

立法會
Legislative Council

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Panel on Environmental Affairs

Subcommittee on Improving Air Quality

Minutes of meeting
held on Tuesday, 21 February 2012, at 8:30 am
in Conference Room 2B of the Legislative Council Complex

Members present : Hon Audrey EU Yuet-mee, SC, JP (Chairman)
Hon Miriam LAU Kin-ye, GBS, JP
Hon LEE Wing-tat
Hon KAM Nai-wai, MH
Hon Cyd HO Sau-lan
Hon CHAN Hak-kan
Hon CHAN Kin-por, JP
Hon Tanya CHAN

Member attending : Hon IP Wai-ming, MH

Public officers attending : **For items II and III**

Dr Kitty POON
Under Secretary for the Environment

Mr Carlson K S CHAN
Deputy Director of Environmental Protection (3)
Environmental Protection Department

Mr MOK Wai-chuen
Assistant Director (Air Policy)
Environmental Protection Department

Mr Edmond HO
Principal Environmental Protection Officer (Mobile
Source Control)
Environmental Protection Department

Mr Joseph CHAN
Senior Engineer/Gas Standards
Electrical and Mechanical Services Department

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

Staff in attendance : Miss Jacqueline CHUNG
Council Secretary (1)1

I. Confirmation of minutes

(LC Paper No. CB(1) 1084/11-12 — Minutes of the meeting held on
6 January 2012

LC Paper No. CB(1) 1085/11-12 — Minutes of the meeting held on
17 January 2012)

The minutes of the meetings held on 6 and 17 January 2012 were confirmed.

II. Retrofitting of separate air-conditioning system for vehicles while engines are switched off

(LC Paper No. CB(1) 846/11-12(10) — List of follow-up actions
arising from the discussion at
the meeting on 6 January 2012

LC Paper No. CB(1) 846/11-12(11) — Administration's response to
CB(1) 846/11-12(10)

LC Paper No. CB(1) 846/11-12(12) — Supplementary information
provided by Hong Kong
Productivity Council regarding
the Automatic Engine Idle-stop
and Supplementary
Air-conditioning System (English
version only)

LC Paper No. CB(1) 877/11-12(01) — Supplementary information provided by The Hong Kong Polytechnic University regarding the Solar Powered Air-conditioning System for Vehicles (English version only)

Relevant paper

(LC Paper No. CB(1) 713/11-12(01) — Administration's paper on retrofit devices for providing air conditioning when the engine of a vehicle is switched off)

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

3. The Administration was requested to -

- (a) advise the latest progress of the trials on the two retrofit devices conducted by the Hong Kong Productivity Council, Hong Kong Polytechnic University/Green Power Industrial Limited, and the transport trades. To encourage participation in the trials, publicity effort should be stepped up to alert the transport trades, particularly individual owners, of the availability of funding support under the Pilot Green Transport Fund; and
- (b) advise the Administration's plan to install the two retrofit devices on Government vehicles, including the selection criteria, number of vehicles to be involved and the implementation time-table.

III. Measures to improve liquefied petroleum gas refilling services

(LC Paper No. CB(1) 846/11-12(08) — List of follow-up actions arising from the discussion at the meeting on 24 November 2011

LC Paper No. CB(1) 846/11-12(09) — Administration's response to CB(1) 846/11-12(08)

LC Paper No. CB(1) 1086/11-12(01) — List of follow-up actions arising from the discussion at the meeting on 17 January 2012

LC Paper No. CB(1) 1086/11-12(02) — Administration's response to
CB(1) 1086/11-12(01))

Relevant paper

(LC Paper No. CB(1) 394/11-12(02) — Administration's paper on a
proposal to expand the
liquefied petroleum gas filling
network)

4. The Administration was requested to -

- (a) consider identifying addition potential sites at Wong Nai Chung Gap Road, Happy Valley and Hoi Yu Street, Quarry Bay to provide LPG refilling services with a view to increasing the number of LPG filling stations on the Hong Kong Island;
- (b) advise the basis and the factors which had been taken into account in working out the availability rate of LPG filling nozzles, and whether manpower supply formed part of the factors. In addition to the availability rate, information on the actual utility rate of LPG filling nozzles should also be provided for reference;
- (c) provide details of the site visits, including surprise visits, conducted by the Electrical and Mechanical Services Department (EMSD) to dedicated LPG refilling stations in 2011. These should include the number and locations of these site visits as well as the actions taken in the event of non-compliance with contractual obligations by operators;
- (d) minimize inconvenience to the taxi and public light bus (PLB) trades, consideration should be given to requiring operators to inform the relevant trades of any service interruption through taxi radio service stations. Operators should also be required to post the EMSD's hotline in a conspicuous place at filling stations to facilitate the trades to lodge complaints on the one hand and enhance deterrence against outages of LPG filling nozzles not due to maintenance and repair works on the other;
- (e) advise the lead time taken for EMSD to carry out investigation upon receipt of complaints. To enhance its capability to conduct site visits and handle complaints efficiently and effectively, EMSD should increase the manpower earmarked for such purposes;

- (f) provide a table comparing the emissions from different categories of vehicles, including taxis, PLBs, franchised buses, commercial vehicles and private cars etc. A macro approach should be taken to reduce vehicular emissions as a whole rather than focusing on the taxi trade; and
- (g) enhance competition, consideration should be given to re-introducing diesel taxi models which can meet the prescribed emission standards.

5. Members agreed that the next meeting would be held on Monday, 16 April 2012, at 10:45 am to discuss "Review of Air Quality Objectives".

IV. Any other business

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

Council Business Division 1
Legislative Council Secretariat
12 April 2012

Panel on Environmental Affairs

Subcommittee on Improving Air Quality

**Proceedings of the meeting
on Tuesday, 21 February 2012, at 8:30 am
in Conference Room 2B of the Legislative Council Complex**

Time marker	Speaker	Subject(s)	Action required
<i>Agenda Item I - Confirmation of minutes</i>			
000500 - 000533	Chairman	The minutes of the meetings held on 6 and 17 January 2012 (LC Papers Nos. CB(1) 1084 and 1085/11-12) were confirmed.	
<i>Agenda Item II - Retrofitting of separate air-conditioning system for vehicles while engines are switched off</i>			
000534 - 000932	Chairman Administration	Administration's explanation on its response to members' concerns raised at the meeting on 6 January 2012 (LC Paper No. CB(1) 846/11-12(11)).	
000933 - 003608	Ms Miriam LAU Administration Chairman	<p>Ms Miriam LAU's concerns/enquiries -</p> <p>(a) the results of the trials on the retrofit devices might not be representative given the limited sample sizes involving only two corporate goods vehicles, a light bus and a taxi in the case of Hong Kong Polytechnic University/Green Power Industrial Ltd. (PolyU/GPIL) and one taxi in the case of Hong Kong Productivity Council (HKPC);</p> <p>(b) greater involvement of the taxi trade in the trial undertaken by PolyU/GPIL was expected given the enthusiastic participation of the trade in the course of product development. Trials in larger scale involving the transport trades were required to build up confidence on the retrofit devices;</p> <p>(c) instead of requiring the trades to apply for funding from the Pilot Green Transport Fund (PGTF) to test out the retrofit devices, consideration should be given to</p>	

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		<p>subsidizing the transport trades to install the approved prototypes of the two retrofit devices within a specified period of time;</p> <p>(d) whether funding from PGTF could be used to subsidize the trades and the general public for installing the retrofit devices and if so, the amount of subsidy to be provided from PGTF; and</p> <p>(e) publicity efforts should be stepped up to alert individual owners of taxi and public light bus (PLB) of the availability of funding support under PGTF for testing of the retrofit devices.</p> <p>Administration's response -</p> <p>(a) as part of their product development, PolyU/GPIL and HKPC were solely responsible for testing of the retrofit devices, including the selection of a suitable sample size to gather sufficient data on the effectiveness of their products in terms of fuel consumption and other environmental benefits; and</p> <p>(b) the number of test vehicles available would hinge on the willingness of the trades to participate in the trials. The Administration would endeavour to provide the necessary assistance if requested;</p> <p>(c) PGTF was set up to facilitate public transport operators and goods vehicle owners for testing out green and innovative transport technologies. Private cars were not eligible for PGTF. In determining the priority of items for funding support, the Steering Committee of PGTF would consider the efficacy of the product in emission reduction and/or fuel economy;</p>	

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		<p>(d) as the retrofit devices had the potential of achieving fuel economy and emission reduction, the Environmental Protection Department (EPD) would process applications submitted by the transport trades for installation of the retrofit devices for consideration by the PGTF's Steering Committee;</p> <p>(e) a grant of 75% of the cost of the device would be provided to an eligible applicant for installation of the device. An application could cover the testing of devices of the same technology in a maximum of six vehicles but the number of devices from the same manufacturer in an application could not exceed three. It was estimated that if 15 taxi fleet operators apply for testing of the retrofit device in six taxis of each fleet, this would enable a trial of the devices at a sizable scale;</p> <p>(f) the transport trades had expressed interests to test out the retrofit device developed by PolyU/GPIL. Applications for PGTF were under preparation; and</p> <p>(g) one application for installation of the retrofit device developed by HKPC in four taxis had been received. The application would be processed upon receipt of the assessment results of the roadworthiness of the retrofitted vehicles by the Transport Department (TD).</p>	
003609 - 004154	Chairman Administration	<p>Chairman's enquiry on details of the Administration's plan to test out the retrofit devices on government vehicles.</p> <p>Administration's response -</p> <p>(a) a meeting was held for PolyU/GPIL and HKPC to</p>	

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		<p>introduce their retrofit devices to the Government Logistics Department (GLD), Electrical and Mechanical Services Department (EMSD) and EPD;</p> <p>(b) while EPD had an overall role in coordinating the trial on Government vehicles, EMSD would look into the mechanical aspects and GLD would arrange suitable government vehicles for installation of the retrofit devices;</p> <p>(c) the Subcommittee would be kept updated on the progress of the trial on Government vehicles, including the scale and time-table in due course.</p>	
004155 - 004851	Ms Miriam LAU Administration Chairman	<p>Ms Miriam LAU's concerns/views -</p> <p>(a) slow progress of the trials on the retrofit devices, given that the one developed by PolyU/GPIL was announced in September 2011;</p> <p>(b) publicity effort should be stepped up to alert the transport trade, particularly individual owners, of the availability of funding support under PGTF to encourage participation in the trials; and</p> <p>(c) the success of the trial on installation of retrofit devices on Government vehicles might not necessarily imply that the devices were suitable for commercial vehicles given their different modus operandi.</p> <p>Chairman's enquiry/request -</p> <p>(a) the latest progress of the trials on the two retrofit devices conducted by HKPC, and PolyU/GPIL, and the transport trades;</p> <p>(b) the plan to install the two retrofit devices on Government vehicles, including the selection criteria,</p>	<p>The Administration to advise -</p> <p>(a) the latest progress of the trials on the two retrofit devices conducted by HKPC, and PolyU/GPIL, and the transport trades. To encourage participation in the trials, publicity effort should be stepped up to alert the transport trades, particularly individual owners, of the availability of funding support under PGTF; and</p> <p>(b) its plan to install the two retrofit devices on government vehicles,</p>

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		<p>number of vehicles to be involved and the implementation time-table; and</p> <p>(c) whether the two retrofit devices would be ready for commercial use this summer.</p> <p>Administration's response -</p> <p>(a) TD had already been handling expeditiously the application from HKPC and PolyU/GPIL for installing the retrofit devices in vehicles based on roadworthiness considerations;</p> <p>(b) the transport trades had expressed interest in the retrofit devices which could reduce emission and save fuels; and</p> <p>(c) would explore additional publicity channels to alert the transport trades of the availability of funding support under PGTF for trial of the two retrofit devices.</p>	<p>including the selection criteria, number of vehicles to be involved and the implementation time-table.</p>
<p><i>Agenda Item III - Measures to improve liquefied petroleum gas refilling services</i></p>			
004852 - 005300	Chairman Administration	Administration's explanation on its response to members' concerns raised at meeting on 17 January 2012 (LC Paper No. CB(1) 1086/11-12(02)).	
005301 - 010029	Mr CHAN Kin-por Administration Chairman	<p>Mr CHAN Kin-por's views/enquires -</p> <p>(a) the taxi trade should have no grievances if the availability rate of LPG filling nozzles at the 12 dedicated stations reached 96% to 99% in 2011. To facilitate a better understanding on the real situation, information on the actual utility rate of LPG filling nozzles should be provided for reference;</p> <p>(b) apart from rush hours, the surveys to be conducted by EMSD over the next three months on the availability of nozzles should also cover non-rush hours, as the</p>	<p>The Administration to provide information on the actual utility rate of LPG filling nozzles for reference.</p>

Time marker	Speaker	Subject(s)	Action required
		<p>submission from the United Friendship Taxi Owners & Drivers Association Ltd revealed that only 25% of LPG filling nozzles were operational outside peak hours at dedicated LPG filling stations;</p> <p>(c) details of the 12 complaint cases on nozzle outages at dedicated LPG filling stations received in 2011, and the actions taken by EMSD against non-compliance with contractual obligations by operators;</p> <p>(d) EMSD should conduct investigation on complaints against nozzle outages, particularly on outage of nozzles which were not undergoing maintenance and repair works; and</p> <p>(e) efforts should be made to narrow down the price gap between dedicated and non-dedicated LPG filling stations rather than relying on market economy.</p> <p>Chairman's enquiry on the basis upon which the availability rate of LPG filling nozzles of 96% to 99% was arrived at.</p> <p>Administration's response -</p> <p>(a) the nozzle availability for a given period was worked out according to the following formula:</p> $\frac{\text{Total nozzle-hours available} - \text{Nozzle-hours outage}}{\text{Total nozzle-hours available}} \times 100\%;$ <p>(b) the utilization rate of LPG filling nozzles, which was subject to patronage and locations of filling stations, might not be able to reflect the actual availability rate of LPG filling nozzles;</p> <p>(c) the 12 complaint cases on nozzle outages involved nine dedicated LPG filling stations. Of these,</p>	

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		<p>nine cases were due to maintenance and repair works of station equipment, and the remaining three cases were not substantiated as the nozzles were found operational;</p> <p>(d) EMSD had followed up the complaints with respective operators by requesting them to take necessary remedial actions. The complainants were also informed of the outcome of investigation; and</p> <p>(e) EMSD planned to conduct site visits, including 12 surprise visits, on the availability of LPG filling nozzles at popular dedicated LPG filling stations during rush hours over the next three months. In the light of members' concern, surprise visits outside rush hours would also be arranged.</p>	
010030 - 010747	Mr KAM Nai-wai Chairman Administration	<p>Mr KAM Nai-wai's views/enquiries -</p> <p>(a) the lead time taken for EMSD to carry out investigation upon receipt of complaints. Consideration should be given for EMSD staff to conduct an investigation to the respective station within 24-hour upon receipt of complaint;</p> <p>(b) the number of EMSD staff deployed to conduct site visits and monitor the operation of dedicated LPG filling stations;</p> <p>(c) EMSD should deploy staff to station at dedicated LPG filling stations with repeated complaints on nozzle outages. Efforts should also be made to step up surprise visits to monitor the availability of LPG filling nozzles. To enhance its capability to conduct site visits and handle complaints efficiently and effectively, EMSD should increase the manpower earmarked for such purposes; and</p>	<p>The Administration to advise the lead time taken for EMSD to carry out investigation upon receipt of complaints. To enhance its capability to conduct site visits and handle complaints efficiently and effectively, EMSD should increase the manpower earmarked for such purposes.</p>

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		<p>(d) to alleviate the queuing problem at dedicated LPG refilling stations, the Administration should ensure a high nozzle availability as far as possible. In this connection, consideration should be given for the Director of Electrical and Mechanical Services to attend regular meetings with the operators.</p> <p>Administration's response -</p> <p>(a) three staff members from the Gas Standards Office of EMSD were also responsible to conduct site visits to monitor the operation of dedicated LPG filling stations; and</p> <p>(b) on the first working day upon receipt of complaint, EMSD would call the respective operator for relevant information on the complaint to facilitate further investigation.</p>	
010748 - 011519	Ms Miriam LAU Chairman Administration	<p>Ms Miriam LAU's views -</p> <p>(a) the overall average nozzle availability rate of 96% to 99% of the 12 dedicated LPG filling stations greatly deviated from the feedback of the transport trades on serious problem of nozzle outages;</p> <p>(b) apart from the proposed non-dedicated LPG filling stations at Fung Mat Road and Tin Wan, consideration should be given to identifying addition potential sites at Wong Nai Chung Gap Road, Happy Valley, and Hoi Yu Street, Quarry Bay, with a view to increasing the number of LPG filling stations on the Hong Kong Island; and</p> <p>(c) consideration should be given to including in the contracts upon tendering of new sites and re-tendering of existing sites of non-dedicated LPG filling stations</p>	The Administration to consider identifying addition potential sites at Wong Nai Chung Gap Road, Happy Valley and Hoi Yu Street, Quarry Bay to provide LPG refilling services with a view to increasing the number of LPG filling stations on the Hong Kong Island.

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		<p>a requirement for operators to adopt the same LPG price as dedicated LPG filling stations.</p> <p>Administration's response -</p> <p>(a) to improve the overall LPG refilling services, potential sites (including those at Fung Mat Road, Tin Wan and Tai Po) were identified to provide LPG-cum-petrol refilling stations. Besides, the number of LPG filling nozzles would be increased from 17% to 25% of the total number of filling nozzles at all non-dedicated LPG filling stations, thereby increasing the total number of LPG nozzles to 546 in 2018;</p> <p>(b) would look into the feasibility of providing LPG refilling services at Wong Nai Chung Gap Road, Happy Valley and Hoi Yu Street, Quarry Bay; and</p> <p>(c) as a market economy, it was advisable to allow non-dedicated LPG filling stations to set their LPG prices on full commercial principles as in the case of petrol and diesel.</p>	
011520 - 012900	Miss Tanya CHAN Chairman Administration	<p>Miss Tanya CHAN's enquiries -</p> <p>(a) the lead time taken for EMSD to carry out investigation upon receipt of complaints and manpower for such purposes; and</p> <p>(b) the basis and the factors which had been taken into account in working out the availability rate of LPG filling nozzles, and whether manpower supply formed part of the factors.</p> <p>Chairman's view/request -</p> <p>(a) the availability rate failed to reflect the shutting down of nozzles which were functioning properly; and</p>	<p>The Administration to -</p> <p>(a) advise the basis and the factors which had been taken into account in working out the availability rate of LPG filling nozzles, and whether manpower supply formed part of the factors; and</p> <p>(b) provide details of</p>

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		<p>(b) details of the site visits, including surprise visits, conducted by EMSD to dedicated LPG filling station in 2011. These should include the number and locations of these site visits as well as the actions taken in the event of non-compliance with contractual obligations by operators.</p> <p>Administration's response -</p> <p>(a) the utilization rate of LPG filling nozzles, which was subject to patronage and locations of filling stations, might not be able to reflect the availability of nozzles;</p> <p>(b) EMSD held regular meetings with operators to review their services and identify areas for improvement, such as measures to secure a high nozzle availability;</p> <p>(c) regular and surprise visits had been carried out to monitor the nozzle availability rate and manpower situation of dedicated LPG filling stations. Follow-up call to respective operators upon receipt of complaint cases would be made to request them to take immediate remedial actions;</p> <p>(d) a total of 57 visits at 12 dedicated LPG filling station had been conducted in 2011, of which 23 were surprise visits. Advice letters had been issued to respective operators requesting them to take measures to further improve their services; and</p> <p>(e) warning letters would be issued to operators who failed to comply with the contractual requirements. If an operator had persistently failed to improve his services, termination of contract would be considered.</p>	<p>the site visits, including surprise visits, conducted by EMSD to dedicated LPG filling station in 2011. These should include the number and locations of these site visits as well as the actions taken in the event of non-compliance with contractual obligations by operators.</p>

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012901 - 014144	Ms Cyd HO Administration Chairman	<p>Ms Cyd HO's views -</p> <p>(a) the Administration was responsible to ensure adequate provision of LPG filling facilities after the switch to LPG taxis;</p> <p>(b) given the demand for LPG filling services had far exceeded supply, there were no incentives for operators to improve their services. To reduce reliance on LPG taxis, the Administration should encourage the use of other types of vehicles, including electric vehicles and diesel taxi models which could meet the prescribed emission standards in the transport sector where appropriate; and</p> <p>(c) to improve air quality, there should control on emissions from various types of vehicles. The Administration should provide a table comparing the emissions from different categories of vehicles, including taxis, PLBs, franchised buses, commercial vehicles and private cars etc. A macro approach should be taken to reduce vehicular emissions as a whole rather than focusing on the taxi trade.</p> <p>Administration's response -</p> <p>(a) as stated in the Annex to LC Paper No. CB(1) 1086/11-12(02), the emission performance of Euro VI diesel vehicles emitted 20-30% more nitrogen oxides (NO_x) than LPG vehicles. While NO_x emission of Euro VII diesel vehicles would be comparable to that of petrol vehicles, there was no solid timetable for implementation of Euro VII standards;</p> <p>(b) diesel cars with emission performance in respect of respirable suspended particulates and NO_x comparable to their petrol</p>	<p>The Administration to -</p> <p>(a) consider re-introducing diesel taxi models which could meet the prescribed emission standards; and</p> <p>(b) provide a table comparing the emissions from different categories of vehicles, including taxis, PLBs, franchised buses, commercial vehicles and private cars etc. A macro approach should be taken to reduce vehicular emissions as a whole rather than focusing on the taxi trade.</p>

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		<p>counterparts would be allowed to run on the roads of Hong Kong. However, these diesel vehicles were unlikely acceptable as taxis given their high sales prices and fuel costs;</p> <p>(c) efforts would be made to resolve the queuing problem for LPG refilling services through the provision of LPG-cum-petrol refilling stations at potential sites in Fung Mat Road, Tin Wan and Tai Po; and the increase in the number of LPG filling nozzles from 17% to 25% of the total number of filling nozzles at all non-dedicated LPG filling stations; and</p> <p>(d) to reduce vehicular emissions from other transport trades, trials were being conducted by the franchised bus companies on the use of electric buses and retrofitting of selective catalytic reduction devices in franchised buses to reduce their NO_x emission. A one-off grant was also put in place to encourage early replacement of Euro II diesel commercial vehicles.</p>	
014145 - 014932	Chairman Administration	<p>Chairman's requests -</p> <p>(a) to minimize inconvenience to the taxi and PLB trades, consideration should be given to requiring operators to inform the relevant trades of any service interruption through taxi radio service stations; and</p> <p>(b) operators should also be required to post the EMSD's hotline in a conspicuous place at filling stations to facilitate the trades to lodge complaints on the one hand and enhance deterrence against outages of LPG filling nozzles not due to maintenance and repair works on the other.</p>	<p>The Administration to require operators to -</p> <p>(a) inform the relevant trades of any service interruption through taxi radio service stations so as to minimize inconvenience to the taxi and PLB trades; and</p> <p>(b) post the EMSD's hotline in a conspicuous place at filling</p>

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		<p>Administration's response that the two operators of dedicated LPG filling stations had informed the relevant transport trades in advance of any service interruption due to maintenance and repair works through various communication channels, and put up notices in a conspicuous place at dedicated LPG filling stations. EMSD would follow up with the two operators on dissemination of information through taxi radio service stations and posting of EMSD's hotline at dedicated LPG filling stations.</p>	<p>stations to facilitate the trades to lodge complaints on the one hand and enhance deterrence against outages of LPG filling nozzles not due to maintenance and repair works on the other.</p>
014933 - 015343	Ms Miriam LAU Administration Chairman	<p>Ms Miriam LAU's views -</p> <p>(a) EMSD should step up monitoring of the performance of operators and handling of complaints on nozzle outages;</p> <p>(b) operators should be required to report to EMSD any interruption of service, and advise the transport trades through taxi radio service stations and commercial radios which were very popular among drivers of commercial vehicles.</p> <p>Administration's response that EMSD would follow up with the operators to further enhance the communication arrangement.</p>	
015344 - 015655	Chairman Administration	<p>Chairman's enquiries on other causes for nozzle outages apart from maintenance and repair works of station equipment.</p> <p>Administration's response that -</p> <p>(a) nozzles would need to be shut down for some 10 minutes to minimize continual operational strain on equipment, which would be usually taken place during non-rush hours to minimize inconvenience to users; and</p> <p>(b) given the short duration, the shutting-down time was not</p>	

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		reflected in the overall average nozzle availability rate.	
015656 - 015814	Ms Miriam LAU Chairman	Ms Miriam's views that as operators of dedicated LPG filling stations could only adjust LPG ceiling price on a monthly basis according to the movement of LPG international price in the previous month, they would tend to cut sales and shut down nozzles at time of rising international LPG prices to minimize loss. The Administration should step up monitoring of the operation of dedicated LPG filling stations for the benefit of the transport trades.	
015815 - 015948	Ms Cyd HO Chairman Administration	<p>Ms Cyd HO was not convinced of the high overall average nozzle availability rate of 96% to 99% at the 12 dedicated LPG filling stations, given the repeated complaints from the transport trades on nozzle outages. To obtain a true picture, surprise visits on the availability of LPG filling nozzles should be conducted during shift-changing time.</p> <p>Chairman's request for the Administration to advise the Subcommittee before the next meeting the progress and details of the surveys on the availability of LPG filling nozzles conducted by EMSD over the next three months.</p>	
015949 - 020119	Ms Miriam LAU Chairman	Ms Miriam LAU's reiteration on the need to identify potential sites at Wong Nai Chung Gap Road, Happy Valley and Hoi Yu Street, Quarry Bay to provide LPG refilling with a view to increasing the number of LPG filling stations on the Hong Kong Island.	