Chi-chuen  
Hon CHAN Han-pan, JP  
Hon Kenneth LEUNG  
Hon Alice MAK Mei-kuen, BBS, JP  
Hon KWOK Wai-keung  
Hon Dennis KWOK Wing-hang  
Dr Hon Fernando CHEUNG Chiu-hung  
Dr Hon Elizabeth QUAT, JP  
Hon Martin LIAO Cheung-kong, SBS, JP  
Dr Hon CHIANG Lai-wan, JP  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP

Hon Andrew WAN Siu-kin  
Hon CHU Hoi-dick  
Hon SHIU Ka-fai  
Hon Wilson OR Chong-shing, MH  
Hon HUI Chi-fung  
Hon KWONG Chun-yu  
Hon Nathan LAW Kwun-chung  
Dr Hon YIU Chung-yim

**Members absent** : Dr Hon Priscilla LEUNG Mei-fun, SBS, JP  
Hon Paul TSE Wai-chun, JP  
Hon LEUNG Che-cheung, BBS, MH, JP  
Dr Hon Helena WONG Pik-wan  
Hon HO Kai-ming  
Hon Kenneth LAU Ip-keung, MH, JP

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

Ms Christine LOH, JP  
Under Secretary for the Environment

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

Mr Donald NG  
Deputy Director of Environmental Protection (4)  
Environmental Protection Department

Mr David WONG, JP  
Assistant Director (Environmental Compliance)  
Environmental Protection Department

Mr Samson LAI  
Assistant Director (Waste Management Policy)  
Environmental Protection Department

Ms Elsa CHEUK  
Chief Town Planner/Central Enforcement and Prosecution  
Planning Department

Mr Patrick LEUNG  
Principal Land Executive/LC & LE(Land Control  
and Lease Enforcement Section)  
Lands Department

**For item V**

Ms Christine LOH, JP  
Under Secretary for the Environment

Mrs Alice CHEUNG, 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 (Mobile Source)  
Environmental Protection Department

**Clerk in attendance** : Ms Angel SHEK  
Chief Council Secretary (1)1

**Staff in attendance** : Miss Winnie LO  
Assistant Legal Adviser 7

Ms Doris LO  
Senior Council Secretary (1)1

Miss Mandy POON  
Legislative Assistant (1)1

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Action

**I. Confirmation of minutes**

(LC Paper No. CB(1)210/16-17 — Minutes of the meeting held  
on 24 October 2016)

The minutes of the meeting held on 24 October 2016 were confirmed.

Action

**II. Information papers issued since last meeting**

2. Members noted that no information paper had been issued since last meeting.

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

(LC Paper No. CB(1)295/16-17(01) — List of follow-up actions

LC Paper No. CB(1)295/16-17(02) — List of outstanding items for discussion)

3. Members agreed that the next regular meeting scheduled for Monday, 23 January 2017 would be advanced to start from 2:00 pm, and the following items would be discussed at the meeting:

- (a) briefing by the Secretary for the Environment on the Chief Executive's 2017 Policy Address; and
- (b) update on the progress of preparation for implementing Producer Responsibility Scheme on Waste Electrical and Electronic Equipment.

**IV. Actions to combat illegal land filling and fly-tipping of construction and demolition waste**

(LC Paper No. CB(1)295/16-17(03) — Administration's paper on "Actions to combat illegal land filling and fly-tipping of construction and demolition waste"

LC Paper No. CB(1)295/16-17(04) — Background brief on "Control against illegal land filling and fly-tipping of construction and demolition waste" prepared by the Legislative Council Secretariat

Action

- LC Paper No. CB(1)295/16-17(05) — Submission from Mr LEE Yuet-man, Yuen Long District Council member (Chinese version only)
- LC Paper No. CB(1)319/16-17(01) — Further submission from Mr LEE Yuet-man, Yuen Long District Council member (Chinese version only)
- LC Paper No. CB(1)319/16-17(02) — Joint submission from Land Justice League, Local Research Community, Save Lantau Alliance, The Conservancy Association, The Hong Kong Bird Watching Society, Designing Hong Kong and Green Power (Chinese version only)
- LC Paper No. CB(1)319/16-17(03) — Submission from Kadoorie Farm & Botanic Garden Corporation (English version only)
- LC Paper No. CB(1)319/16-17(04) — Submission from Designing Hong Kong (English version only))

Briefing by the Administration

4. The Under Secretary for the Environment ("USEN") stated the Administration's determination in tackling the problems of illegal land filling and fly-tipping of construction and demolition ("C&D") waste, and that it would introduce enhanced measures to combat the problems. She also advised that the Environment Bureau ("ENB") and the Development Bureau had started high-level discussions on enhancing inter-departmental coordination in dealing with the problems.

Action

Discussion

Weaknesses of the existing regulatory regime

5. Mr LEUNG Yiu-chung criticized the deficient regulatory regime for handling illegal land filling on both government and private lands. He considered it imperative for the Administration to take stern actions to deal with the existing cases of illegal land filling, and prevent emergence of new cases. Mr WAN Siu-kin expressed disappointment about the incapability of the responsible government departments in thoroughly resolving many long-existing cases of illegal land filling, such as the soil fills near Kingswood Villas in Tin Shui Wai, and at Tsing Chuen Wai in Tuen Mun.

6. Mr KWONG Chung-yu opined that as the existing regulatory regime involved various ordinances and straddled the ambits of different government departments, it would undermine enforcement capability if the departments concerned did not make concerted and coordinated efforts but only take actions within its purview. Mr HUI Chi-fung criticized that the number of prosecutions concerning illegal land filling and fly-tipping cases was very low despite the large number of public complaints received. He urged the Administration to review the existing regulatory regime, enhance the coordinating role of the Environmental Protection Department ("EPD") among the responsible enforcement departments, and step up preventive measures against illegal dumping of C&D waste.

7. The Deputy Director of Environmental Protection (1) ("DDEP(1)") indicated that EPD had been coordinating efforts of nine relevant departments in combating illegal dumping of C&D waste. The Assistant Director (Environmental Compliance) ("AD(EC)") advised that since the introduction of a prior notification mechanism under the Waste Disposal Ordinance (Cap. 354) ("WDO"), which required a person to obtain the written permission of the landowners given in a specified form and submit the form to EPD before the intended date of deposition on private land, EPD was able to alert other relevant government departments in advance such that the latter could take follow-up actions under their respective purview to ensure that the proposed deposition would comply with the relevant legislative requirements.

8. As regards the Tsing Chuen Wai case, AD(EC) said that the suspected soil fill found at the site was originally a small mound covered by vegetation, while some parts of the land were bulldozed around 2016 to form a platform with asphalt paving. Over time, the original soil surface was exposed due to the removal of vegetation, which posed safety risks. The Buildings Department and the Civil Engineering and Development

Action

Department ("CEDD") had already served dangerous hillside orders to the landowners concerned under section 27A of the Buildings Ordinance (Cap. 123). The relevant government departments would keep on monitoring the situation and take necessary follow-up actions.

9. Mr CHU Hoi-dick criticized that the prior notification mechanism under WDO was not effective in regulating against illegal dumping on private land. Dr YIU Chung-yim observed that the Town Planning Ordinance (Cap. 131) ("TPO") appeared to have limited the regulatory powers of the Planning Department ("PlanD") in respect of land use to only those areas covered by Development Permission Area ("DPA") plans (or any Outline Zoning Plans subsequently drawn up as their replacements). Mr CHU and Dr YIU urged the Administration to plug the loopholes in TPO by extending PlanD's regulatory control over unauthorized land filling activities on areas outside DPAs, such as South Lantau.

10. The Chief Town Planner/Central Enforcement and Prosecution, PlanD stressed that in imposing planning control through designation of DPAs, it was necessary to strike a balance between nature conservation and protection of private property rights. For unauthorized land filling in areas covered by DPA plans, the Planning Authority could take enforcement actions by issuance of Enforcement Notice or Stop Notice to require the parties concerned to discontinue the unauthorized developments by a specified date, and Reinstatement Notice to require reinstatement of the land by a specified date to a specified condition, such as that before gazettal of the DPA plans concerned, as the Planning Authority considered satisfactory. When taking relevant enforcement actions, reference would be made to the baseline environmental conditions of the lot of land involved as appropriate.

11. Dr YIU Chung-yim asked if the Administration would regularly make public relevant land information, including baseline environmental conditions, aerial photos or geological data like metres above the Hong Kong Principal Datum (i.e. mPD level), to facilitate monitoring and detection of illegal land filling activities. Mr CHAN Chi-chuen suggested that the Administration should take forward some immediate measures such as publishing online the locations of black spots of illegal land filling and fly-tipping to facilitate public monitoring. Mr WU Chi-wai urged the Administration to comprehensively review the extent of land information that should be made available for public scrutiny, and devise effective means to facilitate public access to such information. The Administration took note of the suggestions.

12. The Principal Land Executive (Land Control and Lease Enforcement Section), Lands Department indicated that the Lands Department ("LandsD") had maintained and kept updating relevant land information for land

Action

management (including enforcement of the Land (Miscellaneous Provisions) Ordinance (Cap. 28) which was relevant to the statutory control over illegal land filling). Given the bulk of information involved and the changing land conditions, it might not be feasible publishing the information for public access. However, information such as land boundaries and aerial photos, etc. could be provided upon request if the location of the lot of land concerned could be clearly specified.

Admin

13. At the request of Mr WU Chi-wai, the Administration agreed to review whether it was feasible to enhance the GeoInfo Map that was available for public access at LandsD's website by incorporating relevant information, such as baseline environmental conditions and land boundaries, with a view to facilitating monitoring of and enforcement against illegal land filling.

Penalties for offences relating to illegal land filling and fly-tipping

14. Mr LEUNG Yiu-chung urged the Administration to review the penalties to enhance deterrent effect against illegal land filling and fly-tipping of C&D waste. In particular, the enforcement departments should trace the responsible persons who had instructed these illegal activities, and impose stiff penalties on such persons.

15. USEN stated that the statutory penalty levels were appropriate and proportionate to the gravity of the offences in question, while the actual penalties should be determined by the court taking into account the circumstances of individual cases. DDEP(1) said that in relation to enforcement of WDO against waste deposition on Government land, or on private land without the consent of landowners or lawful occupiers, EPD had been exercising due diligence in adducing sufficient evidence for consideration by the court, and would explore more means to enhance investigation and collection of evidence. AD(EC) advised that pursuant to section 16A of WDO, a fine up to \$200,000 and imprisonment for up to six months could be imposed for first conviction of illegal waste disposal, and a fine up to \$500,000 and imprisonment for up to six months for subsequent conviction. There were cases against which suspended sentences were imposed. For cases involving unlawful deposition of small quantity of construction waste, enforcement officers of EPD and the Food and Environmental Hygiene Department might issue to the offenders Fixed Penalty Notices (\$1,500) in accordance with the Fixed Penalty (Public Cleanliness and Obstruction) Ordinance (Cap. 570).

Admin

16. Mr SHIU Kai-fai remarked that compared to the greater costs in terms of transportation and disposal charges that would otherwise be incurred for

Action

depositing C&D waste properly at waste disposal facilities, the fixed penalty at \$1,500 could hardly have any punitive effect to deter fly-tipping of such waste at roadside or convenient locations. At the request of the Chairman, the Administration agreed to provide supplementary information listing out respectively by the ordinances/regulations set out in Annex I to the Administration's paper (LC Paper No. CB(1)295/16-17(03)) (a) the maximum penalties against illegal land filling and/or fly-tipping of C&D waste, and (b) the number of prosecutions and convictions made, and the penalties imposed on convicted cases, in the past three years from 2013 to mid-2016.

Measures to detect illegal dumping activities

*Mandatory use of Global Positioning System at waste collection vehicles*

17. Mr Kenneth LEUNG enquired about the latest progress of using Global Positioning System ("GPS") to track the movements of dump trucks, including whether legal issues in relation to personal privacy had been sorted out, and technical performances of the software and/or hardware used. The Chairman asked about the timetable of implementing this initiative.

18. The Deputy Director of Environmental Protection (4) ("DDEP(4)") advised that two rounds of pilot trials conducted in collaboration with the dumper truck industry had proved that the use of GPS at dumper trucks for tracking their movements was technically feasible, and could help deter fly-tipping of C&D waste and facilitate monitoring and investigation. Based on the legal advice from the Department of Justice, the personal privacy issues concerned could be addressed by ensuring that the use of GPS for tracking dump trucks was solely for the legitimate purpose of law enforcement. The Administration had been drawing up the operational details having regard to the experience gained from the trials and would consult the trade further. A substantive implementation plan would likely be ready in 2017 at the earliest.

19. Mr KWOK Wai-keung and Mr SHIU Ka-fai pointed out that small-scale fly-tipping of C&D waste in the urban areas, including C&D waste generated from renovation/repair works in domestic flats, often involved dumping from light vehicles. As such, they both considered it necessary to extend the suggested use of GPS to light vehicles and private cars carrying C&D waste.

20. DDEP(4) advised that EPD had been working on a comprehensive regulatory system for controlling the transport of C&D waste and detecting illegal dumping activities through multiple measures, which might include a registration requirement of all vehicles (instead of only dumper trucks) carrying C&D waste, and mandatory use of GPS at such vehicles for tracking

Action

their movements.

21. In response to the enquiry of Mr CHAN Chi-chuen, DDEP(4) said that the trip-ticket system ("TTS") currently implemented for public works projects had been effective in tracking the movements and preventing illegal dumping of C&D waste generated from such sources.

*Installation of surveillance camera system at black spots*

22. Mr SHIU Ka-fai expressed disappointment about the sluggish progress in clearing up the dumped materials at black spots of illegal dumping despite repeated complaints from the public. He considered it inadequate to install surveillance camera systems at only 12 selected black spots to enhance detection of such illegal activities, as in the trial scheme under the Keep Clean 2015 Campaign ("the trial scheme"). He asked if the Administration would also carry out covert operations to support investigation and prosecution. Mr KWOK Wai-keung asked if the Administration would install surveillance camera systems at more black spots, and put in place a reporting mechanism for the public to report illegal dumping cases.

23. DDEP(1) advised that EPD had coordinated with related government departments to draw up a list of about 50 fly-tipping black spots. The trial scheme aimed at testing the performance and effectiveness of simple and low-cost cameras at different environmental settings for identifying cost-effective arrangements for detecting illegal dumping activities.

24. Mr WAN Siu-kin asked about the measures to ensure that the surveillance camera systems could capture clear images of the registration marks of vehicles involved in illegal dumping of C&D waste. Mr KWONG Chun-yu queried why no prosecution was instituted for some cases even if the registration marks had been captured, and whether the Administration had any plan to improve the investigation and prosecution procedures.

25. DDEP(1) advised that based on the experience of the trial scheme, EPD would enhance the technical specifications to facilitate collection of evidence for prosecution purposes, procure better quality equipment, and include more black spots for installation of surveillance camera systems in future, subject to resources availability. He also advised that EPD had collaborated with complainants of illegal dumping cases and residents living near the black spots to strengthen intelligence collection. It would continue to review the relevant measures and procedures to boost enforcement capability.

Action

Promoting reuse of fill materials

26. Ir Dr LO Wai-kwok pointed out that abandoned inert C&D materials could be reused as fill materials in reclamation and site formation projects (hereinafter referred to as fill materials), yet the supply of fill materials was exceeding demand as there had been fewer reclamation projects nowadays. He urged the Administration to take initiatives to maximize the use of such fill materials, including providing incentives to the construction industry for using fill materials in local works projects, or exporting fill materials stockpiled at public fill banks to the Mainland.

27. DDEP(4) responded that in compliance with the policy directives of ENB/EPD, CEDD had been taking the lead in maximizing the use of fill materials in public works projects, and had requested relevant public organizations to follow suit. He further said that under the Construction Waste Disposal Charge Scheme ("CWDCS"), the setting of the public fill charge and sorting charge at levels lower than the landfill charge were meant to provide financial incentives to C&D waste producers to reduce waste and practise sorting.

Recommendations in the Director of Audit's Report No. 67

28. At the invitation of the Chairman, DDEP(1) and DDEP(4) gave a general response to the recommendations on the management of abandoned C&D materials in the Director of Audit's Report No. 67 issued in October 2016. In brief, the Government agreed to the recommendations therein and would take improvement measures which included, apart from those discussed earlier at the meeting, reviewing and adjusting the rates of charges under CWDCS annually, extending TTS to regulate disposal of abandoned C&D materials of works projects undertaken by public organizations, and seeking assistance and advice from the Hong Kong Police Force with a view to improving the skills of EPD's frontline officers in investigation and enforcement.

Concluding remarks

29. The Chairman suggested holding a further meeting to receive views from the public on illegal land filling and fly-tipping of C&D waste. Members supported the suggestion. The Chairman said that she would work out with the Clerk the date of the special meeting and inform members accordingly.

Action

**V. Proposal to tighten emission standards of newly registered vehicles**

(LC Paper No. CB(1)295/16-17(06) — Administration's paper on "Proposals to Tighten Emission Standards for Newly Registered Vehicles"

LC Paper No. CB(1)295/16-17(07) — Updated background brief on "Tightening of emission standards of newly registered motor vehicles" prepared by the Legislative Council Secretariat

LC Paper No. CB(1)319/16-17(05) — Submission from Tai Wall Auto Services Limited (Chinese version only)

LC Paper No. CB(1)319/16-17(06) — Submission from 陳文婷女士 (Chinese version only)

LC Paper No. CB(1)319/16-17(07) — Submission from 張遠強先生 (Chinese version only)

LC Paper No. CB(1)319/16-17(08) — Submission from Professional Crane Lorry Association Limited (Chinese version only))

Briefing by the Administration

30. USEN remarked that, having regard to the feedback received during the consultation with stakeholders on the initial proposal, the Administration had revised the timetable for tightening the emission standards for newly registered vehicles (except diesel private cars) to Euro VI in phases starting from 1 July 2017, and reviewed the control regarding new registration of diesel private cars, as set out in paragraphs 20 to 24 of the Administration's paper (LC Paper No. CB(1)295/16-17(06)) ("the revised proposal"). Under the revised proposal, the emission standards for newly registered diesel private cars would be tightened to California LEV III from 1 July 2017.

*(To allow sufficient time for discussion, the Chairman extended the meeting for 10 minutes beyond the appointed ending time.)*

Action

Discussion

Benefits of the revised proposal

31. Dr YIU Chung-yim asked about the estimated quantifiable benefits in terms of improvement of air quality and protection of public health as a result of implementing the Euro VI emission standards for newly registered vehicles (except diesel private cars), and California LEV III standards for newly registered diesel private cars in Hong Kong.

Admin

32. The Assistant Director (Air Policy) ("AD(AP)") advised that, compared to their Euro V counterparts, Euro VI heavy duty diesel vehicles emitted about 80% less nitrogen oxides ("NO<sub>x</sub>"), and Euro VI light duty diesel vehicles emitted about 55% less NO<sub>x</sub>. In the past five years, roadside concentration of NO<sub>x</sub> had been reduced by around 20%, indicating the effectiveness of the Administration's overall measures in improving roadside air quality. AD(AP) said that the Administration not only provided air quality data online but also published air quality monitoring reports annually for the information of the public. However, it was not practicable to quantify the contribution of a particular measure (e.g. tightening of vehicle emission standards) to roadside air quality improvement. At the request of Dr YIU Chung-yim, AD(AP) undertook to provide an analysis on the effectiveness of the Government's measures in improving roadside air quality and the associated health effects.

33. While considering the revised implementation timetable acceptable, Mr KWOK Wai-keung was worried that the increasing number of vehicles in Hong Kong would neutralize the gains from tightening vehicle emission standards. He asked about the Administration's policy and measures, if any, to contain vehicle growth. The Chairman asked whether the Environment Bureau had discussed the issue with the Transport and Housing Bureau ("THB"). USEN responded that the issue concerned transport policies under the purview of THB. She noted that the Planning Department, in formulating the "Hong Kong 2030+: Towards a Planning Vision and Strategy Transcending 2030", recognized the need to manage vehicle growth in order to achieve sustainable development. Members might pursue the matter with THB or the Planning Department in this context.

34. The Deputy Chairman expressed support for tightening the vehicle emission standards. He sought information on the regional cooperation between Hong Kong and the Mainland on emission control, and suggested that the Administration should make reference to the relevant standards of the Mainland for setting Hong Kong's vehicle emission standards.

Action

35. AD(AP) said that the Mainland had recently implemented the "China 5" vehicle emission standards which were comparable to the Euro V standards, and intended to upgrade the national standards as soon as practicable to "China 6", which would not be inferior to Euro VI. To improve regional air quality, the governments of Hong Kong and the Guangdong Province had agreed to a set of emission reduction targets for 2015 and 2020 respectively.

Supply of heavy duty diesel vehicles

36. Mr YICK Chi-ming said that the transport trades in principle did not object to the tightening of vehicle emission standards for improving air quality. However, the trades had expressed serious concerns about the readiness in terms of adequate supply of Euro VI heavy duty diesel vehicles, as currently only a few European models of such vehicles were available on the Hong Kong market. Mr YICK urged the Administration to ensure that Japanese models, which were generally cheaper, were readily available on the market before implementing the Euro VI standards, in order to minimize the financial burden on small transport services operators.

37. AD(AP) explained that under the standing practices, the Administration would see it practicable to implement a more stringent emission standard for a particular class of vehicles when vehicle suppliers which in aggregate accounted for about 70% to 80% of the local market share would be able to put on the market compliant vehicles, including major brands of that class of vehicles. To address concerns expressed by the transport trades in the consultation, the Administration had deferred the proposed commencement date of the Euro VI standards for goods vehicles and non-franchised buses by one year from 1 January 2017 to 1 January 2018. The deferred commencement timetable would make vehicle supply unlikely a problem. Taking into account the longer lead time for the body-building work of heavy duty vehicles, such as crane lorries and buses, the Administration would allow first registration of Euro V heavy duty vehicles if the vehicles were undertaking body-building when the Euro VI standards took effect.

Emission standards for diesel private cars

38. Mr YICK Chi-ming said that he had reservations about the proposed tightening of the emission standards for diesel private cars to California LEV III. He sought details on the emission performance of diesel private cars vis-à-vis petrol private cars. Mr CHAN Hak-kan requested the Administration to explain the surge in the number of registered diesel private

Action

cars in Hong Kong since 2009, despite stringent emission requirements for new registration of these vehicles had been in place since 1998. Mr Kenneth LEUNG, on the other hand, suggested that the Administration might consider adopting emission standards that were more stringent than California LEV III for diesel private cars.

39. AD(AP) advised that the California standards had been in force for newly registered diesel private cars in Hong Kong since 1998. In the subsequent years, there had not been any diesel private cars first registered in Hong Kong due to compliance with the California standards. However, since 2009, there were diesel private cars that could meet the prevailing European Union ("EU") emission standards for petrol private cars as certified in an emission certification laboratory. In consideration of such test results, the Administration allowed these diesel private cars to first register in Hong Kong. USEN and AD(AP) said that in recent years, evidence had emerged that diesel private cars emitted much more NO<sub>x</sub> on road than during laboratory tests. Their on-road emissions of NO<sub>x</sub> were also much higher than those of petrol private cars, and far exceeded the statutory emission limits. The Administration therefore considered it necessary to disallow diesel private cars meeting only the EU petrol car emission standards to be first registered; and to tighten the emission standards for newly registered diesel private cars to California LEV III, as put forth in the revised proposal.

Admin

40. As regards international developments in the control of diesel vehicles, AD(AP) remarked that at a recent C40 Mayors Summit, Paris, Mexico City, Madrid and Athens had committed to removing all diesel vehicles by 2025 in an effort to improve air quality. The Chairman requested the Administration to provide supplementary information on the above, as well as recent studies and findings on the emission performance of diesel private cars.

Support for the vehicle maintenance trade

41. Mr YICK Chi-ming and Mr KWOK Wai-keung were concerned whether there would be sufficient vehicle mechanics competent in repairing Euro VI vehicles by the implementation date of the new vehicle emission standards.

42. AD(AP) explained that vehicle mechanics should be familiar with the emission control technologies to be used in Euro VI diesel vehicles, such as selective catalytic reduction devices and diesel particulate filters, as those technologies had already been used in Euro IV and V diesel vehicles. Vehicle manufacturers would be required to make available to the public information on the maintenance of Euro VI vehicles. Furthermore, the

Action

Administration had been organizing vehicle maintenance seminars in collaboration with the Vocational Training Council and vehicle manufacturers to help vehicle mechanics to better understand the maintenance of commercial vehicles of advanced designs. The vehicle maintenance trade considered the seminars useful and would like the Administration to continue organizing them. The Administration would continue to do so.

Admin

43. At the request of the Chairman, the Administration agreed to provide information on the support provided to the vehicle maintenance trade to complement the tightening of the vehicle emission standards for newly registered vehicles (except diesel private cars) to Euro VI, including the number of vehicle maintenance seminars held/planned to be held, and the existing and projected numbers of vehicle maintenance workshops and competent vehicle mechanics.

Monitoring of vehicle emission performance

44. Mr WU Chi-wai enquired about the measures to address the problem of excessive emissions from poorly-maintained liquefied petroleum gas ("LPG") taxis. Mr LEUNG Kwok-hung asked how EPD monitored vehicle emissions and ensured compliance with the statutory standards.

45. AD(AP) responded that EPD had strengthened the emission control programme of LPG vehicles starting from September 2014 by using roadside remote sensing equipment which monitored the levels of NO<sub>x</sub> and other exhaust gases from vehicles (including LPG vehicles). If excessive exhaust emission was detected from a passing vehicle, the registered owner would be required to send the vehicle for an emission test at a Designated Vehicle Emission Testing Centre within a prescribed period to ascertain the rectification of the excessive emission problem. Failure to pass the test might lead to cancellation of the vehicle licence in question. According to the Administration's statistics, around 80% of LPG taxis had excessive emissions prior to the introduction of the said measure, and a significant improvement had been observed thereafter. In response to the Deputy Chairman's question, AD(AP) advised that first registration of diesel taxis was not allowed under the existing legislation.

46. Referring to the investigation findings of the Ombudsman, Mr CHU Hoi-dick enquired whether the standards of emission tests for vehicles undergoing annual examination and those caught emitting excessively on road would be aligned to enhance enforcement of the statutory emission standards. Mr LEUNG Kwok-hung considered that the Transport Department ("TD") should incorporate NO<sub>x</sub> emission test in the annual

Action

vehicle examination.

47. AD(AP) and the Deputy Director of Environmental Protection (3) responded that EPD had been following up the matter with TD. To incorporate the NO<sub>x</sub> emission test in the annual vehicle examination would require more car testing centres to be set up for administering the vehicle examination. Furthermore, the Administration, in the course of the review of the Air Quality Objectives, had received views from some stakeholders that it might not be cost-effective to require all registered vehicles to undergo NO<sub>x</sub> emission test in TD's annual vehicle examination because only a small number of vehicles had excessive emissions. They considered it more appropriate to implement specific measures (such as adoption of roadside remote sensors to test vehicle emissions) targeting at gross-emitting vehicles.

*(At 10:40 am, the Chairman ordered that the meeting be extended further for five minutes to 10:45 am.)*

Other measures to improve roadside air quality

*Promoting the use of electric vehicles*

48. Ir Dr LO Wai-kwok and Mr WU Chi-wai enquired about the Administration's strategies and measures to promote the use of electric vehicles ("EVs"). Ir Dr LO asked if the first registration tax ("FRT") waiver for EVs, which was due to expire on 31 March 2017, would be extended. Mr Kenneth LEUNG urged the Administration to extend the waiver. The Deputy Chairman suggested that subsidies be provided to transport services operators to encourage replacement of their diesel commercial vehicles, if any, with low-emission vehicles. Mr CHAN Hak-kan criticized the Administration's lack of determination in promoting the use of EVs, and suggested that it should make reference to the experiences of the Mainland and South Korea for setting long-term targets in this regard.

49. AD(AP) responded that the Administration endeavoured to promote the use of EVs in Hong Kong, and saw it more beneficial to roadside air quality to promote the use of EVs by the commercial sector, which accounted for the bulk of vehicle emissions. As for private car owners, the Administration considered it important to promote the use of public transport. If one had a genuine driving need that could not be met by public transport, the Administration would like to encourage him to opt for an electric car instead of a conventional one. To encourage the commercial sector to use EVs and other green innovative transport technologies, the Pilot Green Transport Fund ("PGTF") had been launched. The Fund also provided impetus for EV suppliers to import suitable EV models to Hong Kong.

Action

Besides, to reduce the charging time for EVs at public charging facilities, the Administration had been upgrading more standard public chargers to medium chargers. In the long run, the popularity of EVs would hinge on the availability of EVs meeting the local driving needs and the advancement of the charging technologies that required a shorter charging time. As regards whether the FRT waiver for EVs would be extended, USEN said that she was not in a position to comment on the matter due to confidentiality obligations. Such tax concessions, if any, would be announced in the 2017-2018 Budget.

Admin

50. At the request of Ir Dr LO Wai-kwok, USEN agreed to provide supplementary information on the implementation progress and effectiveness of PGTF, including whether any models of electric and/or hybrid vehicles under trial had been found suitable for introduction into Hong Kong.

51. Mr Kenneth LEUNG enquired about the progress of the trial of electric buses. AD(AP) advised that five single-deck electric buses of the same brand had commenced their trial. So far, the availability of the buses was not as good as that of conventional buses because of various defects. Furthermore, the high energy consumption of the buses' air-conditioning systems in summer would reduce their driving range. More single-deck electric buses would commence their trial progressively in 2017. The Administration would report the trial results to the Panel in due course.

*Low emission zones*

52. Mr CHU Hoi-dick asked about the implementation progress of low emission zones ("LEZs"), and whether more LEZs would be set up in future. AD(AP) advised that three LEZs, in which franchised bus companies were required to deploy low-emission buses (i.e. Euro IV or above buses), had been set up in end 2015 and operating smoothly. As to the suggestion to expand the scheme to cover other vehicle types or set up more LEZs, AD(AP) pointed out that the Administration had been phasing out pre-Euro IV diesel commercial vehicles, and working with franchised bus companies to retrofit Euro II and III buses with selective catalytic reduction devices to reduce their NO<sub>x</sub> emissions. Meanwhile, franchised bus companies were also replacing old buses with low-emission buses. The combined effects of these efforts would make the whole territory effectively an LEZ.

*(At 10:45 am, the Chairman suggested that the meeting be extended further for five minutes. Members did not raise any objection.)*

Conclusion

53. The Chairman concluded that members did not have any objection in

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principle to the revised proposal. She remarked that an item on improvement of roadside air quality had been scheduled for discussion at a Panel meeting in the first or second quarter of 2017 tentatively, and related issues could be discussed further on that occasion.

54. Mr YICK Chi-ming suggested holding a special meeting to receive public views on the revised proposal. Ir Dr LO Wai-kwok and Mr Kenneth LEUNG supported the suggestion. Mr YICK opined that the special meeting should be held before the Administration submitted the relevant legislative proposal to the Legislative Council. The Chairman said that she would work out with the Clerk the date of the special meeting and inform members accordingly.

*(Post-meeting note: With the concurrence of the Chairman, the special meeting to receive public views on the proposal to tighten emission standards for newly registered vehicles was scheduled for Friday, 24 February 2017 from 8:30 am 12:45 pm. The notice of the special meeting was issued to members vide LC Paper No. CB(1)446/16-17 on 17 January 2017.)*

**VI. Any other business**

55. There being no other business, the meeting ended at 10:47 am.

Council Business Division 1  
Legislative Council Secretariat  
27 January 2017