

**立法會**  
**Legislative Council**

LC Paper No. CB(1)732/12-13  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EA/1

**Panel on Environmental Affairs**

**Minutes of meeting**  
**held on Monday, 28 January 2013, at 2:30 pm**  
**in Conference Room 1 of the Legislative Council Complex**

- Members present** :
- Hon Cyd HO Sau-lan (Chairman)
  - Hon Christopher CHUNG Shu-kun,  
BBS, MH, JP (Deputy Chairman)
  - Hon Vincent FANG Kang, SBS, JP
  - Hon CHAN Hak-kan, JP
  - Hon CHAN Kin-por, BBS, JP
  - Hon Albert CHAN Wai-yip
  - Hon Steven HO Chun-yin
  - Hon WU Chi-wai, MH
  - Hon Gary FAN Kwok-wai
  - Hon Charles Peter MOK
  - Hon CHAN Han-pan
  - Dr Hon Kenneth CHAN Ka-lok
  - Hon KWOK Wai-keung
  - Hon Dennis KWOK
  - Hon SIN Chung-kai, SBS, JP
  - Dr Hon Helena WONG Pik-wan
  - Dr Hon Elizabeth QUAT, JP
  - Ir Dr Hon LO Wai-kwok, BBS, MH, JP
  - Hon CHUNG Kwok-pan
  - Hon Tony TSE Wai-chuen
- Members attending** :
- Hon WONG Kwok-hing, MH
  - Dr Hon Priscilla LEUNG Mei-fun, JP
  - Dr Hon Fernando CHEUNG Chiu-hung

**Member absent** : Hon Claudia MO

**Public Officers attending** : **For item V**

Mr WONG Kam-sing  
Secretary for the Environment

Ms Christine LOH  
Under Secretary for the Environment

Ms Anissa WONG, JP  
Permanent Secretary for the Environment /  
Director of Environmental Protection

Miss Vivian LAU, JP  
Deputy Secretary for the Environment

Mr TSE Chin-wan, JP  
Deputy Director of Environmental Protection (1)  
Environmental Protection Department

Mr Albert LAM, JP  
Deputy Director of Environmental Protection (2)  
Environmental Protection Department

Mr Andrew LAI, JP  
Deputy Director of Environmental Protection (3)  
Environmental Protection Department

**Clerk in attendance** : Ms Miranda HON  
Chief Council Secretary (1)1

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

Miss Mandy POON  
Legislative Assistant (1)1

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**I. Application for late membership**

(LC Paper No. CB(1)456/12-13(01) —Letter dated 23 January 2013 from Hon Claudia MO (Chinese version only))

Members agreed to accept the late application for membership from Ms Claudia MO.

**II. Confirmation of minutes**

(LC Paper No. CB(1)430/12-13 —Minutes of the meeting held on 26 November 2012)

2. The minutes of the meeting held on 26 November 2012 were confirmed.

**III. Information paper issued since last meeting**

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

(LC Paper No. CB(1)352/12-13(01) —A study report entitled "A Study of the Air Pollution Index Reporting System" provided by the Administration (English version only)

LC Paper No. CB(1)445/12-13(01) —Joint letter from Hon SIN Chung-kai, Hon WU Chi-wai and Dr Hon Helena WONG Pik-wan on the "Scheme of Control Agreements with the two power companies – Interim Review in 2013" (Chinese version only)

LC Paper No. CB(1)445/12-13(02) —Letter from Friends of the Earth on the "Scheme of Control Agreements with the two power companies – Interim Review in 2013" (Chinese version only)

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4. The Chairman advised that at the meeting of the Panel on Economic Development held earlier on the same day, it was agreed that a special meeting would be held to invite deputations' views on the "Scheme of Control Agreements with the two power companies – Interim Review in 2013". She said that all Legislative Council Members would be invited to attend the special meeting and notified of the meeting arrangements.

**IV. Items for discussion at the next meeting**

(LC Paper No. CB(1)431/12-13(01) —List of outstanding items for discussion)

5. Members agreed to discuss the following items proposed by the Administration at the next regular meeting scheduled for Monday, 25 February 2013, at 2:30 pm -

(a) Review of the Air Pollution Index Reporting System; and

(b) Producer Responsibility Scheme for glass beverage bottles.

6. Mr CHAN Han-pan referred to a press report that day on a fly-tipping incident involving the depositing of asbestos at Ma Tong Village, Chuen Lung, Tsuen Wan. He requested that an additional item on measures to tackle fly-tipping of construction and demolition ("C&D") waste and illegal land filling, with particular reference to the said incident be included in the agenda of the next meeting. Mr CHAN Hak-kan supported discussion on the subject of fly-tipping which had previously been followed up by the Subcommittee on Combating Fly-tipping set up during the previous legislative sessions. Dr Elizabeth QUAT also indicated support for inclusion of the item in the agenda of the next meeting. The Chairman suggested and members agreed to include the item in the agenda of the next meeting on 25 February 2013 and to extend the meeting by half an hour to end at 5:00 pm.

**V. Briefing by the Secretary for the Environment on the environmental initiatives in the Chief Executive's 2013 Policy Address**

(LC Paper No. CB(1)431/12-13(02) — Administration's paper on "2013 Policy Address — Policy initiatives of Environment Bureau: Environmental protection"

LC Paper No. CB(1)456/12-13(02) — Submission from Professional Power Youth Committee)

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Relevant paper

Address by the Chief Executive at the Legislative Council meeting on 16 January 2013

7. The Secretary for the Environment ("SEN") briefed members on the environmental initiatives in the Chief Executive's 2013 Policy Address by way of a power-point presentation.

*(Post-meeting note: A set of the power-point presentation materials was circulated vide LC Paper No. CB(1)492/12-13(01) on 28 January 2013.)*

Waste management

*Food waste*

8. Noting a third of the population in Hong Kong lived in public rental housing ("PRH") estates which were managed by the Hong Kong Housing Authority, Mr CHAN Hak-kan questioned why consideration had not been given to the development of a food waste recycling mechanism in these estates. He also enquired whether the design of new PRH estates had provided space to accommodate waste management facilities, including food waste recycling equipment.

9. SEN responded that the strategy on food waste management adopted in most densely populated cities would start with the recycling of food waste in commercial and industrial establishments where the sources of generation were more centralized. Food waste recycling had been performed on a small scale in some of the PRH estates and more efforts would be made to promote food waste recycling. Meanwhile, financial support had been provided for the implementation of food waste recycling programmes in 11 private housing estates and further funding would be provided to an additional 45 estates. The inter-departmental steering committee on green buildings would formulate implementation strategies and action plans for the promotion of green building in both public and private sectors in Hong Kong, including the provision of space to accommodate waste management facilities in new buildings.

10. Mr CHAN Han-pan said that food waste was mostly recycled for use as compost, and enquired if the Administration would consider creating a market for compost by using the compost developed from the locally recycled food waste for greening purposes in Hong Kong. SEN said that while efforts would be made to use the compost developed from food waste recycling, the demand for compost in Hong Kong was still low.

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*Producer Responsibility Schemes ("PRSs")*

11. As all PRSs would involve the collection of levies, Mr CHAN Hak-kan enquired if the levies collected from PRSs could be used solely for environmental purposes. He also asked whether the waste charges collected from the implementation of the Municipal Solid Waste ("MSW") Charging Scheme could be used to promote waste recycling and environmental education. SEN responded that consideration would be given to using the levies collected from the PRS on glass beverage bottles and waste electrical and electronic equipment ("WEEE") in the development of green industry and circular economy.

12. Ir Dr LO Wai-kwok recalled that two years ago, he had been invited to a publicity campaign on the recycling of glass beverage bottles in Ngau Tau Kok Upper Estate. He enquired about the progress made in the recycling of glass beverage bottles as it appeared that not much had been achieved since. SEN replied that at present, the recycling rate of glass beverage bottles had been kept at 5%. With the introduction of the mandatory PRS on glass beverage bottles, it was expected that the recycling rate could be increased to 70% or above. The amount of levies collected from the PRS on glass beverage bottles would be sufficient to fund the collection and recovery operations and thus help support the development of the recycling operations on waste glass in a circular economy.

13. The Chairman said that while consultation had been conducted on the proposed PRS on WEEE which would cover television sets, washing machines, refrigerators, air conditioners and computer products, discussion had not been held on the PRS of smaller WEEE such as laptop computers. She enquired whether the Administration would consider introducing a PRS on smaller WEEE, the recycling of which could be much easier on account of their size as buyers could simply return such portable equipment to retailers when purchasing a new one. The Deputy Director of Environmental Protection (2) said that based on the consultation conducted on the proposed PRS on WEEE, the general view was that the WEEE scheme should initially be focused on larger equipment, while smaller WEEE should be dealt with at a later stage. It was worthy to note that small WEEE such as mobile phones were seldom disposed of at landfills as there was an active secondary market for such equipment. The Administration had cooperated with non-governmental organizations and provided financial support to them in the recovery of electrical and electronic equipment for use by needy families.

*Landfill extension*

14. Mr Gary FAN was concerned about the slow progress in implementing the Waste Reduction Framework Plan formulated in 2005, given that apart from the environmental levy on plastic shopping bags, other waste management

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schemes such as the PRS on WEEE, the MSW Charging Scheme, as well as food waste recycling programmes had yet to be implemented. He was particularly concerned about the proposed Stage III extension of the South East New Territories ("SENT") Landfill as it had already occupied about 10% of the area in Tseung Kwan O ("TKO") and was a source of environmental nuisances to TKO residents. He said that TKO residents had been suffering from nuisances associated with the operation of SENT Landfill for the past 20 years and the time had come for its closure instead of proceeding with Stage III extension. SEN said that the Administration was well aware of the public concerns about landfill extension projects and would endeavour to allay them through close communication with relevant parties, including District Councils, local community and other stakeholders.

15. Sharing similar concerns, Dr Elizabeth QUAT said that TKO residents had been exposed to environmental nuisances caused by the operation of the SENT Landfill and the transport of waste along Wan Po Road to the Landfill. She enquired whether the Administration would consider providing a low emission zone at Wan Po Road with a view to reducing the air pollution associated with the transport of waste for the protection of public health. SEN responded that apart from the transport of waste, other vehicles travelling along Wan Po Road had also contributed to the pollution in the area. The Administration would introduce various measures to reduce the nuisances associated with landfill operation when considering the extension of the SENT Landfill.

*Fly-tipping*

16. Mr CHAN Han-pan said that while he supported the application of the polluter-pays principle, he was concerned about the lack of enforcement which had resulted in fly-tipping of waste materials. The recent incidents of illegal depositing of C&D waste containing asbestos had aroused public concern about the need for more enforcement actions against fly-tipping. Mr Albert CHAN also pointed out that the problem of illegal depositing of C&D waste was common in many parts of the New Territories, particularly at Pui O. SEN said that the Administration shared the concern about the recent fly-tipping incidents. It would take the necessary enforcement actions and consider introducing legislation to combat fly-tipping.

*Waste recycling*

17. Mr CHUNG Kwok-pan noted with concern that the average waste generation rate of 1.36 kilogram per person per day in Hong Kong was much higher than that of Taipei and Tokyo. He sought explanation on the reasons for the high waste generation rate and whether this was due to the lack of education and publicity efforts on waste separation. He opined that before introducing waste charging, the community should be made aware of the need for source

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separation of waste. SEN clarified that waste generation should be dealt with as a separate issue from source separation of waste. There was a need to reduce waste generation at source by inducing behavioural changes such as avoiding the use of disposable items which might include paper cups and bottled water.

18. Mr Albert CHAN stated that there was a need for commitment and determination on the part of the Administration to introduce legislation to mandate the source separation of waste as otherwise, the efforts made to reduce waste would be futile. Mandatory source separation had been commonly implemented in many cities, notably the Taipei City which was very proud to be able to reduce its waste substantially. SEN said that there was a greater need for Hong Kong to reduce its waste generation on a per capita basis and a multi-pronged approach should be adopted. The Administration would be proceeding in the direction of source separation of waste, starting with the reuse of recyclable materials.

19. Ir Dr LO Wai-kwok noted that the Government planned to develop five pilot "community green stations" in different parts of the territory to provide accessible and visible support for green living at the community level. As five green stations would be inadequate to meet the recycling needs of the community, he enquired if the Administration had plans to further expand the network. SEN agreed on the need to increase the number of green stations, which should at best be provided in every district. With the completion of the five pilot green stations, consideration would be given to developing more green stations.

20. Dr Helena WONG expressed support for the recycling of waste wood, including waste Christmas trees and peach trees after the festive seasons. She considered it necessary for the Administration to introduce measures to assist in the recycling of such trees.

*Waste incineration*

21. Dr Fernando CHEUNG stated that although the funding proposal for the construction of the Integrated Waste Management Facility had not been supported by members at the last legislative session, the 2013 Policy Address had not ruled out the incineration option. To obviate the need for waste incineration which was expensive and yet obnoxious, more efforts should be made to reduce and recycle waste, in particular food waste which had amounted to over 3 500 tonnes per day. He considered that with excessive food wastage resulting in generation of a large amount of food waste, funding should be provided to social enterprises in taking forward food waste recycling programmes on a larger scale. SEN responded that while the Administration had made continuous efforts to reduce and recycle food waste, there would still be waste that had to be treated and disposed of. Based on the experience of countries like Japan and South Korea, the waste management strategy would

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involve incineration and landfill disposal, in addition to waste reduction at source.

Air quality

*Phasing out heavily polluting diesel commercial vehicles*

22. Dr Kenneth CHAN was concerned that under the proposed timetable for phasing out old diesel commercial vehicles, the non-renewal of licences for pre-Euro II diesel commercial vehicles would only take place in 2016. He also enquired about the measures to resolve the difficulties faced by the transport trades in complying with the phasing out programme. Mr Charles Peter MOK shared the concern about the need to reach consensus with the transport trades on the phasing out programme. SEN said that the Administration would be consulting the relevant trades and stakeholders on the proposed approach to phase out old diesel commercial vehicles, which would plan to start from 2014. Corresponding measures would be worked out to address the problems caused by the phasing out programme.

23. Mr SIN Chung-kai noted that under the proposed phasing out programme, the pre-Euro II vehicles, Euro II and Euro III vehicles would be phased out by 1 January 2016, 1 January 2017 and 1 January 2019 respectively. There would still be a waiting time of a few years before the polluting vehicles could be phased out. Legislation would also have to be introduced to implement the proposals. He was concerned that the transport trades might take drastic actions against the proposals, including the blockading of roads. To achieve quicker improvement to air quality, the Administration should consider setting up low emission zones in busy districts to restrict polluting vehicles with high exhaust emissions from entering these zones.

24. The Under Secretary for the Environment ("USEN") responded that in order to improve air quality for the protection of public health, there was a need for strenuous efforts to phase out heavily polluting vehicles, as otherwise, the emission reduction targets could not be achieved by 2015 and 2020 respectively. As compared to the provision of low emission zones, the phasing out programme for diesel commercial vehicles would be a more effective means to improve air quality. Consultation would be held with relevant trades and stakeholders prior to the introduction of legislation to phase out pre-Euro IV diesel commercial vehicles and to set a statutory retirement age of 15 years for newly registered diesel commercial vehicles.

25. Mr CHAN Kin-por said that while he was pleased to note the proposed scheme to phase out heavily polluting diesel commercial vehicles, he was concerned about the coverage of the scheme which would be extended to the 88 000 pre-Euro IV vehicles, instead of confining to the 38 000 more polluting pre-Euro II vehicles as advocated by members in the last legislative term. SEN

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said that as the emissions from Euro III diesel vehicles were five times that of Euro IV and V vehicles, there was a need to include Euro III vehicles in the phasing out programme to provide for a longer term improvement. With the setting of a statutory retirement age of 15 years for newly registered diesel commercial vehicles, Euro III vehicles would be phased out by 2019 as their average age would have been more than 15 years by then. As to Mr CHAN's further enquiry on the ex-gratia payment for owners of polluting diesel commercial vehicles, SEN explained that the ex-gratia payment made reference to a set percentage of the selling prices of newly registered vehicles of the same class.

26. Mr KWOK Wai-keung was concerned about the impact of the phasing out programme on the livelihood of transport operators. While he would support the provision of financial subsidies for the early replacement of polluting vehicles, he was of the view that a fixed date should not be set for the phasing out of these vehicles lest it would exert undue pressure on vehicle owners who might have difficulties in saving up for the replacement of their vehicles. SEN responded that there were divergent views on the timing for phasing out polluting diesel commercial vehicles with some people demanding for early replacement while others requesting that more time be allowed. The Administration would try to balance the interest of relevant parties. Discussion would be held with stakeholders, including vehicle owners and suppliers, in working out the details of the phasing out programme. The setting of a statutory retirement age of 15 years for newly registered diesel commercial vehicles was considered appropriate and indeed was practised in some advanced countries.

27. Mr WU Chi-wai questioned the setting of a statutory retirement age of 15 years for newly registered diesel commercial vehicles, as these would include Euro V and VI diesel commercial vehicles which were of acceptable emission standards and were meant to replace existing polluting vehicles. He enquired if the Administration foresaw that more environment friendly vehicles would be emerging in the near future or otherwise, he would support that more flexibility be allowed in the phasing out of Euro V and VI vehicles. SEN said that with the advancement in vehicle technology, it was expected that more environment friendly vehicles would be developed in future. A statutory retirement age for diesel commercial vehicles was also applied in other cities overseas. For example, the statutory retirement age of diesel taxis in New York had been tightened from six years to five years in an attempt to ensure their emission performance.

28. Mr WU Chi-wai further said that while he appreciated the efforts made by Administration to promote the wider use of electric vehicles, he was concerned about the lack of efforts in promoting the use of electric bicycles, which was an equally environment friendly mode of transport commonly used in the Mainland. SEN responded that as the promotion of electric bicycles would have traffic and safety implications which would have to be carefully looked into.

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*Vessel emission reduction*

29. Mr Charles Peter MOK was concerned about the emissions from vessels at the Kai Tak Cruise Terminal which was due for commissioning as it was in the vicinity of parks, sports stadium and housing developments. He enquired if an assessment had been made on the impact of vessel emissions on the neighbouring environment and whether other measures, apart from fuel switch at berth, would be implemented to reduce vessel emissions. USEN said that the Administration hoped that legislation for the mandatory fuel switch at berth could be introduced in the next legislative session. The Administration planned to seek funding approval to install on-shore power supply facilities at Kai Tak Cruise Terminal for use by cruise vessels with such facilities. This would enable cruise vessels to switch to electric power while berthing and hence minimize their impact on air quality.

30. Mr KWOK Wai-keung said that he was pleased to note the proposal of setting up a Harbourfront Authority to press ahead with harbourfront development in a holistic manner. He shared the concern about the emissions from vessels berthing at the Kai Tak Cruise Terminal and their impact on the surrounding environment. He would support the early introduction of legislation to mandate fuel switch at berth as well as the implementation of measures to protect the neighbouring community from vessel emissions during the interim pending the introduction of legislation. Sharing similar views, Mr Tony TSE enquired whether the Shenzhen authorities would be adopting similar practices in mandating fuel switch at berth in the Pearl River Delta Region. He considered it necessary for the Administration to assess the implications of mandatory fuel switch at berth.

31. SEN agreed on the need to expedite the introduction of legislation to mandate fuel switch at berth. USEN added that the Administration was working out the details of the implementation of mandatory fuel switch at berth with the shipping trades and planned to introduce the legislation in the next legislative session. While Hong Kong would proceed ahead of Shenzhen in implementing mandatory fuel switch at berth, the Administration would maintain close liaison with the Mainland authorities on its implementation in the Pearl River Delta Region. As mandatory fuel switch at berth was a not a new requirement and had been implemented in many countries, and given that shipping cruises were targeted at higher-end tourists, there should not be much difficulty on the part of shipping companies in complying with the mandatory fuel switch at berth.

Marine conservation

32. Mr Steven HO was concerned about the conflict between environmental protection and development. While the ban on trawling activities in Hong Kong waters was meant to preserve the marine environment, the proposed scale of

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reclamation of between 2 000 to 3 000 hectares outside the Victoria Harbour (equivalent to 2.8% of the size of Hong Kong) would have an adverse impact on marine ecology. While the Government had been requesting fishermen to protect the marine environment on the one hand, it had been allowing development projects to destroy the marine environment on the other. He questioned if there had been any coordination between the Environment Bureau and the Development Bureau in resolving the conflict between environmental protection and development. USEN said that reclamation projects had to go through statutory processes which would strive to strike a balance between environmental protection and development.

33. Dr Elizabeth QUAT considered it necessary that studies be made on the marine ecosystems in Hong Kong as such would provide rating on the ecological importance of different sites, thereby facilitating the identification of sites suitable for reclamation. She also supported that more efforts be made to clean the coastal areas and to enlist fishermen's assistance in the cleaning process. In an attempt to protect marine resources, she suggested that the Government should take the lead to exclude endangered marine species such as sharks fin and blue fin tuna from the menu of official lunches and dinners. SEN responded that as a party to the United Nations Convention on Biological Diversity, Hong Kong was required to conduct studies on terrestrial and marine biodiversity. Meanwhile, inter-departmental efforts were being made to clean the coastal areas in Hong Kong.

34. Mr Christopher CHUNG expressed concern about the impact of dumping of mud on the marine environment. SEN said that the Administration would try to resolve the problem so as to protect the marine environment.

Water quality

35. Dr Kenneth CHAN noted that the Harbour Area Treatment Scheme ("HATS") Stage 2A would be completed next year and the water quality of the Victoria Harbour would be substantially improved. He enquired about the progress of measures to provide continuous improvement in water quality. SEN said that upon completion of HATS Stage 2A, a review would be made on the effectiveness of the Scheme. The Government would continue to study ways to further enhance the water quality of the urban coastal waters and to promote a water-friendly culture.

36. Dr Priscilla LEUNG was pleased to note that with continuous improvement in the water quality of the Victoria Harbour, a water-friendly culture could be promoted which would realize the amenity, leisure and tourism potential of the harbour and coastal areas. She would support the engagement of experts in water quality control to further enhance the water quality of the harbour. She was also concerned about the illegal drainage connections in districts like Tai Kok Tsui, To Kwa Wan, Hung Hom and Tsim Sha Tsui, which

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were affecting the water quality in the harbour. There was a need for inter-departmental efforts to resolve the illegal drainage problems and a higher-level authority should be set up to oversee the situation.

37. Mr Dennis KWOK recalled that the Civic Exchange had earlier conducted a study on the quality of Dongjiang water and had requested the Administration to formulate a long term water strategy by 2014. He enquired about the progress on the water strategy as well as the agreement reached between the two governments regarding the control on the quality of Dongjiang water. Mr WU Chi-wai also enquired about the progress on conservation of water resources and whether the subject would be followed up when the supply of Dongjiang water was discussed. USEN said that the supply of Dongjiang water was within the purview of the Development Bureau. The Chairman stated that the terms and conditions of the supply of Dongjiang water were within the terms of reference of the Panel on Development. The Panel on Environmental Affairs could take up issues relating to water quality and water pollution in general. Mr KWOK said that it might be necessary for the Panel on Development and the Panel on Environmental Affairs to jointly follow up the matter with the Administration.

Light pollution

38. Mr WONG Kwok-hing said that at a recent meeting with members of the Wan Chai District Council, concerns had been raised on the problem of light pollution which had been affecting the community. He enquired if the Administration would be prepared to introduce legislation within the current legislative session to regulate external lighting in Hong Kong. Mr KWOK Wai-keung expressed support for the early introduction of legislation to regulate external lighting on account of its nuisances to affected residents. SEN responded that the Government was very concerned about the problem of light pollution in Hong Kong. The Task Force on External Lighting, which was set up to advise on the development of technical standards and parameters for external lighting, would be submitting its proposals in mid 2013. The need for imposing restrictions on the operating hours of unnecessary external lighting would be studied by the Task Force.

39. Dr Helena WONG said that there had been many complaints about the reflected glare from glass curtain walls, particularly from the curved design of the glass curtain walls on the lower floors of the International Commerce Centre which reflected light to buildings in the vicinity. However, there was no legislation controlling the light pollution arising from the reflection from glass curtain walls. She enquired whether studies could be made on the means to regulate the reflected glare from glass curtain walls. SEN responded that existing legislation did not regulate reflected glare from buildings. The Environment Bureau's current work on external lighting was focused on energy wastage and light nuisances, but not reflected glare from glass curtain walls.

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This notwithstanding, the subject was worth studying and as a start, consideration could be given to including green specifications in the design of buildings to prevent the glaring effect of glass curtain walls.

40. Mr Christopher CHUNG was of the view that the Guidelines on Industry Best Practices for External Lighting Installations had not been effective in regulating external lighting. He would suggest that a system of control by district could be applied to the regulation of external lighting in Hong Kong, similar to that of noise control. In this way, external lighting could be allowed in commercial districts but not residential districts. SEN pointed out that a Task Force on External Lighting had been set up to advise the Government on the way forward to deal with external lighting issues in Hong Kong. Regarding the proposal of regulating external lighting by district, SEN said that this would not be effective as the external lighting of one district could affect another. Besides, there were difficulties in delineating between commercial and residential districts.

Low carbon living

41. Mr CHAN Kin-por sought elaboration on the measures to conserve energy. SEN said that the Government had attached much importance to the need for energy conservation. A steering committee had been set up to formulate implementation strategies and action plans on the promotion of green buildings in both public and private sectors in Hong Kong, including measures to conserve energy and improve energy efficiency within buildings.

42. Mr WU Chi-wai noted that the Government would continue to take the lead in promoting carbon audit as a first step towards carbon reduction and it had embarked on a three-year energy-cum-carbon audit programme at major government buildings and public facilities. However, audits were being carried out in about 40 such premises only and he considered it necessary to expedite the programme. SEN clarified that energy-cum-carbon audits would be carried out in about 120 government buildings and public facilities altogether in the three-year programme, and efforts would be made to speed up the programme.

43. Mr WONG Kwok-hing was concerned about the electromagnetic radiation associated with the use of radio-frequency identification ("RFID") by industries in automatic identification and tracking as the control on such uses in Hong Kong had lagged far behind that of Shenzhen. He enquired whether studies could be made on the impact on public health associated with the use of RFID in Hong Kong. SEN said that the health implications associated with the use of RFID in Hong Kong might be further studied.

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Environment and Conservation Fund ("ECF")

44. Noting that the Administration would be injecting \$5 billion into ECF so that the investment returns of the fund could provide long-term and sustained support for green actions, Dr Kenneth CHAN enquired about the type of environmental initiatives which ECF would support. SEN responded that a committee had been set up to administer the fund and set priorities on the funding of various environmental initiatives, which included recycling of food waste, energy efficiency, marine conservation, environmental education, etc.

Concluding remarks

45. Before drawing the meeting to a close, the Chairman enquired if the Administration had anything further to add regarding the environmental initiatives in the 2013 Policy Address.

46. USEN said that apart from earmarking \$10 billion for the proposed ex-gratia payment to facilitate the implementation of the proposal to ban licence renewal of heavily polluting diesel commercial vehicles with specified dates, the Administration would provide funding to owners of liquefied petroleum gas taxis and public light buses to replace their catalytic converters on an one-off basis for reducing emissions. It had also undertaken jointly with franchised bus companies a trial on retrofitting Euro II and Euro III buses with selective catalytic reduction devices to reduce their nitrogen oxide emissions. All these measures were meant to reduce roadside emissions in an attempt to improve roadside air quality for the protection of public health. Strenuous efforts would be made to adhere to the proposed schedules of vehicle replacement in order to achieve the emission targets in 2019/2020.

47. SEN said that the Administration would try its best to gather sufficient data to enable the formulation of a roadmap on the way forward in improving the environment. It would first start off with the introduction of the new Air Quality Objectives and waste management measures, to be followed by energy efficiency initiatives and other measures.

**VI. Any other business**

48. There being no other business, the meeting ended at 4:25 pm.