

**For discussion  
October 2010**

**Legislative Council  
Panel on Environmental Affairs  
Panel on Economic Development**

**2010-11 Policy Address and Policy Agenda  
Policy Initiatives of Environment Bureau**

**Introduction**

- 1.1 The 2010-11 Policy Address and Policy Agenda set out the Government's new and on-going initiatives. This note elaborates on the initiatives in the 2010-11 Policy Address and Policy Agenda concerning the portfolio of the Environment Bureau. It also provides an update on the progress made thus far in implementing the initiatives in the 2009-10 Policy Address and Policy Agenda (please refer to **Annex**).

**New Initiatives**

2.1 **Initiative**

To take forward the Regional Co-operation Plan on Quality Living Area for the Pearl River Delta (PRD) Region in collaboration with Guangdong and Macau with a view to transforming the Region into a green and quality living area.

**A descriptive account of the initiative**

The Outline of the Plan for the Reform and Development of the Pearl River Delta (Outline) announced in January 2009 provides for closer co-operation between Hong Kong and Guangdong, including the development of a Green PRD Region. Both sides have agreed to draw up a regional co-operation plan under the theme of Building a Quality Living Area in conjunction with Macau. The three governments have since then been working closely in drawing up the Regional Co-operation Plan on Building a Quality Living Area (the Regional Co-operation Plan), which is the first regional co-operation plan focusing on "quality living". The Regional Co-operation Plan aims to enhance co-operation among the three sides in the areas of environmental protection; ecological conservation; low-carbon development; land use planning and city layout; personnel exchange and transportation; as well as culture and social living (including cultural exchange, education, social welfare and food safety). The three sides are committed to working together in bringing forward the Regional Co-operation Plan with a view to enhancing the living quality of the PRD Region.

2.2 **Initiative**

To propose new emission caps for the power sector for promulgation with a view to further tightening up control on its emissions.

### A descriptive account of the initiative

The Government promulgated in 2008 the first “Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences” (TM) according to the Air Pollution Control Ordinance setting the emission caps for the power sector from 2010. Following a recent review of the TM, we consider that there is scope to further tighten the emission caps for the power sector from 2015 through maximizing the use of the existing gas-firing generation units and prioritising the use of coal-fired generation units that have been retrofitted with emission abatement equipment for achieving the 2010 emission reduction targets. We propose to promulgate in 2010 a new TM to tighten the emission caps from 1 January 2015 onwards.

### 2.3 Initiative

To fund a trial to ascertain the feasibility of retrofitting Euro II and Euro III franchised buses with selective catalytic reduction (SCR) devices to reduce emissions of nitrogen oxides (NOx) from the franchised bus fleet.

### A descriptive account of the initiative

According to overseas experience, retrofitting buses with SCR devices can reduce their NOx emissions by about 60%. Retrofitting Euro II and Euro III franchised buses could thus upgrade their NOx emission performance to Euro IV or above level. To ascertain the technical feasibility and emission benefits of the retrofit, we have set up a task force comprising representatives from transport trades, academic institutions, vehicle suppliers as well as concerned Government departments, to make preparation for conducting a trial of retrofitting Euro II and Euro III franchised buses with SCR devices. Our plan is to commence the trial in 2011.

### 2.4 Initiative

Subject to satisfactory trial results, propose to fund the capital costs for installing SCR devices to Euro II and Euro III franchised buses.

### A descriptive account of the initiative

At present, over 60% of franchised buses are Euro II or Euro III models. According to the established arrangement, these old buses will not be completely replaced until 2019 and 2026 respectively. To bring early improvement to roadside air quality, the Government would fully fund the retrofit of SCR devices on all Euro II and Euro III franchised buses, if the results of the trial of the retrofit are satisfactory. Bus companies would bear the subsequent operational and maintenance costs.

### 2.5 Initiative

To set up the Pilot Green Transport Fund within 2010-11 for application by the transport trade.

### A descriptive account of the initiative

The objective of the Pilot Green Transport Fund is to encourage the transport trade to test out green and low-carbon transport means and technology, encourage the industry to introduce more innovative green technologies and help nurture the budding of green technology in Hong Kong.

The Fund will start with the public transport sector including ferries, franchised buses, taxis, public light buses, vehicles of charitable / non-profit making organisations providing services to their clients, as well as non-franchised buses which serve general members of the public, such as tourist coaches and school buses. We will also include the testing of technologies applicable to goods vehicles (including special purpose vehicles). We are consulting the stakeholders on the operational details of the Fund. Our plan is to set up the Fund before end March 2011 for application by the transport trades.

## 2.6 Initiative

To fund the full cost of procuring six hybrid buses for use by the franchised bus companies along busy corridors to test the operational efficiency and performance of these buses under Hong Kong conditions and to collect operational data. When the current bus franchises expire in the coming few years, to impose additional requirements in the franchises for the bus companies to switch to zero emission buses or the most environmental-friendly buses when replacing existing ones, taking into account the feasibility and affordability for bus operators and passengers.

### A descriptive account of the initiative

Hybrid buses are superior to ordinary diesel buses in terms of fuel consumption and other environmental performance. Introducing hybrid buses to Hong Kong will help reduce our carbon footprint and improve roadside air quality. However, hybrid buses are now more expensive than the traditional ones. There are also uncertainties on their ability to cope with the operational requirements of local franchised buses, particularly in respect of the hilly terrain and hot weather that require the use of air-conditioning. To test the operational efficiency and performance of these buses under Hong Kong conditions and to collect operational data, we propose to fund the full cost of procuring six hybrid buses for use by the franchised bus companies along busy corridors. If the franchised bus companies wish to test other greener buses such as electric buses, the Government will be ready to provide them with the same financial support.

When the current bus franchises expire in the coming few years, we will impose additional requirements in the franchises for the bus companies to switch to zero emission buses or the most environmental-friendly buses when replacing existing ones, taking into account the feasibility and affordability for bus operators and passengers.

## 2.7 Initiative

To designate pilot low-emission zones (LEZs) in busy districts such as Causeway Bay, Central and Mong Kok to increase as far as possible the ratio of low-emission franchised buses running in these zones from next year, with the target of having only low-emission buses in these zones by 2015.

### A descriptive account of the initiative

Franchised buses could account for up to about 40% of the traffic flow along busy corridors in Causeway Bay, Central and Mong Kok, and are the major source of their roadside air pollution. To improve the roadside air quality, we plan to set up pilot LEZs in these areas.

While at present the relevant franchised bus companies do not have sufficient Euro IV or above buses for deployment to these busy corridors, they will continue to replace their old buses

according to the normal bus replacement arrangement in the coming years. In addition, we are making preparation together with the franchised bus companies for undertaking a trial on retrofitting their Euro II and III buses with SCR devices. Should the trial be successful, the 2010-11 Policy Address has proposed that the Government would fully fund the retrofit with the subsequent additional operational and maintenance costs borne by the franchised bus companies. Coupled with the diesel particulate filters (DPFs) that the franchised bus companies are retrofitting to these buses, the SCR device retrofit can upgrade the emission performance of these buses to the Euro IV level or above standard. By prioritizing the deployment of new Euro IV or above buses and buses retrofitted with SCR devices and DPFs to the pilot LEZs, the franchised bus companies will be able to increase as far as possible the ratio of low-emission buses running in these zones from 2011-12, and to 100% by 2015.

## 2.8 Initiative

To re-open in 2011 some of the Tsuen Wan beaches where water quality has been restored. With the commissioning of the Advance Disinfection Facilities of the Harbour Area Treatment Scheme (HATS) Stage 2A in March 2010, the water quality in western Victoria Harbour and Tsuen Wan beaches has improved.

### A descriptive account of the initiative

Seven beaches in Tsuen Wan were closed due to excessive water pollution. To improve water quality in Victoria harbour and beaches in Tsuen Wan, the Government has spent about \$120 million on the construction of Advance Disinfection Facilities and has further allocated about \$17 billion for the full implementation of Stage 2A of HATS. In addition, the Government has also constructed Sham Tseng Sewage Treatment Works and the local sewerage network along Castle Peak Road to receive wastewater from local residents for proper treatment. Since March 2010, the Advance Disinfection Facilities at Stonecutters Island Sewage Treatment Works has been in operation and has improved water quality in western Victoria Harbour and beaches in Tsuen Wan. It is expected that some of these beaches will be suitable for re-opening in phases starting from 2011 for public enjoyment. In the coming few months, the Government will finalise the plans and discuss the preparatory work with the relevant District Council (DC).

## 2.9 Initiative

To extend the Convention on Biological Biodiversity and the Cartagena Protocol on Biosafety to Hong Kong upon the commencement of the Genetically Modified Organisms (Control of Release) Ordinance to demonstrate to the international community our commitment to enhance the protection of biodiversity.

### A descriptive account of the initiative

The existing nature conservation policy and measures of Hong Kong are generally in line with the objectives and requirements of the Convention on Biological Diversity. The only area where further works are required in order to comply with the Convention is the regulation, management and control of the risks associated with the use and release of genetically modified organisms (GMOs) into the environment, as stipulated under the Cartagena Protocol on Biosafety. The Protocol is an international agreement adopted under the Convention in 2000.

The Genetically Modified Organisms (Control of Release) Ordinance was enacted on 18 March 2010 to provide for the legal basis to implement the relevant requirements set out in the Protocol

for the regulation of GMOs. The Genetically Modified Organisms (Documentation for Import and Export) Regulation, which seeks to set out the detailed documentation requirements under the Ordinance, was submitted to the Legislative Council (LegCo) for negative vetting in July 2010. A Subcommittee has been set up to vet the Regulation.

#### 2.10 Initiative

To consult the public on Hong Kong's Climate Change Strategy with a view to drawing up Hong Kong's action blueprint and related greenhouse gas (GHG) emissions reduction measures for combating climate change.

##### A descriptive account of the initiative

Climate change is an important environmental issue that is affecting global sustainability, and the Government has been very concerned about its impact. We launched a public consultation on 10 September 2010 on Hong Kong's Climate Change Strategy and Action Agenda, including a proposed voluntary carbon intensity target for 2020 as well as related supporting measures. The consultation period will end on 10 December 2010, and the Government will take into account comments and suggestions received in mapping out the way forward.

#### 2.11 Initiative

To inject an additional \$500 million into the Environment and Conservation Fund (ECF) to sustain and expand community participation in environmental protection and nature conservation.

##### A descriptive account of the initiative

Since the injection of \$1 billion in 2008, ECF has expanded its scope and attracted more applications of innovative, larger scale and longer term projects. Since the injection in 2008 till end September 2010, ECF has committed over \$720 million to support over 1,300 projects.

The various funding schemes under ECF have attracted applications from non-profit making bodies including schools, universities, non-governmental organisations (NGOs), green groups and community bodies to organize activities to raise environmental awareness. Projects supported include not only educational talks, visits and materials, but also action-based activities and works enhancement that have material contribution to reducing environmental impact, such as waste recycling activities in the community, installing green roofs and renewable energy facilities, promoting on-site meal portioning, subsidizing energy-cum-carbon audits as well as energy efficiency projects. On the academic front, academic institutions or professional groups may obtain funding from ECF to conduct research on environment and conservation issues and organize conferences to stimulate knowledge exchange between local and international environmental experts. Under the Nature Conservation Management Agreement (MA) Scheme, ECF has also provided NGOs with funding for entering into management agreements with the landowners to actively conserve private land of any of the 12 Priority Sites identified under the New Nature Conservation Policy (NNCP).

To raise community awareness and sustain participation in environmental protection and nature conservation activities, we propose to further inject \$500 million to ECF.

## 2.12 Initiative

To undertake prompt action to regulate land use in the vicinity of country parks to forestall human damage.

### A descriptive account of the initiative

There is an increasing public concern over the protection of country park enclaves against incompatible development since many of them are of high landscape, ecological and aesthetic value. The latest Sai Wan incident heightens the public sentiment over their protection.

There are currently 77 country park enclaves, out of which 23 are already covered by the Outline Zoning Plans under the Town Planning Ordinance. In order to address the imminent development threat at country park enclaves at Sai Wan, Hoi Ha, Pak Lap and So Lo Pun, the Town Planning Board has recently prepared draft Development Permission Area plans for these enclaves. For the remaining 50 enclaves, we would undertake appropriate action to include them into country parks or apply statutory planning control to protect them against incompatible developments as soon as possible.

## **On-going Initiatives**

### **3.1 Initiative**

Working with the Guangdong authorities to carry out further in-depth studies with a view to finalising a strategy to transform the PRD Region into a green and quality living area.

#### **A descriptive account of the initiative**

At the 11<sup>th</sup> Joint Hong Kong – Guangdong Cooperation Conference held in August 2008, both sides agreed to map out a strategy to transform the PRD Region into a green quality living area. The focus is to develop the PRD Region into a low-carbon, high-technology and low-pollution city cluster of quality living. Subsequently, the Outline announced in January 2009 provides for closer co-operation between Hong Kong and Guangdong, including the development of a Green PRD Region. Both sides have agreed to draw up a regional co-operation plan under the theme of Building a Quality Living Area, which was later joined by Macau. The three governments have been actively taking forward the formulation work of the Regional Co-operation Plan. Further in-depth studies will be carried out on promoting concerted actions to prevent and tackle air pollution and regional co-operation in ecology conservation; promoting the development of low-carbon economy and advocating low-carbon life style; improving spatial planning and land use; facilitating customs and improving transport systems; as well as enhancing regional co-operation on culture and social living.

### **3.2 Initiative**

Upon the passage of the Buildings Energy Efficiency Bill by LegCo, proceeding with the enactment of relevant subsidiary legislation and preparing for the implementation of the ordinance.

#### **A descriptive account of the initiative**

The Government introduced the Buildings Energy Efficiency Bill into LegCo in December 2009. LegCo is expected to complete the scrutiny of the Bill soon. Upon the passage of the Bill, the Government will submit to LegCo relevant subsidiary legislation as soon as possible to ensure early implementation of the energy efficiency measures.

### **3.3 Initiative**

Continuing to promote the buildings energy efficiency funding schemes, with \$450 million allocated by ECF to subsidise building owners to carry out energy-cum-carbon audits and energy efficiency projects. The funding schemes have been open for application since April 2009. Over 560 funding applications have been approved, involving a subsidy amount of over \$180 million.

#### **A descriptive account of the initiative**

The building energy efficiency funding schemes have been well received by the community since its launch. The total saving in electricity consumption of the approved applications is estimated to be over 97 million kWh per annum, which is expected to lead to a reduction of over 68,000 tonnes of carbon dioxide emission. We will continue to promote the schemes in the coming year.

### 3.4 Initiative

Implementing a comprehensive target-based green performance framework for new and existing government buildings to continue promoting environmental protection and energy conservation in government buildings.

#### A descriptive account of the initiative

The Government issued an internal circular in April 2009 on the implementation of a comprehensive target-based environmental performance framework in government buildings. Targets on various aspects of environmental performance have been set for new and existing government buildings. We will continue to implement this target-based framework and promote energy saving in government buildings.

### 3.5 Initiative

Implementing energy efficiency demonstration projects to demonstrate state-of-the-art energy efficient designs and technologies.

#### A descriptive account of the initiative

To promote environmental performance and energy efficiency of buildings, the Government has been taking forward two energy efficiency demonstration projects to demonstrate state-of-the-art energy efficient designs and technologies. Funding was approved in July 2009 for the construction of a new school project at development near Choi Wan Road and Jordan Valley. The school project is scheduled for completion in end July 2011. For the other energy efficiency demonstration project, the Kai Tak Government Offices, preparatory work is being conducted for the time being.

### 3.6 Initiative

Implementing the district cooling system (DCS) at Kai Tak Development to meet the demand of air-conditioning for public and private non-domestic developments.

#### A descriptive account of the initiative

We are preparing for the construction of the first DCS in Hong Kong to provide energy-efficient air-conditioning services for buildings in the Kai Tak Development area. The tender exercise is underway with a view to commencing the design and construction works in 2010-11 for the system to commission from 2013 onwards.

### 3.7 Initiative

Preparing for full implementation of the second phase of the Mandatory Energy Efficiency Labelling Scheme in September 2011.

#### A descriptive account of the initiative

The second phase of the Mandatory Energy Efficiency Labelling Scheme, which extended its coverage to washing machines and dehumidifiers, commenced on 19 March 2010 with a grace period of 18 months for the trade to make necessary preparations for implementation. The



second phase will be fully implemented in September 2011.

### 3.8 Initiative

Continuing to promote the use of energy-efficient lighting installations and preparing for the public consultation on progressively restricting the sale of incandescent light bulbs.

#### A descriptive account of the initiative

The Government has taken forward a low carbon policy and various measures to help promote the use of energy efficient lamps. Under the initial phase of the Mandatory Energy Efficiency Labelling Scheme, energy labels are required to be shown on compact fluorescent lamps (CFLs) currently on sale in the market to inform consumers of their energy efficiency performance. LegCo is now scrutinizing the Buildings Energy Efficiency Bill, which seeks to specify energy efficiency standards for major electrical installations (including lighting installations, etc.). In addition, around 80% of the projects funded by the Buildings Energy Efficiency Funding Schemes cover works to improve energy efficiency of lighting installations. To promote energy-efficient lighting installations, we will consult the public on progressively restricting the sale of incandescent light bulbs.

### 3.9 Initiative

Taking follow-up actions in view of the findings of the study on the issue of energy wastage of external lighting.

#### A descriptive account of the initiative

The Government is conducting a consultancy study on energy wastage arising from the excessive use of external lighting. Based on the study findings, the Government will recommend the way forward and seek views from the stakeholders and relevant advisory bodies on the recommendation.

### 3.10 Initiative

Continuing to monitor the progress of the two power companies in developing commercial-scale wind energy projects.

#### A descriptive account of the initiative

Both power companies have obtained environmental permits respectively for their windfarm projects. They are conducting further studies, e.g. collection of field data and wind monitoring work, at the selected sites. The Government will continue to monitor the progress.

### 3.11 Initiative

Continuing to collaborate with the two power companies to launch a leasing scheme of electric vehicles by end 2010, so as to expose a wider section of the community to electric vehicle driving experience.

#### A descriptive account of the initiative

The two power companies are now preparing for the launch of the leasing scheme of electric vehicles. We expect the scheme to come into operation by end 2010 as scheduled.

#### 3.12 Initiative

Continuing to cap the total emissions of power companies according to the Air Pollution Control Ordinance, and requiring them to maximise the use of natural gas in power generation.

#### A descriptive account of the initiative

Since the introduction of emission caps on power plants during the renewal of their specified process licences in 2005, we have been tightening progressively the emission caps for achieving the 2010 emission reduction targets. The 2010 emission caps were stipulated in the TM promulgated in 2008 according to the Air Pollution Control Ordinance. We have recently reviewed the TM and found scope for further tightening. As stated in paragraph 2.2 above, we have proposed to promulgate in 2010 a new TM to tighten the allocations from 1 January 2015. To comply with the new emission caps, the power companies will need to maximise the use of natural gas-fired generation units and prioritise the use of coal-fired generation units that have been retrofitted with emission abatement equipment for meeting the 2010 emission reduction target. We will continue to cap the emissions of power companies and require them to maximise the use of natural gas for power generation.

#### 3.13 Initiative

Continuing with the implementation of the Regional Air Quality Management Plan together with the Guangdong Provincial Government to reduce the emission of four major air pollutants in PRD with a view to achieving the joint emission reduction targets.

#### A descriptive account of the initiative

We reached a consensus with the Guangdong Provincial Government in April 2002 to reduce by 2010, on a best endeavour basis, the regional emissions of sulphur dioxide (SO<sub>2</sub>), NO<sub>x</sub>, respirable suspended particulates (RSP) and volatile organic compounds (VOC) by 40%, 20%, 55% and 55% respectively, using 1997 as the base year. Both Hong Kong and Guangdong are committed to meeting the emission reduction targets. Specifically, both sides have drawn up the PRD Regional Air Quality Management Plan and carried out a string of emission reduction measures, including retrofitting power plants with desulphurization facilities, upgrading vehicle emission standards, reducing emissions from industrial processes and supplying motor fuel of lower sulphur content.

There has been continuous improvement in respect of regional air quality. According to the monitoring results of the PRD Regional Air Quality Monitoring Network the annual average concentration of SO<sub>2</sub>, nitrogen dioxide and RSP in the PRD Region decreased by 38%, 9% and 7% respectively in 2009 as compared to the 2006 levels. These reductions were attributable to the implementation of enhanced emission reduction measures by both sides. The Government will continue to implement emission control measures to further improve regional air quality.

### 3.14 Initiative

Continuing to work with the Guangdong authorities to map out the post-2010 emission reduction arrangements to further improve regional air quality.

#### A descriptive account of the initiative

The Environment Bureau signed an Environmental Co-operation Agreement with the Guangdong Environmental Protection Department at the 12<sup>th</sup> Plenary of Hong Kong / Guangdong Co-operation Joint Conference held in August 2009. Under the Agreement, both sides agreed, *inter alia*, to undertake a joint study on the post-2010 arrangement for emission reduction in the region. Both sides are working together to take forward the research work with a view to completing the study as soon as possible.

### 3.15 Initiative

Continuing to implement the five-year “Cleaner Production Partnership Programme” to provide professional and technical support to Hong Kong-owned factories in the PRD Region with a view to promoting adoption of cleaner production technologies and practices.

#### A descriptive account of the initiative

The Cleaner Production Partnership Programme was launched in April 2008 with Government funding support of \$93.06 million. The Programme aims to encourage and facilitate Hong Kong-owned factories in the PRD Region to adopt cleaner production technologies and practices through –

- (a) awareness promotion activities;
- (b) on-site improvement assessment for participating factories;
- (c) demonstration projects on cleaner production technologies and practices; and
- (d) third party verification service on improvement projects implemented by the participating factories.

Up to end September 2010, over 860 funding applications were approved. We plan to conduct a mid-term review this year to evaluate the programme management, outreaching strategies and resource deployment with a view to encouraging more Hong Kong-owned factories to take part in the Programme.

### 3.16 Initiative

Continuing to tighten vehicle emission and fuel standards following the European Union’s (EU’s) practices.

#### A descriptive account of the initiative

To improve roadside air quality, it is the Government’s established policy to adopt the most stringent vehicle emission and fuel standards when they become practicable for Hong Kong. The prevailing statutory requirements regarding emissions of newly registered vehicles are Euro

IV standards. To advance the availability of Euro V diesel in the local market and promote its use, we introduced a concessionary fuel duty for this type of diesel in December 2007 and further waived the duty entirely in July 2008. Since the introduction of fuel duty concession for Euro V motor vehicle diesel in 2007, all petrol filling stations have been exclusively offering Euro V diesel to their customers. We have adopted the Euro V vehicle fuel standards (both motor vehicle diesel and unleaded petrol) since 1 July 2010.

EU adopted the Euro V standard for vehicle fuels in January 2009 and for newly registered heavy duty vehicles in October of the same year. It will adopt the Euro V standard for light duty vehicles in January 2011. To encourage the introduction of Euro V commercial vehicles to the local market, we have been providing first registration tax (FRT) concessions to buyers of these vehicles from April 2008. We will keep monitoring the vehicle supply situation with an aim to tighten the emission standard to the Euro V level as soon as practicable.

### 3.17 Initiative

Developing a proposal for stakeholder consultation with a view to strengthening the control of emissions from petrol and liquefied petroleum gas (LPG) vehicles, including the use of roadside remote sensing equipment and dynamometers for emission testing.

#### A descriptive account of the initiative

To further improve roadside air quality, the Government is developing a proposal to consult relevant stakeholders on the use of roadside remote sensing equipment to monitor the emissions of in-use petrol and LPG vehicles.

### 3.18 Initiative

Bringing the Motor Vehicle Idling (Fixed Penalty) Bill through LegCo to introduce a statutory ban on idling vehicles with running engines.

#### A descriptive account of the initiative

To reduce air pollution, heat and noise nuisances caused by idling motor vehicles with running engines, the Government introduced the Motor Vehicle Idling (Fixed Penalty) Bill to LegCo on 28 April 2010. The bill will introduce a statutory requirement for drivers to switch off the engines while the vehicles are stationary.

LegCo has formed a Bills Committee to scrutinize the Bill. So far, the Bills Committee has held eight meetings, including two sessions to hear the views of the deputations. We will work with the Bills Committee to finalize the Bill and implement the ban as soon as possible.

### 3.19 Initiative

Providing incentives to encourage owners of Euro II diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles.

#### A descriptive account of the initiative

We launched a \$540 million one-off grant scheme on 1 July 2010 to encourage early replacement

of Euro II diesel commercial vehicles. Owners who scrapped their Euro II diesel commercial vehicles and replaced them with new commercial vehicles that comply with the prevailing emission standard for newly registered vehicles, i.e. the Euro IV emission standard, will receive a one-off grant. The grant scheme is available for 36 months.

### 3.20 Initiative

Encouraging the use of environment-friendly private petrol cars and commercial vehicles by reduction in FRT.

#### A descriptive account of the initiative

The Government launched an incentive scheme in April 2007 to promote the use of environment-friendly private petrol cars by reducing their FRT by 30%, subject to a cap of \$50,000 per vehicle. Up to end August 2010, we have received and approved about 14,960 applications. Since the introduction of the scheme, environment-friendly petrol private cars accounted for about 13% of all newly registered private cars.

To step up our efforts, we launched another incentive scheme in April 2008 to promote the use of environment-friendly commercial vehicles (whose qualifying standards are set at the Euro V level) by reducing their FRT from 30% to 100%, depending on the vehicle class concerned. Up to end August 2010, we have received and approved about 990 applications.

We will regularly review and tighten the qualifying standards of the two schemes, so as to ensure that only vehicles of truly outstanding environmental performances will be eligible for the incentive.

### 3.21 Initiative

Drawing up a scheme to control the emissions of non-road mobile sources, including implementation of statutory emission standards for non-road mobile machinery, in light of the outcome of the consultation with the trade.

#### A descriptive account of the initiative

Non-road mobile sources include non-road vehicles and mobile machinery used mainly in airports, container terminals and construction works.

We conducted from May to July 2010 a stakeholder consultation on a proposal to control the emissions of non-road mobile sources. We are reviewing the proposed control scheme in the light of the outcome of the consultation.

### 3.22 Initiative

Mapping out the way forward for reducing emissions from local ferries in light of the findings of the trial to ascertain the technical feasibility of local ferries using ultra-low sulphur diesel (ULSD).

#### A descriptive account of the initiative

Domestic ferries are a significant local maritime emission source. If domestic ferries switch

from marine light diesel to ULSD, their emissions of SO<sub>2</sub> and RSP will be reduced by more than 90% and about 30% respectively. The Government thus conducted from August 2009 to July 2010 a trial of local ferries using ULSD to ascertain the technical feasibility of the fuel switch and to collect data for assessing the possible implications for operating cost.

We are considering the trial findings for mapping out the way forward for reducing emissions from domestic ferries.

### 3.23 Initiative

Extending the import ban to controlled products containing hydrochlorofluorocarbons (HCFC) and other scheduled substances by phases from January 2010, with a view to meeting the new phasing out schedule agreed by the Montreal Protocol in September 2007.

#### A descriptive account of the initiative

At the 19<sup>th</sup> Meeting of Parties to the Montreal Protocol held in September 2007, the parties reached an agreement on an amendment to accelerate the phasing out of HCFC. According to the amended phasing out schedule, we need to curtail the consumption of HCFC by 75% of the baseline level of 1989 by 2010, and then completely phase out HCFC by 2020.

To fully comply with the amended phasing out schedule, we need to reduce the demand of HCFC, which is mainly used as refrigerant in Hong Kong, by banning the import of equipment using HCFC.

The Ozone Layer Protection (Products Containing Scheduled Substances) (Import Banning) Regulation was amended in December 2009 to extend the import banning to controlled products containing HCFC and other scheduled substances in phases from 1 January 2010 for meeting the new requirement of the Montreal Protocol.

### 3.24 Initiative

Implementing the Air Pollution Control (Volatile Organic Compounds) Regulation, which was amended in October 2009, to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessels paints by phases from January 2010.

#### A descriptive account of the initiative

VOC plays a significant role in the formation of ozone and smog problem. As part of the agreement reached with the Guangdong Provincial Government in April 2002, we will have to reduce VOC emissions by 55% by 2010 (with reference to the 1997 emission level) to improve air quality. Since April 2007, we have implemented the Air Pollution Control (Volatile Organic Compounds) Regulation in phases to control VOC emissions from architectural paints, printing inks and selected consumer products. To further reduce VOC emissions for achieving the reduction target, we amended the Regulation in October 2009 to extend the control to adhesives, sealants and vehicle refinishing paints, as well as marine vessel and pleasure craft paints. The additional control has been introduced in phases from 1 January 2010 and will be fully in place by 1 April 2012.

### 3.25 Initiative

Mapping out the best way forward to update Hong Kong's Air Quality Objectives (AQOs) and develop an air quality management plan.

#### A descriptive account of the initiative

We have completed a four-month public consultation on the AQOs Review. Overall, the majority of the respondents supported the proposed set of new AQOs and package of air quality improvement measures for achieving the new AQOs. The respondents also opined that a clear timeline for implementing the proposed improvement measures should be mapped out and that the Government should carefully consider the cost implications of the measures in order to reduce their impacts particularly on the low-income families.

We are now carefully studying the views from the public consultation to map out the best way to update the current AQOs. In parallel, we are pursuing in earnest some of the improvement measures to deliver early improvement to our air quality.

### 3.26 Initiative

Continuing to engage major local trade and environmental protection associations in organising activities for promoting carbon audits or carbon reduction within the community.

#### A descriptive account of the initiative

The Government launched in 2008 a set of carbon audit guidelines for buildings in Hong Kong and embarked upon a "Green Hong Kong • Carbon Audit" campaign with a view to encouraging different sectors of the community to conduct carbon audit and reduce their carbon emission level. So far, more than 190 organizations from different sectors have taken the lead to become "Carbon Audit • Green Partners". With a view to promoting carbon auditing and carbon reduction within the community, the Government will continue to provide funding support and engage major local trade associations to take forward the campaign, as well as supporting local environmental protection associations and community associations in organising neighbourhood workshops and community programmes.

### 3.27 Initiative

Continuing to implement the initiatives in "A Policy Framework for the Management of Municipal Solid Waste in Hong Kong (2005-2014)" by –

- (a) extending the territory-wide source separation of waste programme to promote waste recovery both at home and at work;
- (b) monitoring the development of Phase I and Phase II of EcoPark;
- (c) completing the baseline survey to collect information on waste generation pattern and waste management practices among different types of commercial and industrial establishments, and continuing to examine feasible municipal solid waste (MSW) charging options in the local context;
- (d) implementing the three landfill extension schemes;

- (e) completing the feasibility and environmental impact assessment (EIA) studies for the Integrated Waste Management Facilities (IWMF) at the two potential sites (i.e. Tsang Tsui ash lagoon in the Tuen Mun District and Shek Kwu Chau of the Islands District); and
- (f) completing the feasibility and EIA studies for the Organic Waste Treatment Facilities (OWTF) and preparing for the tendering of the project.

A descriptive account of the initiative

Published in 2005, the Policy Framework sets out a comprehensive waste management strategy for the next ten years, with initiatives aiming to reduce MSW generation at source, to promote recovery and recycling of waste and to treat unavoidable waste properly. In particular –

- (a) we will continue to implement the source separation of waste programme to encourage and assist property management companies and owner associations to set up waste separation facilities at locations within building premises which are convenient for their residents / tenants to participate in waste recovery. Up to end September 2010, about 1,600 housing estates / residential buildings have signed up to join the programme, covering about 77% of the population. Following the encouraging results in the domestic sector, we extended the programme to cover commercial and industrial sectors in October 2007. Up to end September 2010, some 630 commercial and industrial buildings have signed up to this programme. Since the beginning of 2010, the Environmental Protection Department (EPD) and the Food and Environmental Hygiene Department have worked in collaboration to place three-coloured waste separation bins in more than 500 village-type refuse collection points. This is to facilitate villagers to put recyclable waste in the bins when disposing of trash. Most villagers can now participate in source separation of waste through the newly provided recycling bins;
- (b) EcoPark is to provide long-term land at affordable costs for the recycling and environmental industry with a view to encouraging investment in advanced and value-added technologies. All six lots in Phase 1 have been leased to recyclers of waste wood, waste metals, waste plastics, waste cooking oil, waste computers and waste car batteries. Four of the tenants engaging respectively in the recycling of waste metals, waste cooking oil, waste computers and waste wood have commissioned their operation. The other two tenants are carrying out various preparation work including building plan submissions, permit and licence applications, plant construction and installation of equipment. We will continue to monitor the progress and facilitate the commencement of operation of these recycling establishments. The site formation and road works of Phase 2 have been substantially completed and the associated lots will be available for letting by end 2010;
- (c) MSW charging aims to provide the public with direct economic incentive to reduce and recover waste. A baseline survey was commissioned in late 2008 to collect information on the waste generation pattern and waste management practices among different types of commercial and industrial establishments. The information collected will provide a reference in considering the development of feasible options for MSW charging in Hong Kong;
- (d) even with IWMF, we still need landfills as the final repositories for non-recyclable and residual waste. Given that the capacity of the three existing landfills would be



exhausted one by one from mid to late-2010's, we need to extend these landfills. We will maintain proactive communication with all stakeholders, including members of Legislative Council and District Councils, and the general public in the course of project implementation;

- (e) for the treatment of waste, we are developing the first phase of the large scale IWMF which will adopt advanced incineration as the core technology to reduce the volume of waste before final disposal and to recover energy from the waste. The first phase of IWMF would have a treatment capacity of 3,000 tonnes per day and we have identified two potential sites for it, namely the Tsang Tsui ash lagoons in the Tuen Mun district and Shek Kwu Chau, south of the Lantau Island. The engineering and EIA studies for these two sites are reaching the final stage. After the completion of these studies, we would confirm the site selection for IWMF and proceed to take forward the project as expeditiously as possible, with a view to commissioning the facility in mid-2010's;
- (f) we will develop OWTF to recycle source separated organic waste, such as food waste, into useful resources. We have selected a site at Siu Ho Wan, North Lantau Island for developing the first phase of OWTF which would have a treatment capacity of 200 tonnes per day. We have completed the engineering and EIA studies for the first phase of OWTF development in 2010. We are now preparing for the tendering works with an aim to commission the facilities before mid 2010's.

### 3.28 Initiative

Reviewing the effectiveness of the Environmental Levy Scheme on Plastic Shopping Bags, as the first mandatory Producer Responsibility Scheme (PRS) under the Product Eco-responsibility Ordinance, and consulting the public on its way forward.

#### A descriptive account of the initiative

As the first mandatory PRS under the Product Eco-responsibility Ordinance, the Environmental Levy Scheme on Plastic Shopping Bags was launched in July 2009 to address the indiscriminate use of plastic shopping bags in Hong Kong through an economic disincentive. We are consolidating and analysing the relevant data and materials, as well as studying in detail the experiences of other places in our review of the Scheme. As the achievement of the levy scheme is generally positive, we will present different options on the way forward for in-depth discussion by the public and the trade to gather views for the purpose of drawing up details for a feasible proposal.

### 3.29 Initiative

Drawing up detailed proposals for a mandatory PRS for waste electrical and electronic equipment (WEEE).

#### A descriptive account of the initiative

WEEE may contain hazardous substances that are harmful to the environment and human health. We conducted a public consultation on introducing a mandatory PRS through legislation for the proper management of WEEE. We are in the process of examining more than 2,700 submissions collected from the public consultation for developing details of the WEEE Scheme. We would continue to properly engage the stakeholders concerned in mapping out the way

forward.

### 3.30 Initiative

Completing the upgrading of the Chemical Waste Treatment Centre (CWTC) in 2011 to meet the latest EU air-emission standards.

#### A descriptive account of the initiative

In order to further improve the environmental performance of CWTC, we commenced the upgrading of the air pollution control system of CWTC in December 2009 for completion in 2011 to tighten the emission limits of many pollutants to meet the latest EU emission standards, which are among the most stringent standards adopted in the world.

### 3.31 Initiative

Commencing the construction of the sludge treatment facility (STF) in 2010 to avoid the disposal of large amount of sewage sludge at landfills.

#### A descriptive account of the initiative

Sewage sludge generated from sewage treatment works is currently dewatered and disposed of at our landfills. This is not sustainable in view of the increasing amount of sludge that will be generated as a result of HATS Stage 2A and the expansion / upgrading of some existing sewage treatment works, as well as the dwindling capacity of our landfills.

STF will adopt incineration technology to treat the sewage sludge before final disposal. The design and construction of STF commenced in October 2010. It will have a capacity of 2,000 tonnes per day and be commissioned in 2013.

### 3.32 Initiative

Continuing to deliver inert construction and demolition materials to the Mainland for reclamation purposes. We will liaise with the Mainland authorities to identify more possible sites for their reuse.

#### A descriptive account of the initiative

In consultation with the State Oceanic Administration (SOA), since July 2007 we have been delivering inert construction and demolition materials to Taishan for reclamation purpose. We will continue with the delivery scheme and at the same time explore with SOA the feasibility of identifying more sites for reusing our surplus fill materials.

### 3.33 Initiative

Continuing to implement Stage 2 of HATS by phases with the aim of completing Stage 2A within 2014. We commenced a study to review Stage 2B of the Scheme in June 2010. Based on the results to be obtained under the study, we will decide on the timing for building the biological treatment plant under Stage 2B.

### A descriptive account of the initiative

Following the completion of HATS Stage 1 in 2001 and based on the continuous public support through public consultation conducted in 2004 and subsequent consultation with DCs and LegCo, we are proceeding with the implementation of HATS Stage 2 in phases. We are implementing HATS Stage 2A which will collect the remaining 25% of harbour area sewage not handled by Stage 1 and transfer it for centralized chemically enhanced primary treatment at the expanded Stonecutters Island Sewage Treatment Works. We aim to complete Stage 2A within 2014. The second phase, i.e. Stage 2B, is to provide biological treatment for all the harbour area sewage to secure long term protection of the water quality of the harbour. The timing of Stage 2B depends upon trends in population, sewage flow build-up and water quality. In June 2010, we commenced a study on the review of Stage 2B.

### 3.34 Initiative

Overseeing the implementation of MA and pilot scheme on Public-Private-Partnership (PPP) promulgated under NNCP, with the objective of enhancing conservation of ecologically important habitats on private land.

### A descriptive account of the initiative

Pursuant to the announcement of NNCP in November 2004, we launched two pilot schemes for nature conservation, namely MA and PPP pilot schemes, to enhance ecological values of the 12 priority conservation sites.

Noting that the pilot MA scheme is effective in conserving and enhancing the biodiversity of the ecologically important sites, the ECF Committee agreed to provide funding support for continuation of the MA Scheme. Currently, two MA projects are in operation to conserve Fung Yuen and Long Valley.

Under the PPP Pilot Scheme, we received a total of six applications. In assessing the PPP proposals, due consideration had been given to the net benefits of the proposals in enhancing conservation of the site, possible adverse environmental impacts arising from the proposed developments, the sustainability of the proposals and the long-term commitment of the proponent, etc. In April 2008, the Government consulted the Advisory Council on the Environment, which supported the Sha Lo Tung project from the conservation angle. The proposed development in Sha Lo Tung is a Designated Project under the EIA Ordinance. The project proponent is conducting environmental impact assessment in accordance with the requirements of the Ordinance.

### 3.35 Initiative

Seeking to designate the Geopark areas as protected areas, and stepping up publicity and education efforts on geo-conservation, in order to better preserve Hong Kong's unique and valuable geological resources.

### A descriptive account of the initiative

The Hong Kong National Geopark was officially opened in November 2009. To better protect and manage the geological resources within the Hong Kong National Geopark, a number of geologically important sites in the North East New Territories and the Sai Kung district are being

designated as special areas under the Country Parks Ordinance.

We have developed an integrated management system, as well as set up dedicated teams to focus on specific areas of education, publicity, research, planning, conservation and network building. We will continue our promotion, publicity and education efforts, in order to raise public's understanding and awareness of geo-conservation, as well as promote these unique geological features to the public and tourists.

### 3.36 Initiative

Taking forward the proposal to ban commercial fishing in marine parks for improving ecosystems in marine parks and offering better protection for marine organisms.

#### A descriptive account of the initiative

In Hong Kong, there are at present four marine parks covering a total area of 2,500 hectares. Fishing in marine parks is only allowed for holders of fishing permits issued by the Country and Marine Parks Authority. To enhance protection of important marine ecology, we have conducted consultation in relation to the proposed legislative amendments to ban commercial fishing in marine parks. Considering that the initiative may affect the livelihood of the concerned fishermen, we are proposing to provide ex-gratia allowance to the affected fishermen and introduce other measures to assist them. We would continue our discussion with the relevant stakeholders, including the affected fishermen.

### 3.37 Initiative

Continuing the public engagement process for the Sustainable Development Strategy for Hong Kong, with the aim of encouraging greater public awareness of and participation in this process.

#### A descriptive account of the initiative

The Council for Sustainable Development will continue to engage the public to express their views on important sustainable development issues through the stakeholder-led public engagement process. Launched in June 2009, the engagement process on Building Design to Foster a Quality and Sustainable Built Environment was completed on 31 October 2009. The Council submitted its report with over 50 recommendations to the Government on 25 June 2010. The Government has positively responded to the Council's recommendations in mid-October 2010 and promulgated a package of new initiatives for fostering a quality and sustainable built environment. The Council is now discussing and planning for the next public engagement exercise.

### 3.38 Initiative

Continuing to support, through ECF, the following projects to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) greening / waste reduction / energy efficiency projects for schools, community buildings and charitable organisations;
- (b) energy audits and energy efficient installation projects for buildings to promote energy

conservation under the Building Energy Efficiency Funding Scheme, as well as energy audits and energy conservation projects in NGO premises under the Energy Conservation Projects for NGOs funding scheme;

- (c) the operation of two processing centres by NGOs for waste plastics and WEEE respectively at EcoPark;
- (d) international conferences to promote exchanges amongst policy-makers, professionals as well as other stakeholders on latest developments and best practices on environment and conservation matters;
- (e) projects from DCs and community groups to implement district-based projects on low carbon lifestyle promotion, energy efficient installations and waste reduction; and
- (f) projects in conserving and enhancing the biodiversity of ecologically important sites.

#### A descriptive account of the initiative

Since the injection of \$1 billion into ECF in early 2008, ECF has approved to finance 1,342 projects with a total commitment of \$722.14 million, some of which are as elaborated below –

- (a) 447 Energy Efficiency Projects and 121 Energy-cum-carbon Audits under the Building Energy Efficiency Funding Scheme;
- (b) 69 energy conservation projects for NGOs;
- (c) 38 research and conference projects;
- (d) four nature conservation agreement projects;
- (e) 16 public education programmes for the Policy Framework on Management of MSW;
- (f) 437 minor works projects;
- (g) 47 environmental education and community action projects;
- (h) 11 waste recovery projects, including two projects for operating two processing centres for waste plastic and WEEE at Ecopark;
- (i) 45 on-site meal portioning projects at schools;
- (j) setting up of recycling bins in estates to promote source separation of waste on a floor basis;
- (k) territory-wide environmental education programmes carried out by the Environmental Campaign Committee in 2010-11;
- (l) support charitable organisations to formulate and implement comprehensive development plans of moving towards green organisations; and
- (m) approved eight projects under the collaboration scheme with DCs.

We will review the above programme areas in consultation with the ECF Committee from time to time in the light of the current environmental issues that the community attaches priority to and having regard to the Government's policy initiatives.

### 3.39 Initiative

Continuing to actively apply green specifications in government procurement. We also aim to extend the green procurement policy to cleansing and vehicle hiring service contracts. Furthermore, works departments will also start using paving blocks made with recycled glass in upcoming road maintenance contracts.

#### A descriptive account of the initiative

The Government is committed to green procurement. We have now developed green specifications for over 100 products commonly procured by Government bureaux and departments. We will seek to apply these green specifications in our purchases where they are available in the market, and where it is economically rational to buy the products with green specifications. To broaden the areas of our green procurement policy, we shall also expand green procurement to the Government's service contracts, such as cleansing contract and vehicle hiring services contracts. In public works contracts, we would increase the use of recycled works materials to help promoting the local recycling industry and to ease the burden of our landfills. From late 2010 onwards, the Highways Department will mandate the use of concrete paving blocks with recycled glass at the areas planned for concrete paving blocks in road maintenance contracts.

### 3.40 Initiative

Continuing to encourage all schools to sign a green lunch charter to avoid the use of disposable containers and cutlery, and to reduce food waste; and with funding support from ECF, encouraging schools to install new facilities for serving green lunch. Up to end September 2010, 45 funding applications, amounting to \$57 million have been approved.

#### A descriptive account of the initiative

More than 290 secondary and primary schools have signed the Green Lunch Charter since its launch on 26 February 2010. ECF has set aside \$150 million to support existing schools to install facilities for implementing on-site meal portioning. Up to end September 2010, 45 funding applications have been approved, out of which 35 schools have completed the works to commence on-site meal portioning in the 2010/11 school term. For newly built schools, the standard school design will include facilities for on-site meal portioning.

**Progress Made in Implementing  
Initiatives in 2009-10 Policy Agenda**

**Quality City, Quality Life**

**New Initiatives**

4.1 Initiative

To work with the Guangdong authorities to map out the post-2010 emission reduction arrangements to further improve the regional air quality.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.14 above.

4.2 Initiative

To expand the scope of the five-year “Cleaner Production Partnership Programme” to provide professional and technical support to Hong Kong-owned factories in the PRD Region in the area of effluent reduction and control.

A descriptive account of the initiative

The coverage of the Cleaner Production Partnership Programme was revised in January 2010 to also provide professional advice and technical support on the treatment and reduction of effluent discharges to Hong Kong-owned factories in the PRD Region. Awareness promotion activities have been enriched to include cleaner production technologies and solutions for reduction, reuse, recycling and advanced treatment of wastewater arising from the targeted industrial processes. In addition, the Programme also provides funding support for on-site assessments for identification of cleaner production improvement measures, conducting 30 additional demonstration projects (on top of the 90 projects originally planned) as well as verification services in respect of effluent reduction control.

4.3 Initiative

To collaborate with the two power companies to launch a leasing scheme of electric vehicles by end 2010, so as to expose a wider section of the community to electric vehicle driving experience.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.11 above.

#### 4.4 Initiative

To formulate and promulgate the specific arrangements for Hong Kong enterprises' participation in Clean Development Mechanism (CDM) projects in the Mainland.

##### A descriptive account of the initiative

CDM is a mechanism under which parties included in Annex I to the United Nations Framework Convention on Climate Change (UNFCCC) can fulfill part of their GHG reduction obligations through co-operation with Non-Annex I parties (including China) in achieving, *inter alia*, compliance with their specified quantified GHG emission limitation and reduction commitments. In December 2009, we promulgated the Supplementary Notes on the Implementation of Projects under CDM by Hong Kong enterprises on the Mainland. Eligible enterprises may invest in suitable energy efficiency projects and participate in developing new or renewable energy sectors etc. Up to end September 2010, EPD had issued "Letter of Certification for Hong Kong enterprises under the Measures for Operation and Management of CDM Projects in China" in respect of 12 eligible applications.

#### 4.5 Initiative

To expand green procurement in the Government by proactively adopting the green specifications developed for some 60 products commonly procured by Government departments. We shall also progressively expand green procurement in the Government and devise clear green procurement guidelines for departments in order to implement the green procurement policy.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.39 above.

#### 4.6 Initiative

To invite all schools to sign a green lunch charter to avoid the use of disposable containers and cutlery, and to reduce food waste. With funding support from ECF, to encourage schools to make new installations to facilitate green lunch.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.40 above.



## **On-going Initiatives**

### 5.1 Initiative

Working with the Guangdong authorities to formulate a strategy to transform the PRD Region into a green and quality living area.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.1 above.

### 5.2 Initiative

Introducing a bill for the mandatory implementation of the Building Energy Codes to LegCo in 2009.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.2 above.

### 5.3 Initiative

Continuing to promote the building energy efficiency funding schemes, with \$150 million and \$300 million allocated by ECF to subsidise building owners to carry out energy-cum-carbon audits and energy efficiency projects respectively. The two funding schemes have been opened for application since April 2009. Up to end September 2009, 108 funding applications, amounting to \$24.9 million have been approved.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.3 above.

### 5.4 Initiative

Implementing a comprehensive target-based green performance framework for new and existing government buildings to continue promoting environmental protection and energy conservation in government buildings.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.4 above.

### 5.5 Initiative

Implementing energy efficiency demonstration projects to demonstrate state-of-the-art energy efficient designs and technologies.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.5 above.

5.6 Initiative

Implementing DCS at Kai Tak Development to meet the demand of air-conditioning for public and private non-domestic developments.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.6 above.

5.7 Initiative

Introducing amendments to the Energy Efficiency (Labelling of Products) Ordinance to LegCo in 2009 for the second phase of the Mandatory Energy Efficiency Labelling Scheme.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.7 above.

5.8 Initiative

Promoting the replacement of incandescent light bulbs by CFLs through various means. Residential electricity account holders will receive cash coupons on CFLs. Moreover, we plan to consult the public on progressively restricting the sales of incandescent light bulbs.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.8 above.

5.9 Initiative

Continuing to study the issue of energy wastage of external lighting, and assess the feasibility of regulating external lighting by legislation.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.9 above.

5.10 Initiative

Continuing to monitor the progress of the two power companies in developing commercial-scale wind energy projects.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.10 above.

5.11 Initiative

Tightening progressively the caps on the total emissions of power companies according to the Air Pollution Control Ordinance, and requiring them to maximise the use of natural gas in power generation.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.12 above.

5.12 Initiative

Continuing with the implementation of the Regional Air Quality Management Plan together with the Guangdong Provincial Government to reduce the emission of four major air pollutants in the PRD with a view to achieving the joint emission reduction targets.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.13 above.

5.13 Initiative

Continuing to tighten vehicle emission and fuel standards following EU's practices.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.16 above.

5.14 Initiative

Developing a proposal for stakeholder consultation with a view to strengthening the control of emissions from petrol and LPG vehicles, including the use of roadside remote sensing equipment and dynamometers for emission testing.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.17 above.

5.15 Initiative

Introducing the enabling legislation for implementing a statutory ban on idling vehicles with running engines to LegCo in 2009-10.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.18 above.

5.16 Initiative

Providing incentives to encourage owners of pre-Euro and Euro I diesel commercial vehicles to replace their old vehicles with those complying with the prevalent emission requirements for newly registered vehicles before the lapse of the scheme by 31 March 2010.

A descriptive account of the initiative

The incentive scheme ended on 31 March 2010. We have made a special arrangement to allow eligible owners who have ordered new replacement vehicles that could not be delivered on time to retain their eligibility until 31 March 2011. Including the vehicles approved under the special arrangement, we received about 17,500 applications, accounting for about 30% of eligible vehicles.

Up to end July 2010, the grant payment amounted to about \$714 million.

5.17 Initiative

Encouraging the use of environment-friendly private petrol cars and commercial vehicles by reduction in FRT.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.20 above.

5.18 Initiative

Making Euro V motor vehicle fuels, with 80% less sulphur content than Euro IV motor vehicle fuels, the statutory standard.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.16 above.

5.19 Initiative

Promoting the use of biodiesel as a motor vehicle fuel by committing to a duty-free policy and introducing regulatory control for such use of biodiesel.

A descriptive account of the initiative

The Air Pollution Control (Motor Vehicle Fuel) (Amendment) Regulation 2009 has taken effect since 1 July 2010. The Amendment Regulation mandates a specification of biodiesel for use as motor vehicle fuel. It also requires labels to be posted at the selling points if the biodiesel

content in motor vehicle fuel exceeds 5%.

#### 5.20 Initiative

Drawing up a proposal to control the emissions of non-road mobile sources, including implementation of statutory emission standards for mobile machinery, for trade consultation.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.21 above.

#### 5.21 Initiative

Conducting a trial to study the technical feasibility of local ferries using ULSD, with a view to mapping out the way forward having regard to the findings after completion of the trial in 2010.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.22 above.

#### 5.22 Initiative

Introducing legislation to accelerate the phasing out of HCFC to meet the new phasing out schedule agreed by the Montreal Protocol in September 2007.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.23 above.

#### 5.23 Initiative

Introducing legislation to extend the control of the Air Pollution Control (Volatile Organic Compounds) Regulation to limit the contents of VOC in adhesives, sealants, vehicle refinishing paints and marine vessels paints.

##### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.24 above.

#### 5.24 Initiative

Consulting the public on the proposed new AQOs and package of proposed emission control measures with a view to updating Hong Kong's AQOs and developing implementation programmes on air quality management.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.25 above.

#### 5.25 Initiative

Undertaking a comprehensive consultancy study on climate change to assess its impact on Hong Kong and recommend suitable strategies to enhance further our existing adaptation and mitigation measures.

#### A descriptive account of the initiative

To further enhance our efforts in reducing GHG emissions and adapt to climate change, we commenced a study on climate change in March 2008. It seeks to review and update the local inventories of GHG emissions and removals; characterize the impacts of climate change on Hong Kong; and make recommendations on the long-term measures to mitigate GHG emissions and adapt to climate change. The consultants conducted stakeholder engagement exercises on “vulnerability and adaptation assessment” and “mitigation assessment” respectively in February and September 2010.

#### 5.26 Initiative

Continuing to implement the initiatives in “A Policy Framework for the Management of Municipal Solid Waste in Hong Kong (2005-2014)” by –

- (a) extending the territory-wide source separation of waste programme to promote waste recovery both at home and at work;
- (b) monitoring the development of Phase I and Phase II of EcoPark;
- (c) completing the baseline survey to collect information on waste generation pattern and waste management practices among different types of commercial and industrial establishments, and developing possible options for MSW charging for consultation;
- (d) implementing the three landfill extension schemes upon completion of feasibility and EIA studies;
- (e) carrying out of feasibility and EIA studies for IWTF; and
- (f) carrying out feasibility and EIA studies for OWTF.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.27 above.

#### 5.27 Initiative

Monitoring the implementation of the Environmental Levy Scheme on Plastic Shopping Bags, as the first mandatory PRS under the Product Eco-responsibility Ordinance, and reviewing the

effectiveness of the scheme after implementation.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.28 above.

5.28 Initiative

Consulting the public and stakeholders with a view to introducing a mandatory PRS for WEEE.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.29 above.

5.29 Initiative

Completing the upgrading of CWTC in 2010 to meet the latest EU air-emission standards.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.30 above.

5.30 Initiative

Commencing the construction of STF in 2010-11 to avoid the disposal of large amount of sewage sludge at landfills.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.31 above.

5.31 Initiative

Continuing to deliver inert construction and demolition materials to the Mainland for reclamation purposes. We will liaise with the Mainland authorities to identify more possible sites for their reuse.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.32 above.

5.32 Initiative

Commissioning the advance disinfection of the wastewater from Stage 1 of HATS by end 2009 while implementing Stage 2 in phases with the aim of completing Stage 2A within 2014. Based on the results of a review in 2010-11, we will decide on the timing for building the biological

treatment plant under Stage 2B.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.33 above.

5.33 Initiative

Overseeing the implementation of the pilot scheme on MA and PPP promulgated under NNCP, with the objective of enhancing conservation of ecologically important habitats on private land.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.34 above.

5.34 Initiative

Seeking to designate the Geopark areas as protected areas, together with stepping up publicity and education efforts on geo-conservation, in order to better preserve Hong Kong's unique and valuable geological resources.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.35 above.

5.35 Initiative

Amending the Marine Parks and Marine Reserves Regulation to ban commercial fishing in marine parks for improving ecosystems in marine parks and offering better protection for marine organisms.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.36 above.

5.36 Initiative

Continuing the public engagement process for the Sustainable Development Strategy for Hong Kong, with the aim of encouraging greater public awareness of and participation in this process.

A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.37 above.



### 5.37 Initiative

Continuing the support of ECF to projects in the following areas in order to further promote public awareness on environmental protection and strengthen international and regional collaboration to address environmental challenges –

- (a) support greening / waste reduction / energy efficiency projects for schools, community buildings and charitable organisations;
- (b) support energy audits and installation projects for buildings to promote energy conservation under the Building Energy Efficiency Funding Scheme, as well as support energy audits and energy conservation projects in NGO buildings in collaboration with the Hong Kong Council of Social Services and the two power companies ;
- (c) support the operation of two processing centres by NGOs for waste plastics and WEEE respectively at EcoPark;
- (d) support international conferences to promote exchanges amongst policy-makers, professionals as well as other stakeholders on latest developments and best practices on environment and conservation matters;
- (e) support projects from DCs and community groups to implement district-based projects on low carbon lifestyle promotion, energy efficient installation and waste reduction; and
- (f) support projects in conserving and enhancing the biodiversity of ecologically important sites.

#### A descriptive account of the initiative

This is an on-going initiative in the 2010-11 Policy Agenda. Please refer to paragraph 3.38 above.