

立法會
Legislative Council

LC Paper No. CB(1) 2369/04-05
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by the Administration)

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Panel on Environmental Affairs

**Minutes of meeting held on
Tuesday, 5 July 2005, at 8:30 am
in Conference Room A of the Legislative Council Building**

- Members present** : Hon CHOY So-yuk, JP (Chairman)
Hon Emily LAU Wai-hing, JP (Deputy Chairman)
Ir Dr Hon Raymond HO Chung-tai, S.B.St.J., JP
Hon Martin LEE Chu-ming, SC, JP
Hon CHEUNG Man-kwong
Hon LAU Kong-wah, JP
Hon Miriam LAU Kin-yee, GBS, JP
Hon Albert CHAN Wai-yip
Hon Audrey EU Yuet-mee, SC, JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Dr Hon KWOK Ka-ki
Hon Patrick LAU Sau-shing, SBS, JP
- Member absent** : Hon WONG Yung-kan, JP
- Public officers attending** : **For item III**

Mr K K KWOK
Permanent Secretary for the Environment, Transport and
Works (Environment)

Mr Raymond FAN
Deputy Director of Environmental Protection (2)

Dr Malcolm James BROOM
Assistant Director (Water Policy)
Environmental Protection Department

Mr James CHAN Shiu-on
Principal Assistant Secretary for the Environment,
Transport and Works (Works)3
Environment, Transport and Works Bureau

Mr HON Chi-keung
Assistant Director/Sewage Services
Drainage Services Department

Mr CHUI Wing-wah
Chief Engineer/Harbour Area Treatment Scheme
Drainage Services Department

For item IV

Mr Roy TANG
Deputy Director of Environmental Protection (3)

Mr MOK Wai-chuen
Principal Environmental Protection Officer (Mobile
Source Control)

**Attendance by
invitation : For item III**

WWF Hong Kong

Mr Clarus CHU
Marine Conservation Officer

Hong Kong Institute of Environmental Impact Assessment

Dr LAI Pong-wai

The Conservancy Association

Mr Albert LAI
Director

Hong Kong Marine Conservation Society

Dr John WONG
Chairman

Clerk in attendance : Miss Becky YU
Chief Council Secretary (1)1

Staff in attendance : Mrs Mary TANG
Senior Council Secretary (1)2

Miss Mandy POON
Legislative Assistant (1)4

I. Confirmation of minutes, endorsement of the report of the Panel for submission to the Legislative Council and matters arising

- (LC Paper No. CB(1) 1824/04-05 — Minutes of the meeting held on 23 May 2005
LC Paper No. CB(1) 1851/04-05(01) — Draft report of the Panel for submission to the Legislative Council
LC Paper No. CB(1) 1851/04-05(02) — List of follow-up actions
LC Paper No. CB(1) 1851/04-05(03) — List of outstanding items for discussion)

The minutes of the meeting held on 23 May 2005 were confirmed.

2. Members endorsed the draft report of the Panel on Environmental Affairs for the current session and authorized the Chairman to revise the report to cover discussion at this and future meetings before it was presented to the Council on 6 July 2005.

II. Information paper issued since last meeting

3. Members noted that the following information paper had been issued since last meeting -

LC Paper No. CB(1) 1869/04-05(01) — Information paper provided by the Administration on the proposed Mandatory Energy Efficiency Labelling Scheme

III. Implementation Plan for the Harbour Area Treatment Scheme Stage 2

Meeting with Conservancy Association (CA)
(LC Paper No. CB(1) 1851/04-05(05))

4. Mr Albert LAI said that as an environmental concern group, CA was very supportive of the early implementation of the Harbour Area Treatment Scheme (HATS) Stage 2 which would bring the needed improvements to the water quality of the Harbour. It was however disappointed that Government had not committed to

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full blown secondary treatment with a clear timeframe and resource allocation. He then questioned the estimated increase in harbour-catchment population from 4.56 million to 6.28 million and the corresponding increase in sewage flow from 1.8 million to 2.8 million cubic meters per day, which in his view were not justified having regard to the public aspiration for the gradual lowering of development density and the absence of reclamation plans in the catchment areas. These assumptions also did not conform to the principles adopted by the Planning Department in its demographic projections. To avoid over-provisioning, consideration should be given to providing treatment facilities under HATS Stage 2A to cater for the present flow of 1.8 million cubic meters per day with room for further expansion as and when the need arose. The savings as a result could be invested in the construction of secondary biological treatment facilities, thereby obviating the need for disinfection.

5. Mr LAI further pointed out that one of the major causes to the problems in the former Strategic Sewage Disposal Scheme was the confused lines of responsibilities and the lack of accountability. By way of illustration, the planning for and the monitoring of sewage services were undertaken by the Environmental Protection Department (EPD), but the delivery of sewage services was carried out by the Drainage Services Department. To this end, he supported the concept of establishing a Water Authority with a clear policy objective to take up the integrated responsibilities of water supply and sewage treatment. In this way, the total water management concept could be reflected in the institutional set up.

6. The Chairman and Ms Emily LAU declared that they were members of CA.

Meeting with Hong Kong Institute of Environmental Impact Assessment (HKIEIA)
(LC Paper No. CB(1) 1851/04-05(04))

7. Dr LAI Pong-wai said that HKIEIA fully supported the provision of the much needed upgrading of sewage treatment level within HATS catchment since the discharge of preliminarily treated sewage into the Harbour could no longer be considered environmentally acceptable. It was imperative that HATS Stage 2 should provide a flexible plan to make good use of the existing assets to address environmental needs while allowing for future changes. As such, an independent and unbiased environmental data management system should be set up to monitor the performance of the new sewage treatment works (STW) and the water quality in the Harbour. In this way, any changes in the marine environment could be detected, thereby giving early warning to any need for upgrading. Information generated from the system should be made available to policymakers and the general public in a timely manner to facilitate rational debates and decision-making on the way forward.

8. Dr LAI Pong-wai said that while HKIEIA did not have very strong views about the merits of centralized or distributed options, he wished to point out that the distributed treatment option would be severely constrained by limited space and proximity to the urban centres, making future upgrading very difficult if at all possible. The sewage treatment works in Stanley, which was built within a cavern, was a typical example. Therefore, HKIEIA would support centralized treatment of sewage

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at the Stonecutters Island as it would provide flexibility for population growth and the possible need for treatment upgrading in future.

Meeting with Hong Kong Marine Conservation Society (HKMCS)
(LC Paper No. CB(1) 1999/04-05(01))

9. Dr John WONG said that given the success of HATS Stage 1, HKMCS was pleased that a time table was set for the completion of HATS Stage 2A in 2013. It was however concerned about the use of chlorination as disinfection agent as this might have a detrimental effect on the marine ecosystem. He suggested that, instead of relying on chemical additives like chlorine, non-intrusive and natural methods of disinfection such as the use of ultraviolet light or ozone should be considered. He also stressed on the need for biological monitoring on the marine environment as the present monitoring mechanism was not effective in assessing the marine ecosystem. To protect Tsuen Wan beaches from further pollution, he opined that the sewage outfall should be extended further into the Ma Wan Channel for effective dispersion of the effluent. Meanwhile, the need for implementation of HATS Stage 2B should be considered taking into account the outcome and the effect of HATS Stage 2A upon its completion.

Meeting with WWF Hong Kong

10. While welcoming and supporting the early implementation of HATS Stage 2, Mr Clarus CHU said that WWF had reservations about the phased approach and urged the Government to plan HATS Stages 2A and 2B in parallel and set a firm time frame for implementation of both stages. It was also concerned about the use of chlorination for disinfection on a large scale given the adverse impact on the marine environment. WWF would support the formulation of total water management policies and application of polluter-pays principle. Given that population growth was expected to contain in the next few years, there might be a need to review the capacity of the treatment facilities to avoid over-provisioning.

11. The Chairman also drew members' attention to submissions from the following deputations not attending the meeting -

LC Paper No. CB(1) 1851/04-05(06) — Submission from the Hong Kong Institution of Engineers (English version only)

LC Paper No. CB(1) 1851/04-05(07) — Submission from the Association of Engineers in Society (English version only)

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Meeting with the Administration

- (LC Paper No. CB(1) 1851/04-05(08) — Updated background brief on Harbour Area Treatment Scheme prepared by the Legislative Council Secretariat
- LC Paper No. CB(1) 1851/04-05(09) — Paper provided by the Administration)

12. The Permanent Secretary for the Environment, Transport and Works (Environment) (PSETW(E)) said that the Administration was pleased that the proposed implementation of HATS Stage 2 had the general support from deputations. According to water modelling studies, the water quality objectives of the Harbour would be largely met after the implementation of HATS Stage 2A. The Administration intended to submit the relevant funding proposal to the Public Works Subcommittee (PWSC) and the Finance Committee to proceed with the time-critical elements of the project, which included the environmental impact assessment (EIA) for HATS Stage 2A, the design of the tunnel system and the extensive ground investigations, without which the project could not progress as planned.

General discussion

Treatment levels

13. Ir Dr Raymond HO was concerned that the Administration would not proceed with HATS Stage 2B after completion of Stage 2A as no undertaking had ever been given by the Administration on the use of secondary treatment despite its huge investment on HATS. PSETW(E) explained that it was expected the use of chemically enhanced primary treatment (CEPT) for treatment of sewage under HATS Stage 2A would not only significantly improve the water quality but would also largely meet the required water quality objectives. In the event that the water quality objectives could not be met due to increase in population, consideration would then be given to proceeding with secondary treatment. Given the financial implications arising from the implementation of HATS Stage 2B, it would need to have the support of the general public. Meanwhile, sufficient land provision had already been earmarked for HATS Stage 2B. Through the chair, Dr LAI Pong-wai/HKIEIA pointed out that the outcome of the public consultation had revealed that the public was in support of the implementation of HATS Stage 2B.

14. Sharing similar concern, the Chairman enquired about the planning parameters which the Administration would adopt in deciding the need for HATS Stage 2B. PSETW(E) explained that while there might be a need to proceed with HATS Stage 2B in the long term, the timing for its construction would depend on a number of factors, such as population growth, water quality and whether the public would be prepared to pay under polluter-pays principle. A review of the trends in sewage flow, water quality and population growth would be conducted in 2010. At the Chairman's request, the Administration undertook to provide the planning parameters for members' reference.

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Capacity requirements for HATS Stage 2

15. Regarding the designed capacity of the new STW, PSETW(E) explained that with the catchment area extended to the western and northern Hong Kong Island under HATS Stage 2A, the amount of sewage to be treated would be increased from the existing 1.8 million cubic metres to up to 2.2 million cubic metres per day in 2013/14. Given that the underground tunnels were expected to last for over a hundred years, there was a need to optimize their design so that they could cater for the ultimate population which the HATS service area might have to accommodate. In view of the nature of the deep tunnelling works, reduction in the size of the tunnels would add difficulties to the construction without any significant savings in the capital cost.

16. Mr Albert LAI/CA said that he was not opposed to the provision of enlarged underground tunnels, but had reservations on the possible over-provisioning of the treatment capacity for sewage flow of 2.8 million cubic metres per day, when the existing sewage flow was only 1.8 million cubic metres per day. The excessive capacity would be wasted if the future population did not increase as projected. A more cautious approach would be to construct STW with a design capacity of 1.8 million cubic metres per day with flexibility for expansion to meet the increase in demand. A Water Authority should also be set up for better water management, which would include recycling of waste water in an attempt to reduce sewage generation. Ms Emily LAU shared CA's views that STWs should not be over-provided to avoid wastage.

17. Through the Chair, PSETW(E) explained that there was a need for long-term planning to cater for future expansion, and that the ultimate design capacity of 2.8 million cubic metres per day would not be wasted in view of the anticipated population growth in the long term. Early approval for the construction of the underground tunnels was needed as the detailed design and EIA studies on the sewage infrastructure would take time. In response to Mr Martin LEE's question, PSETW(E) confirmed that demographic projections made by the Planning Department and the Census and Statistics Department had been taken into account in planning for the design capacities for HATS Stage 2.

18. Mr Patrick LAU queried the need for the tunnels to be at the proposed depth which might be the cause for the high construction cost, which might otherwise be used to provide for the secondary treatment facilities. He also noted that the sewage tunnels at Tseung Kwan O were not as deep as the tunnels in other catchment areas, and asked whether this was the cause for land settlement. The Assistant Director of Drainage Services (Sewage Services) explained that sewage tunnels were set at a depth of 100 metres in accordance with the existing sewage tunnel regulations which required a minimum depth of 30 metres of rock above the tunnels for easements to be created. This was meant to be a safety measure to avoid all underground utilities, subways and building piles. The cost for excavation of deep underground tunnels under normal circumstances was about \$50,000 per metre. Even after taking into consideration other associated costs like those for shaft construction, the overall cost

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was not high as compared to forms of shallow construction which would involve road diversion work and cause much inconvenience to the public. The construction cost of HATS Stage 2A, amounting to \$8.2 billion, was inclusive of the cost of tunnelling works of about \$3 billion. As regards the sewage tunnels at Tseung Kwan O, these were sufficiently deep in accordance with the sewage tunnel regulations. The complex geology and the unforeseen ground conditions were major factors contributing significantly to the ground settlement at the town centre areas.

Disinfection

19. On the use of chlorination for disinfection, PSETW(E) said that this had been commonly applied in overseas countries for years. The treated effluent would undergo a dechlorination process to neutralize the effects of chlorination before being discharged into the receiving waters. In reply to Ir Dr Raymond HO's enquiry, PSETW(E) confirmed that EIA studies on the impact of chlorination on the surrounding waters would be conducted prior to implementation.

20. Noting the concern about the adverse impact which chlorination might have on the marine ecosystem, Ms Emily LAU sought advice on the non-intrusive and natural disinfection methods as well as the benefits of extending the sewage outfall to the Ma Wan Channel. Dr John WONG/HKMCS said that overseas experience on the use of chlorination for disinfection might not be applicable to the local situation since overseas countries did not use seawater for flushing and they did not have a population density as high as Hong Kong. Besides, the use of chlorination for disinfection was not supported by the Advisory Council on the Environment. He added that with the natural biological filtering effect made possible by improvements to the marine ecosystem under HATS Stage 1, coupled with the natural assimilation power of oceanic waters, the use of chlorination for disinfection might not be required. Other non-intrusive and natural disinfection methods, such as the use of ultraviolet light and ozone, could be considered. The proposed extension of sewage outfall to Ma Wan Channel would allow for more effective dispersion of the effluent. While agreeing that the extension of sewage outfall to Ma Wan Channel might improve the water quality of the Tsuen Wan beaches, Dr LAI Pong-wai/HKIEIA opined that there was a need to conduct EIA studies on the proposed extension to ascertain the impact of the dispersion on other receiving waters. He further pointed out that there were technical considerations on the use of ultraviolet light and ozone which would need to be further studied.

21. Through the Chair, PSETW(E) said that disinfection was necessary having regard to the impact of the large amount of effluent generated from HATS Stage 2 on the surrounding waters. On the choice of disinfectants, he explained that ultraviolet light and ozone were not recommended in view of the high cost. Besides, as the effluent had only gone through CEPT, the use of ultraviolet light alone might not be very effective for disinfection. The more cost-effective disinfection method was chlorination, to be followed by dechlorination.

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22. As regards the extension of the sewage outfall to Ma Wan Channel, the Assistant Director of Environmental Protection (Water Policy) said that it had been difficult to identify potential outfall locations taking into account the need to avoid fairways, marine borrow areas and anchorage areas. Nevertheless, two locations, one to the west of the Stonecutters Island Sewage Treatment Works (SCISTW) between Lantau and Tsing Yi and the other to the southwest of SCISTW and north of Lamma Island, were identified. Water quality modelling studies were conducted at the two locations. Although both were found to have extra dilution effects, these were not sufficiently high to dispense with the need for disinfection. While there would be some projected improvement to the water quality in Tsuen Wan beaches if the outfall was located to the west of SCISTW, disinfection was still required to achieve the water quality objectives. If the outfall location was extended to the southwest, discharging north of Lamma Island, there would be greater improvement to the water quality of Tsuen Wan beaches but this would bring about a deterioration in water quality at the beaches at Lamma Island. Therefore, disinfection would still be required in either location.

Water quality

23. Mr LAU Kong-wah enquired whether an assessment had been made on the impact of HATS Stage 2 on beach water quality to avoid recurrence of the closure of beaches. PSETW(E) said that with the improvement of water quality upon the commissioning of HATS Stage 2A, it was expected that all the Tsuen Wan beaches could be re-opened. Mr Martin LEE asked if the Administration was confident that the water quality of the Harbour would be clean enough to allow all to swim in it. PSETW(E) answered in the affirmative, adding that the water quality of the Harbour would be significantly improved after sewage treatment and disinfection under HATS Stage 2A to the extent that swimming activities in the Harbour could be allowed.

Sewage charges

24. Mr Jeffrey LAM expressed support for the implementation of HATS Stage 2 which would bring about the needed improvements to the water quality of the Harbour. While accepting the polluter-pays principle, he was however concerned about the increase in the Trade Effluent Surcharge (TES) and the sewage charges (SC) as a result of the increased treatment costs which would inevitably have impact on the trades, in particular the restaurant and textile manufacturing trades. He enquired about the rate of increase and the means for cost recovery. PSETW(E) said that it was Government's policy to subsidize the capital cost of providing sewage treatment services and to recover the operating cost in accordance with the polluter-pays principle. Assuming that full cost recovery would have to be achieved at the time of commissioning HATS Stage 2 in 2013/14, the average household monthly SC bill would rise from the present \$11 to about \$26 over the next eight years. He assured members that the Panel would be consulted on the mechanism for cost recovery in due course.

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25. Mr LAU Kong-wah expressed concern about the two-fold increase in SC over a period of eight years. He enquired if the public and the trades would expect annual upward adjustment to their SC and TES thereafter and upon the commissioning of HATS Stage 2 in 2013. PSETW(E) advised that to recoup the operating costs for HATS Stage 2, the Administration would need to increase SC shortly. However, the adjustment of SC of slightly more than 10% per year would be mild as it would be spread over a period of eight years. An increase of less than two dollars a month, per year, for an average household was considered acceptable. Given that the recovery rate for TES was already higher, being 69% (as against 44% for SC) in 2003/04, the proportionate increase required to achieve 100% recovery would not be as large as for SC.

26. Through the chair, Mr Albert LAI/CA opined that the Government had been very mild in the adjustment of SC. Unlike the Mainland which sought to recover both the full capital and operating costs of treatment facilities within a short period of time, the Government was subsidizing the capital costs and recovering only the operating costs over a period of eight years. Under the polluter-pays principle, the trades should shoulder their share of responsibilities for sewage treatment. Nevertheless, there was general consensus that SC should apply to the underprivileged under a separate arrangement. Experience had shown that with increase in SC, the amount of water consumption would decrease.

Water management

27. Mr LEE Wing-tat considered it necessary for the Administration to work out water management policies in an attempt to conserve and recycle water. Mr Albert LAI/CA also reiterated the need to set up a Water Authority to take over the management of water resources, which was now spread over a number of departments such as EPD, Drainage Services Department and Water Supplies Department. In this way, water resources could be reused and recycled in a more effective manner as in the case of Singapore where effluent after tertiary treatment was transformed to potable water. Through the Chair, PSETW(E) explained that the Environment, Transport and Works Bureau was the coordinating authority in water management while the provision of water and sewage services was undertaken by a number of works departments and the system had been working well. The Principal Assistant Secretary for the Environment, Transport and Works (Works)³ added that measures to conserve water, such as the use of seawater for flushing, replacement of water pipes to prevent water leakage, publicity on the need to conserve water etc., had been implemented. In addition, two pilot schemes would be commissioned shortly at the Ngong Ping STW and Shek Wu Hui STW for treatment and recycling of sewage. Treated sewage would be used for toilet flushing, irrigation and cleaning purposes. Meanwhile, a pilot desalination plant had been set up in Tuen Mun, which would later be moved to Ap Lei Chau. The Administration would be conducting planning studies on total water management later in the year.

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28. Before concluding, the Chairman said that members had not indicated objection to the funding proposal. The Administration could proceed with submitting the funding proposal to PWSC but before such submission the Administration should provide Members with information on the planning parameters to be adopted in deciding the need for HATS Stage 2B.

IV. A proposal to require pre-Euro heavy diesel vehicles to be retrofitted with emission reduction devices

(LC Paper No. CB(1) 1851/04-05(10) — Paper provided by the Administration)

29. The Deputy Director of Environmental Protection (3) (DDEP(3)) briefed members on the proposal to make it a mandatory requirement to retrofit pre-Euro heavy diesel vehicles with emission reduction devices.

30. Ms Miriam LAU expressed support for the proposal. Noting that there were still 930 or 3% of pre-Euro heavy diesel vehicles which had not participated in the retrofitting programme, she asked if this was due to the unwillingness of owners to participate in the programme or the fact that they could not be contacted for the said installation. She held the view that, if the latter was the case, the Administration should provide the owners concerned with the same assistance accorded under the voluntary programme. She then enquired about the channels through which the relevant transport trades were consulted and whether any assessment had been made on the merits of the dissenting views collated during the consultation period.

31. DDEP(3) said that the 97% participation rate for the voluntary installation programme for the pre-Euro heavy diesel vehicles was higher than that of the pre-Euro light diesel vehicles which was only 80%. Under the retrofitting programme, emission reduction devices were provided with a warranty for 60 months. These devices were easy to maintain and would not require regular cleansing. With the launching of the voluntary scheme, about 34 000 pre-Euro heavy diesel vehicles had been installed with emission reduction devices. The complaint rate had fallen from 0.5% at the beginning of the installation programme to the current 0.2%. Of these complaints, only about 14% were related to the performance of the emission reduction devices and most of which were related to the emission of smoke. Upon further investigation by the suppliers of the emission reduction devices, it was found that the emission was not associated with the installation of the device but the engine defects of the vehicles which had subsequently been rectified. The Principal Environmental Protection Officer (Mobile Source Control) (PEPO(MSC)) added that as there was a 60-month warranty for the emission reduction devices, vehicle owners were requested to follow up with the supplier on the complaints about the performance of the vehicle after installation or to approach EPD for assistance where necessary. Mr Martin LEE asked if the engine and emission performance of pre-Euro vehicles would be adversely affected by the installation of emission reduction devices. PEPO(MSC) said that trials conducted in the past showed that the installation of emission reduction devices would not affect the engine performance nor give rise to excessive smoke emission.

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Should excessive smoke be found, the cause was more likely due to poor vehicle engine maintenance. He added that the emission reduction devices would significantly reduce particulate emissions.

32. On consultation, PEPO(MSC) said that as pre-Euro heavy diesel vehicles included school buses, trucks and buses, arrangements had been made to consult the relevant trades in accordance with the contact list provided by the Transport Department. DDEP(3) added that EPD had notified the affected owners of the Administration's plan to make the installation of emission reduction devices mandatory for pre-Euro heavy diesel vehicles. A second reminder had been sent to those who had not responded. If an owner was able to prove that he did not receive the notification, which might be due to a change of address or otherwise, consideration would be given to the provision of assistance in the installation of the emission reduction device on a case-by-case basis.

33. Ms Emily LAU enquired about the improvements which the emission reduction devices would make to the emission performance of pre-Euro heavy diesel vehicles. PEPO(MSC) said that with the installation of the emission reduction devices, the particulate emission from the pre-Euro heavy diesel vehicles would be reduced by 30% but they would still be more polluting than Euro I diesel vehicles, which emitted 50% less particulates than pre-Euro diesel vehicles. The Chairman remarked that the improvement to the emission performance resulting from the installation of emission reduction devices was not significant and a more effective solution was to provide incentives for the replacement of pre-Euro diesel vehicles.

34. Given the considerable investments made by the Administration and the trades, Ms Miriam LAU enquired about the actual improvement in the air quality as a result of the retrofitting programme. DDEP(3) said that since the particulate emission from pre-Euro heavy diesel vehicles was seven times higher than that of Euro III diesel vehicles, the retrofitting programme had certainly contributed to the improvement in the air quality of Hong Kong. With the introduction of a package of measures to reduce vehicle emissions in 1999, there had since been a 76% and 39% reduction in the emission of respirable suspended particulates and nitrogen oxides from vehicles respectively. While the actual improvements in air quality resulting from the retrofitting programme could not be measured, the respective emission contribution from the different vehicles could be calculated through mathematical models. At members' request, the Administration would provide an estimate on the improvements made to the air quality as a result of the retrofitting programmes for pre-Euro diesel vehicles.

Admin

35. Mr Martin LEE sought elaboration on the pre-Euro long idling heavy diesel vehicles which were exempted from the retrofitting programme. DDEP(3) explained that these referred to those long idling vehicles which operated on-board equipment to perform functions such as mixing cement and lifting goods.

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Admin

36. Ms Emily LAU asked if there was any control on the emission performance of vehicles which were allowed to enter Hong Kong from the Mainland. PEPO(MSC) explained that vehicles entering from the Mainland would need to register in Hong Kong and hence would have to comply with the Euro III emission standard currently applicable to vehicles seeking first registration in Hong Kong. While there were not many vehicles from the Mainland entering Hong Kong, he agreed to provide the number of such vehicles for members' reference.

37. In concluding, the Chairman said that members would not object to the proposal.

V. Any other business

Motion on management of municipal solid waste in Hong Kong
(LC Paper No. CB(1) 1863/04-05(01))

38. The Chairman advised that at the informal meeting held on 16 June 2005 regarding the management of municipal solid waste (MSW) in Hong Kong, members agreed that the following motion be moved at the present meeting to reflect the Panel's stance on the matter-

“That this Panel urges the Administration to include in parallel in the upcoming strategy document on municipal solid waste management a holistic and comprehensive plan, targets and timeframes for measures on waste avoidance and minimization; recovery, recycling and reuse; as well as bulk reduction and disposal of unrecyclable waste.”

The motion was unanimously supported by members present. The Chairman said that the Administration would be requested to take this into account when formulating the strategy document on management of MSW in Hong Kong.

39. There being no other business, the meeting ended at 10:30 am.