

Attachment I

Follow-up Actions

Arising from the Discussion at the Meeting on 8 July 2009

- (1) To update Appendix II to LC Paper No. CB(1) 1463/08-09(01) with 2008 and 2009 figures on environmental benefits expressed in terms of emission reductions.**

Appendix II to LC Paper No. CB(1) 1463/08-09(01) set out the emission benefits of individual enhanced control measures of the Hong Kong SAR in the Pearl River Delta Regional Air Quality Management Plan. The overall impacts of the measures in the Appendix and other emission-related control measures on the pollutant emissions in Hong Kong over the period from 1997 to 2007 are reflected in Table 1 of Appendix I of the same paper. The emission figures for 2008 are still under compilation and expected to be available around the end of this year.

In the discussion at the meeting, members would like to know the latest air quality trend. At Annex I is a table showing the annual average air pollutant concentrations over the past 10 years.

- (2) To set out in tabular form the distributions and replacement schedules of bus models of individual franchised bus companies.**

Please see Tables 1 and 2 in Annex II for the distribution and replacement schedules of bus models of individual franchised bus companies.

- (3) To seriously examine all the possible ways to encourage early replacement of the existing bus fleets with more environment-friendly models. These may include requesting franchised bus companies to advance orders for new buses, sourcing compliant bus models from other places say the Mainland etc.**

In the study for setting up pilot low emission zones, we are exploring in conjunction with the franchised bus companies various options that would facilitate the setting up of pilot low emission zones in Hong Kong and their

implications.

- (4) To advise whether other measures, in addition to early replacement of pre-Euro and Euro I commercial diesel vehicles, will be introduced to optimize the use of the \$3.2 billion grant to improve air quality.**

The \$3.2 billion grant has been set aside to encourage the early replacement of pre-Euro and Euro I diesel commercial vehicles. To facilitate the eligible vehicle owners to apply for the one-off grant, we have extended the application deadline for pre-Euro diesel commercial vehicles by one year to 31 March 2010. Apart from continuing to offer financial incentives to vehicle owners to speed up the retirement of old commercial vehicles, we believe it is also worth considering the option of introducing certain financial disincentives to deter continued ownership and usage of these more polluting vehicles, such as raising the vehicle licence fees of these aged commercial vehicles. In this connection, the Administration put forth a proposal to the LegCo Panel on Environmental Affairs last year for increasing the licence fees of aged commercial vehicles. The Panel, however, did not lend support to this proposal. We will continue to monitor the situation closely and identify other possible options to improve roadside air quality, such as the current proposal for setting up pilot low emission zones targeting at franchised buses.

Annex I

The Annual Averaged Air Pollutant Concentrations for the Period from 1999 to 2008

Annual averaged concentrations of pollutants in micro-gram per cubic metre (ug/m³)											
		1999	2000	2001	2002	2003	2004	2005	2006	2007	2008
RSP	General	52	48	51	46	54	60	55	54	55	51
	Roadside ⁽¹⁾	91	84	84	74	79	83	78	79	77	71
NO_x	General	114	113	112	101	102	106	103	102	99	99
	Roadside	452	415	404	380	347	342	375	364	342	349
NO₂	General	57	52	55	50	53	58	52	52	53	53
	Roadside	99	96	100	92	94	99	97	96	95	99
SO₂	General	18	16	16	17	17	25	22	22	21	20
	Roadside	27	28	19	18	16	22	21	19	21	22
O₃⁽²⁾	General	34	32	36	36	40	43	35	36	37	39

Notes :

1. The Mongkok roadside station was built in 2001 and data are not available for 1999 and 2000. As such, the roadside pollutant concentrations are based on measurements at the remaining two roadside stations, namely the Causeway Bay and Central roadside stations.
2. Ozone (O₃) level at roadside is very low and is therefore not measured at the roadside stations.

Annex II

Table 1: Distribution of Franchised Buses by Emission Standards
(as at End of April 2009)

	Kowloon Motor Bus Company (1933) Limited	Citybus Limited (Franchise 1) ^[1]	New World First Bus Services Limited	Long Win Bus Company Limited	Citybus Limited (Franchise 2) ^[1]	New Lantao Bus Company (1973) Limited	Total
Pre-Euro	371	48	34	3	0	0	456
Euro I	938	312	82	0	4	2	1,338
Euro II	1,487	370	475	136	167	53	2,688
Euro III	1,099	10	72	18	0	34	1,233
Euro IV	7 ^[2]	13	18	0	0	15	53
Total	3,902	753	681	157	171	104	5,768

Notes :

1. “Citybus (Franchise 1)” refers to the franchise held by the Citybus Limited for the provision of Hong Kong Island and cross-harbour bus services, while “Citybus (Franchise 2)” refers to the franchise granted to the same company for the provision of North Lantau and Chek Lap Kok Airport bus services.

2. The figure includes one bus which has been retrofitted with a Euro V engine for trial.

Table 2: Normal Retirement Schedule for Franchised Buses of Euro II and Below Standards
(as at End of April 2009)

	Normal Retirement Year			
	Engine Type	2009-2012	2013-2015	2016-2019
Kowloon Motor Bus Company (1933) Limited	Pre-Euro	371	0	0
	Euro I	236	702	0
	Euro II	0	416	1071
Citybus Limited (Franchise 1)	Pre-Euro	48	0	0
	Euro I	83	229	0
	Euro II	0	113	257
Citybus Limited (Franchise 2)	Pre-Euro	0	0	0
	Euro I	1	3	0
	Euro II	0	2	165
New World First Bus Services Limited	Pre-Euro	34	0	0
	Euro I	28	54	0
	Euro II	0	10	465
Long Win Bus Company Limited	Pre-Euro	3	0	0
	Euro I	0	0	0
	Euro II	0	9	127
New Lantao Bus Company (1973) Limited	Pre-Euro	0	0	0
	Euro I	2	0	0
	Euro II	50	3	0
	Total:	856	1541	2085

Notes :

1. “Citybus (Franchise 1)” refers to the franchise held by the Citybus Limited for the provision of Hong Kong Island and cross-harbour bus services, while “Citybus (Franchise 2)” refers to the franchise granted to the same company for the provision of North Lantau and Chek Lap Kok Airport Bus Services.
2. According to normal bus retirement schedule, all franchised buses are to be disposed before they have reached the eighteen anniversary of the dates of their first registration and all Euro II and below buses are to be scrapped by 2019.