

立法會
Legislative Council

LC Paper No. CB(1) 2319/08-09
(These minutes have been seen
by the Administration)

Ref : CB1/PS/3/08/1

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

Minutes of meeting
held on Thursday, 18 June 2009, at 10:45 am
in Conference Room B of the Legislative Council Building

- Members present** : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
Ir Dr Hon Raymond HO Chung-tai, SBS, S.B.St.J., JP
Hon LEE Wing-tat
Hon Jeffrey LAM Kin-fung, SBS, JP
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan
Hon CHAN Kin-por, JP
- Member absent** : Hon Miriam LAU Kin-ye, GBS, JP
- Public officers attending** : Dr Kitty POON
Under Secretary for the Environment
- Mr Carlson K S CHAN
Deputy Director of Environmental Protection (3)
- Mr MOK Wai-chuen
Acting Assistant Director (Air Policy)
Environmental Protection Department
- Ms Alice AU YEUNG
Principal Transport Officer/Bus & Railway 2
Transport Department
- Clerk in attendance** : Miss Becky YU
Chief Council Secretary (1)1

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

I. Confirmation of minutes

(LC Paper No. CB(1) 1859/08-09 — Minutes of the meeting held on 16 April 2009)

The minutes of the meeting held on 16 April 2009 were confirmed.

II. Meeting with the Administration

(LC Paper No. CB(1) 1919/08-09(01) — List of follow-up actions arising from the discussion at the meeting on 14 May 2009

LC Paper No. CB(1) 1919/08-09(02) — Administration's response to CB(1) 1919/08-09(01)

LC Paper No. CB(1) 1919/08-09(03) — Minutes of the sixth Advisory Panel meeting of the Review of Air Quality Objectives and Development of a Long Term Air Quality Strategy on 13 March 2009 provided by the Administration (English version only))

2. The Subcommittee deliberated (Index of proceedings attached at **Annex**).

3. The Administration was requested to -

- (a) advise the tentative time-table, coverage, extent of improvement to air quality, and measures/incentives to encourage participation of franchised bus companies in relation to the pilot scheme on setting up of low emission zones. To also advise the contingency plan in the event that franchised bus companies refuse to participate in the pilot scheme;
- (b) advise the lead time to be taken to replace the existing fleets of about 5 800 franchised buses that could not meet the Euro IV emission standards. As a step forward, consideration should be given for the Government to procure and lease the replacement buses to franchised bus companies with a view to expediting the replacement process; and
- (c) advise the detailed arrangements of the trial of local ferries using ultra low sulphur diesel, including the time-table, number of ferries from each participating ferry company etc.

4. As regards the consultation on the review of the Hong Kong's Air Quality Objectives, members expressed grave dissatisfaction at the Administration's refusal to provide the time frame for release of the consultation document despite repeated requests. They pointed out that if the three-month consultation exercise were to be launched during the summer recess, meetings would have to be scheduled accordingly. Members considered it necessary to bring the matter to the attention of the House Committee (HC) so that the HC Chairman could relay to the Chief Secretary for Administration (CS) the Subcommittee's concern.

(Post-meeting note: The matter was raised at the HC meeting on 19 June 2009. HC Chairman agreed to relay the Subcommittee's dissatisfaction to CS.)

5. Members agreed that the next meeting would be held on Wednesday, 8 July 2009 at 8:30 am.

III. Any other business

6. There being no other business, the meeting ended at 12:26 pm.

Council Business Division 1
Legislative Council Secretariat
17 July 2009

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

**Proceedings of the meeting
on Thursday, 18 June 2009, at 10:45 am
in Conference Room B of the Legislative Council Building**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I - Confirmation of minutes</i>			
000001 - 000249	Chairman	The minutes of the meeting held on 16 April 2009 were confirmed (LC Paper No. CB(1) 1859/08-09)	
<i>Agenda Item II - Meeting with the Administration</i>			
000250 - 000839	Chairman Administration	Discussion on the Administration's response to the list of follow-up actions arising from the discussion on 14 May 2009 (LC Paper No. CB(1) 1919/08-09(02))	
000840 - 001720	Mr LEE Wing-tat Chairman Administration	<p>Mr LEE Wing-tat's enquiry on -</p> <p>(a) whether Wanchai would be included in the pilot scheme on low emission zones (LEZ); and</p> <p>(b) the coverage of LEZ, type of vehicles which would be restricted from entry to LEZ, and the time of restriction</p> <p>Administration's explanation -</p> <p>(a) pilot study on LEZ would be performed in some streets of the three busy corridors of Causeway Bay, Central and Mongkok;</p> <p>(b) need to work out with franchised bus companies on the feasibility of LEZ;</p> <p>(c) about 80% of franchised buses serving the three busy corridors had already met Euro II emission standards or above; and</p> <p>(d) need to assess the availability of compliant franchised buses if the minimum emission standards for buses entering LEZ were to be set at Euro III or IV</p>	The Administration to advise the tentative time-table, coverage, extent of improvement to air quality, and measures/incentives to encourage participation of franchised bus companies in relation to the pilot scheme on setting up of LEZ

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001721 - 002306	Mr CHAN Kin-por Administration Chairman	<p>Mr CHAN Kin-por's enquiry on -</p> <ul style="list-style-type: none"> (a) the extent of improvement to air quality; (b) measures/incentives to encourage early replacement of old franchised bus; and (c) the contingency plan in the event that franchised bus companies refused to participate in the pilot scheme <p>Administration's response -</p> <ul style="list-style-type: none"> (a) as franchised buses contributed as much as 40% of emissions in the busy corridors, there would be significant improvements if the more polluting buses were restricted from entry to LEZ; (b) franchised bus companies had put in place replacement programmes for their bus fleets; and (c) there was a need to assess the cost-effectiveness of incentives/ measures to encourage the early replacement of franchised buses 	The Administration to advise the contingency plan in the event that franchised bus companies refused to participate in the pilot scheme
002307 - 003049	Ms Cyd HO Chairman Administration	<p>Ms Cyd HO's views -</p> <ul style="list-style-type: none"> (a) replacement of existing franchised buses with the more environment-friendly Euro IV models was worth supporting; and (b) need to be apprised of the time table for implementation of pilot LEZ, distribution of vehicle models of existing franchised bus fleets, and cost implications of replacing the existing bus fleets with Euro III and IV models <p>Administration's response -</p> <ul style="list-style-type: none"> (a) of the existing fleets of 5 800 franchised buses, 1 200 were Euro III models while 50 were Euro IV; (b) there were difficulties in providing information on the models of buses 	

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		<p>servicing the busy corridors since bus operators needed and in fact practiced flexibility in the deployment of buses in the light of operational needs;</p> <p>(c) replacement models would have to meet the prevailing Euro IV emission standard;</p> <p>(d) the study on pilot LEZ was expected to be completed by 2010; and</p> <p>(e) administrative rather than statutory measures would likely be adopted in implementing the pilot LEZ for franchised buses.</p>	
003050 - 003708	Mr KAM Nai-wai Administration Chairman	<p>Mr KAM Nai-wai's views -</p> <p>(a) progress in resolving the air pollution problem was far too slow; and</p> <p>(b) more resources should be earmarked to improve air quality. Consideration should be given for the Government to procure Euro IV buses and lease them to franchised bus companies with a view to expediting the replacement. The cost of which was expected to be in the region of \$6 billion</p> <p>Administration's response -</p> <p>(a) it would be a major policy change if the Government were to procure and lease the replacement buses to franchised bus companies; and</p> <p>(b) even without Government subsidy, franchised bus companies were committed to replacing their ageing buses. It was expected that all pre-Euro buses would be replaced around 2012.</p>	The Administration to consider procuring and leasing the replacement buses to franchised bus companies with a view to expediting the replacement process
003709 - 004306	Mr CHAN Hak-kan Administration Chairman	<p>Mr CHAN Hak-kan's views -</p> <p>(a) consideration should be given to extending LEZ to Wanchai and proximity of Prince Edward MTR Station where a lot of cross-boundary coaches were waiting to pick up</p>	

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		<p>passengers;</p> <p>(b) the pilot LEZ should be extended to cover cross-boundary coaches as well; and</p> <p>(c) measures should be put in place to encourage early replacement of these coaches</p> <p>Administration's response -</p> <p>(a) Causeway Bay, Central and Mongkok were chosen as pilot LEZ taking into account the poor roadside air quality monitoring results;</p> <p>(b) apart from LEZ, other measures such as bus rationalization schemes would be implemented to reduce traffic and to improve roadside air quality. All of these would likely have impact on bus services; and</p> <p>(c) the one-off grant scheme of \$3.2 billion was introduced to provide incentives to encourage early replacement of diesel commercial vehicles, including cross-boundary coaches</p>	
004307 - 004948	Ms Cyd HO Administration Chairman	<p>Ms Cyd HO's views -</p> <p>(a) apart from franchised buses, consideration should be given to including other vehicles in LEZ; and</p> <p>(b) need to inform the public the cost incurred from the measures to improve air quality and the means through which such cost would be recouped, such as increases in tax and bus fares</p> <p>Administration's response -</p> <p>(a) the pilot scheme on LEZ would only apply to franchised buses since it would be difficult to restrict entry of other types of diesel vehicles from entering LEZ. Besides, franchised buses were the major contributors of emissions in the busy corridors; and</p>	

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		(b) the public would be consulted on whether they were prepared to pay for the measures to improve air quality	
004949 - 005540	Mr KAM Nai-wai Administration Chairman	<p>Mr KAM Nai-wai's enquiries -</p> <p>(a) the time frame for implementing LEZ;</p> <p>(b) the rationale for not including other types of diesel vehicles in LEZ;</p> <p>(c) whether more incentives would be provided to encourage early replacement of polluting vehicles; and</p> <p>(d) whether the Transport and Housing Bureau would be involved in mapping out measures to improve air quality</p> <p>Administration's response -</p> <p>(a) the pilot LEZ would initially be applied to franchised buses to allow an early start. More consultation and time would be required if the pilot scheme were to be extended to other types of diesel vehicles;</p> <p>(b) there were practical difficulties in implementing LEZ if the emission standard was to be set at Euro IV given the limited availability of Euro IV buses in Hong Kong. Sufficient lead time would be required for replacement of bus fleets with Euro IV models</p> <p>(c) consultation with franchised bus companies was required to assess the feasibility and impacts of LEZ on the operation of buses</p>	
005541 - 010032	Mr CHAN Kin-por Administration Chairman	<p>Mr CHAN Kin-por's views -</p> <p>(a) demand for bus services would decrease as a result of expansion of MTR network. Hence, the Government might need to review its policy on franchised buses; and</p> <p>(b) it would be more effective to replace polluting buses rather than</p>	

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		<p>implementing LEZ. The former was a more proactive approach in replacing the more polluting buses</p> <p>Administration's response -</p> <p>(a) bus routes were rationalized to meet changing passenger demands resulting from operation of new railway lines;</p> <p>(b) bus rationalization schemes would be further pursued in consultation with District Councils;</p> <p>(c) the number of franchised buses had reduced by about 500 as compared to that of 2002; and</p> <p>(d) vehicle emission standards had been tightened to keep in line with overseas countries;</p>	
010033 - 010419	Chairman Administration	<p>Chairman's enquiry on the time taken to replace the entire bus fleets with Euro IV models if the Government agreed to provide \$6 billion funding for the replacement</p> <p>Administration's response -</p> <p>(a) of the 5 800 franchised buses, only 50 were Euro IV models. Hence, it would take quite some time for replacement of the entire bus fleets with Euro IV or above models; and</p> <p>(b) consultation with franchised bus companies and bus manufacturers would be required to work out the time frame for replacement</p>	The Administration to advise the lead time to be taken to replace the existing fleets of about 5 800 franchised buses that could not meet the Euro IV emission standards
010420 - 011246	Mr Jeffrey LAM Chairman Administration	<p>Mr Jeffrey LAM's request for the early implementation of LEZ</p> <p>Administration's response -</p> <p>(a) the feasibility of LEZ had to be assessed taking into account operational needs such as bus deployment, and the availability of sufficient compliant buses with the proposed minimum emission standards;</p>	

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		<p>(b) most of the 1 200 Euro III buses in use were owned by the Kowloon Bus Company. The less than 200 Euro III buses in use on the Hong Kong island would not be sufficient to service LEZ in Causeway Bay, which would require at least 600 buses. Consideration would be given to implementing LEZ by phases;</p> <p>(c) details of the pilot LEZ had to be worked out with franchised bus companies; and</p> <p>(d) the pilot LEZ would be implemented as soon as possible after completion of the relevant study in 2010</p>	
011247 - 011400	Ms Cyd HO Administration	Ms Cyd HO's support for a multi-pronged approach in improving roadside air quality, including pedestrianization and replacement of polluting buses	
011401 - 011659	Chairman Ms Cyd HO	Members' agreement that discussion on Appendices IV and V to LC Paper No. CB(1) 1463/08-09(01) regarding measures to reduce emissions from ferries and power plants would be held at the next meeting	
011610 - 011911	Chairman Administration	<p>Chairman's reference to Professor HEDLEY's email regarding difficulties in obtaining the necessary information and raw data on the consultancy study on Hong Kong's Air Quality Objectives (AQO)</p> <p>Administration's response -</p> <p>(a) there had been exchange of views with Professor HEDLEY on the assumptions made in the cost-benefit analysis of the 19 measures to improve air quality; and</p> <p>(b) necessary information would be included in the consultation document</p>	
011912 - 011953	Chairman Ms Cyd HO	<p>Discussion on the drafting of the report of the Subcommittee</p> <p>Ms Cyd HO's request that views of the Subcommittee should be included in the consultation document on AQO</p>	

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011954 - 012426	Ms Cyd HO Administration	<p>Ms Cyd HO's request for early conversion to the use of ultra low sulphur diesel (ULSD) by local ferries in view of the significant environmental benefits. The need for trial might not be necessary</p> <p>Administration's explanation that as only Government fleets were using ULSD, local ferry companies had to conduct trials to ascertain the suitability of ULSD in the day-to-day operation of their ferries</p>	The Administration to advise the detailed arrangements of the trial of local ferries using ULSD, including the time-table, number of ferries from each participating ferry company etc
012427 - 014010	Mr KAM Nai-wai Administration Chairman Ms Cyd HO	<p>Members' enquiry on the time frame for release of the consultation document on the review of Hong Kong's AQO. It was pointed out that if the three-month consultation exercise were to be launched during the summer recess, meetings would have to be scheduled accordingly</p> <p>Mr KAM Nai-wai's request that the Subcommittee be consulted prior to the release of the consultation document</p> <p>Administration's response -</p> <p>(a) need to know whether the consultation document should be presented to the Subcommittee or the Panel on Environmental Affairs;</p> <p>(b) efforts were being made to expedite the preparation of consultation document, and members would be informed as soon as possible when the consultation document was released; and</p> <p>(c) consultation would be focused on the three Ps, i.e., price, pace and proposed measures. Stakeholders, including LegCo, District Councils, academics, focus groups etc, would be consulted</p> <p>Ms Cyd HO's dissatisfaction with the Administration's refusal to provide the time frame for the consultation exercise, which was neither sensitive nor confidential. The non-disclosure of information was at variance with the Basic Law which stipulated that the Executive was held accountable to the Legislature. It was necessary to bring the matter to the</p>	

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		attention of the House Committee (HC) so that the HC Chairman could relay to the Chief Secretary for Administration (CS) the Subcommittee's concern	
014011 - 014030	Chairman	Members' agreements that - (a) the Panel on Environmental Affairs should be consulted at its next regular meeting on 22 June 2009 on whether the consultation document on the review of Hong Kong's AQO should be discussed by the Panel or the Subcommittee; and (b) the next meeting of the Subcommittee would be held on 8 July 2009 at 8:30 am	

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