

**立法會**  
**Legislative Council**

LC Paper No. CB(1)1291/13-14  
(These minutes have been seen  
by the Administration)

Ref : CB1/PL/EA/1

**Panel on Environmental Affairs**

**Minutes of meeting**  
**held on Monday, 27 January 2014, at 2:30 pm**  
**in Conference Room 3 of the Legislative Council Complex**

**Members present** : Hon Cyd HO Sau-lan (Chairman)  
Hon CHAN Hak-kan, JP (Deputy Chairman)  
Hon LEE Cheuk-yan  
Hon James TO Kun-sun  
Hon Vincent FANG Kang, SBS, JP  
Hon WONG Ting-kwong, SBS, JP  
Hon CHAN Kin-por, BBS, JP  
Hon Albert CHAN Wai-yip  
Hon Steven HO Chun-yin  
Hon Frankie YICK Chi-ming  
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 Kenneth LEUNG  
Hon Dennis KWOK  
Dr Hon Helena WONG Pik-wan  
Dr Hon Elizabeth QUAT, JP  
Hon Tony TSE Wai-chuen

**Members attending** : Hon WONG Kwok-hing, BBS, MH  
Hon CHAN Yuen-han, SBS, JP  
Hon KWOK Wai-keung  
Hon SIN Chung-kai, SBS, JP

**Members absent** : Hon Claudia MO  
Ir Dr Hon LO Wai-kwok, BBS, MH, JP  
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

**Public Officers attending** : **For item IV**

Mr WONG Kam-sing, JP  
Secretary for the Environment

Mr Howard CHAN, JP  
Deputy Director of Environmental Protection (2)  
Environmental Protection Department

Mrs Alison LAU  
Assistant Director (Cross Boundary & International)  
Environmental Protection Department

**For item V**

Mr WONG Kam-sing, JP  
Secretary for the Environment

Ms Christine LOH, JP  
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 Howard CHAN, 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 :** Miss Lilian MOK  
Senior Council Secretary (1)1

Ms Mandy LI  
Council Secretary (1)1

Miss Mandy POON  
Legislative Assistant (1)1

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**I. Confirmation of minutes**

(LC Paper No. CB(1)772/13-14 — Minutes of the meeting held on  
25 November 2013)

The minutes of the meeting held on 25 November 2013 were confirmed.

**II. Information papers issued since last meeting**

2. Members noted that the following papers had been issued since the last meeting –

(LC Paper No. CB(1)780/13-14(01) — Letter dated 22 January 2014  
from Dr Hon Kenneth CHAN  
Ka-lok and Hon Dennis KWOK  
to the Chairman on the overseas  
duty visit to the United  
Kingdom, the Netherlands,

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Denmark and Sweden and meeting with deputations (Chinese version only)

LC Paper No. CB(1)797/13-14(01)

Administration's information paper on "Incident of leachate from the North East New Territories Landfill")

3. The Chairman referred to the letter dated 22 January 2014 from Dr Kenneth CHAN and Mr Dennis KWOK regarding the overseas duty visit to the United Kingdom, the Netherlands, Denmark and Sweden to be undertaken by the Panel in early March 2014 (LC Paper No. CB(1)780/13-14(01)). She advised that the Panel had paid a visit to Seoul, South Korea in early April 2013 to study its successful experience in waste reduction, recovery and recycling. Different from the duty visit to Seoul, the major objective of the forthcoming duty visit to the Northern Europe would be to study the latest development of different thermal waste treatment technologies in the four countries and their potential application in Hong Kong.

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

(LC Paper No. CB(1)787/13-14(01) — List of follow-up actions

LC Paper No. CB(1)787/13-14(02) — List of outstanding items for discussion)

4. Members agreed to discuss the following environmental infrastructure projects as proposed by the Administration at the next regular meeting scheduled for Monday, 24 February 2014, at 2:30 pm –

- (a) 5163DR: Northeast New Territories ("NENT") landfill extension;
- (b) 5164DR: Southeast New Territories landfill extension;
- (c) 5165DR: West New Territories landfill extension; and
- (d) 5177DR: Integrated Waste Management Facilities ("IWMF") Phase 1.

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5. Members further agreed to hold a special meeting in February 2014 to discuss the incident of leachate from the NENT Landfill.

**IV. Matters arising**

Promotion of recycling industry

(LC Paper No. CB(1)787/13-14(03) — Administration's supplementary paper on "Promotion of recycling industry")

Relevant papers

LC Paper No. CB(1)500/13-14(03) — Administration's paper on "Promotion of recycling industry"

LC Paper No. CB(1)774/13-14(01) — Extract of minutes of meeting on 16 December 2013)

6. The Chairman briefed members that at the last Panel meeting on 16 December 2013, members requested the Administration to provide more information on the measures to promote the sustainable development of the recycling industry and the justifications for setting up a new Waste Reduction and Recycling Division ("WRRD") in the Environmental Protection Department ("EPD"). The Secretary for the Environment ("SEN") advised that the relevant information was set out in the Administration's supplementary paper on "Promotion of recycling industry" (LC Paper No. CB(1)787/13-14(03)) for members' reference.

Community Recycling Network, Community Green Stations and Community Recycling Centres

7. Mr SIN Chung-kai expressed support for the Community Recycling Network ("CRN") which was a territory-wide district-based network for promoting waste reduction and recycling. However, he was concerned that some recycling operations in the collection points under CRN had caused environmental nuisance to nearby residents. He opined that if CRN aimed to facilitate the collection of recyclables instead of organizing educational programmes to arouse public awareness about recycling, its collection points should not be located in residential areas to avoid causing nuisance to residents in the neighbourhood. The Chairman also expressed concern about the

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operation of the Community Green Stations ("CGSs") in different parts of the territory, in particular how EPD collaborated with other related policy bureaux and government departments ("B/Ds") on this front.

8. SEN advised that the objectives of CRN were mainly two-fold. First, CRN aimed to encourage public participation in waste reduction and source separation of waste through promotion events and activities. Second, it provided collection outlets for recyclables of low commercial values (e.g. waste plastics and glass bottles). With reference to the experience of Taipei City and Seoul where collection outlets were located in the proximity of residential areas, SEN said that the collection points under CRN were well designed and properly maintained to reduce nuisance to local residents. On the operation of CGSs, the Deputy Director of Environmental Protection (2) ("DDEP(2)") said that the Waste Management Policy Division of EPD was responsible for the overall planning and implementation of CGSs in the 18 districts. The Administration would try to strike an appropriate balance between the need to facilitate the collection of recyclables and the need to minimize any possible environmental impact on nearby residents when identifying suitable locations for CGSs.

9. While expressing support for the setting up of CGSs in each of the 18 districts to support recycling at the community level and promote environmental education, Mr KWOK Wai-keung pointed out that some District Councils ("DCs") were concerned about the poor hygiene conditions of CGSs and there had been environmental complaints against some roadside recycling shops which reflected adversely on the recycling industry. He urged the Administration to introduce measures to regulate the safety and environmental hygiene conditions of CGSs. Otherwise, the establishment of CGSs might not receive support from respective DCs.

10. SEN explained that the Administration acknowledged the unpopularity of some private recycling facilities among the local communities and the proposal of CGSs, which would be run by non-governmental organizations ("NGOs"), would help address these concerns by reaching out to local residents and community groups to enlist their support for the environmental initiatives. To ensure the smooth operation of CGSs, the Administration would render assistance to NGOs so that CGSs could set the model for other recycling facilities to follow. In the meantime, the Administration had been liaising with the recycling trade and other stakeholders to work out new initiatives and measures to support the local recycling industry.

11. The Deputy Chairman said that the Democratic Alliance for the Betterment and Progress of Hong Kong did not object to the setting up of a new division in EPD with a view to stepping up concerted efforts in reducing waste at source and promoting the sustainable development of the recycling industry.

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Noting that CGSs had a role to play in environmental education, the Deputy Chairman considered it not desirable for them to be located far from residential areas. He also pointed out that CGSs would be the logistical hub for recycling operations where NGOs would liaise with local communities and waste recyclers to collect recyclables for processing. If they were far away from urban areas, the high transportation costs and long travelling time might undermine the business viability of the recycling industry. Citing the successful operation of a recycling centre in Tai Po as an example, the Deputy Chairman urged the Administration to achieve a win-win situation for the operation of CGSs and the environmental hygiene of the community. He further expressed concern that the cleanliness of recyclables would affect their recycling values and supported enhanced public education on the "clean recycling" concept.

12. SEN reiterated that CGSs were established for the purposes of reinforcing environmental education and co-ordinating efforts from NGOs, waste recyclers and other local communities in collecting recyclables for processing in a systematic and efficient manner. It was expected that two CGSs would be set up in 2014 to set the model for other CGSs to follow. SEN also agreed on the need to promote the "clean recycling" concept such that recyclable waste materials would be properly cleansed before disposal. The Chairman stated that there were different types of plastic recyclables in Hong Kong. The Administration should enhance publicity and promotion to disseminate information on plastic waste sorting and recycling to the public.

13. While expressing support for the Government's plan to promote the sustainable development of the recycling industry, Dr Elizabeth QUAT enquired about the role of the recycling trade in the operation of CGSs which would be run by NGOs to be selected through tendering process. SEN acknowledged that the general public might have an impression that the Government had been working closely with NGOs instead of engaging the recycling trade in implementing environment-related initiatives. Nonetheless, NGOs and the recycling trade could complement each other on the recycling front. SEN further said that while recyclables of higher values were collected and processed by private recyclers under open market forces, CGSs would provide logistics support for the collection of recyclables which had low commercial values and did not have sufficient market outlets (e.g. glass bottles). As such, the operation of CGSs by NGOs would not involve competition with private recyclers for profits.

14. Mr Tony TSE said that he would support the setting up of WRRD if it could help promote recycling and source separation of waste in the society. Noting that Community Recycling Centres ("CRCs") had been set up in different districts to serve old/single-block buildings without property management companies to implement recycling programmes,

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Mr TSE expressed concern about the effectiveness of deploying small teams of Recycling Ambassadors from CRCs to collect plastics and waste electric and electronic equipment from these buildings. He also enquired whether CRCs would assist in the collection of food waste.

15. SEN responded that having consulted the recycling industry, CRCs would not collect and process food waste in the initial phase. DDEP(2) supplemented that EPD had launched a territory-wide Programme on Source Separation of Domestic Waste ("the Programme") to encourage people to separate their waste for recycling. At present, about 1 900 residential buildings were participating in the Programme. Taking into consideration that older/single-block buildings without property management companies might have difficulties in participating in the Programme, CRCs were set up to promote source separation of waste in those buildings. CRCs also deployed Recycling Ambassadors to visit and appeal to local residents to participate in source separation of waste. There were over 530 collection points operating under CRN throughout the territory. The Administration would continue to encourage public participation in waste reduction and source separation of waste. As regards food waste management, the Administration was planning to build modern organic waste treatment facilities in phases to recycle organic waste, including food waste.

Berthing facilities for use by waste exporters

16. Noting that the local recycling industry relied heavily on the export of recyclables collected, Mr Kenneth LEUNG expressed concern that local recyclables might not have sufficient market outlets as some countries had tightened up their national standards for imported waste. The Administration should step up efforts to enable the recycling industry to realize its full potential such that recyclables recovered from the community could be consumed locally. Mr LEUNG further enquired about the locations of the Public Cargo Working Areas ("PCWAs") for the use of the recycling industry and how the future land use planning of PCWAs would facilitate and support the development of the recycling industry.

17. SEN advised that local waste recyclers were renting the berths of four PCWAs and most of the paper recyclers relied on PCWAs for exporting waste paper to the Mainland or other Southeast Asian countries. To promote the development of the recycling industry, the Administration would consider identifying suitable PCWA berths for bidding by the industry for their exclusive use to provide local waste recyclers with stable export facilities to support their recycling activities. DDEP(2) added that the four PCWAs that the recycling industry was currently using were located in Chai Wan, Rambler Channel, New Yau Ma Tei and Tuen Mun. Although the Mainland authorities had launched Operation Green Fence since February 2013, all recyclables, including

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recyclable plastics, meeting the national standards were not affected and could be imported into the Mainland as usual. The export and re-export of waste metals and plastics was also stable and smooth.

18. Mr Steven HO declared that some of his relatives were engaged in the recycling industry. He pointed out that following the decommissioning of the former Cha Kwo Ling PCWA, many local waste exporters had relocated to other berths in the Tuen Mun PCWA to continue their operation, thus causing pollution complaints, adverse environmental impacts to nearby residents and conflicts amongst different berth users. DDEP(2) responded that the number of waste exporters using the Tuen Mun PCWA had remained stable and the aggregate berth length in the area for waste materials export had not increased. EPD had been working with the Marine Department ("MD") to closely monitor the use of berthing facilities by waste exporters in different PCWAs to ensure that their operation would not create adverse environmental impact on the surrounding areas. In response to Mr HO's further enquiry about whether the Administration would identify suitable places for developing new PCWAs for the use of the recycling industry, DDEP(2) undertook to relay the issue to the Transport and Housing Bureau and MD for consideration.

19. Sharing Mr Steven HO's concerns, Mr Frankie YICK said that some members of the logistics industry had relayed to him that there had all along been a lack of berth places for many years. He expressed concern about the business environment of the logistics industry when some berths in PCWAs would be allocated for the exclusive use of the recycling industry upon expiry of the current PCWA leases in 2016. SEN explained that under the current berth allocation system, the berth places in PCWAs were allocated by a competitive bidding process. Waste exporters who often did not have a competitive advantage over other berth users in the bidding process would be forced out of business if they failed to bid for a berth in their existing operating area. Taking into consideration that the local recycling trade in particular the waste paper exporters relied heavily on the export of recyclables collected and the provision of berths was key to their operation, the Administration was planning to allocate suitable berths in PCWAs for the exclusive use of the recycling industry to ensure the provision of stable export facilities to support their recycling activities. SEN assured members that the proposed bidding arrangement should not have significant impacts on other bidders as waste exporters would be bidding for the berth places that were being used by them.

Proposed creation of a new Waste Reduction and Recycling Division

20. Noting from the Chief Executive's 2014 Policy Address that the Administration had earmarked \$1 billion to set up the Recycling Fund, Dr Kenneth CHAN enquired whether such initiative was to tie in with the

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proposal to set up the new WRRD in EPD through creation of supernumerary posts, including an Assistant Director of Environmental Protection ("ADEP") post, for three years from 2014-2015 to 2016-2017.

21. SEN responded that the Administration recognized the importance of waste management and noted the public concerns about the development of the recycling industry. A full range of initiatives on waste reduction, recycling, recovery, treatment and landfilling was already in the pipeline and would be rolled out shortly. To better co-ordinate efforts in implementing new initiatives and measures on the waste reduction and recycling front, addition manpower was required. Dr Kenneth CHAN urged the Administration to expedite the implementation of the various measures to promote recycling if the staffing proposal was approved. Otherwise, the extension of the three strategic landfills and the development of IWFM Phase 1 might not receive support from members when the relevant funding proposals were re-submitted to the Panel for consideration in February 2014.

22. Mr WU Chi-wai commented that the measures set out in the Administration's paper to promote the sustainable development of the recycling industry were merely new wine in old bottles. He asked whether the new WRRD would highlight the value of resources that could be recovered from waste when formulating a holistic blueprint for future waste management, and how the proposed ADEP post could facilitate WRRD to work with relevant B/Ds (e.g. the Food and Environmental Hygiene Department and the Housing Department) to take forward different programmes and initiatives to promote waste reduction and recycling.

23. SEN responded that apart from working with NGOs to raise public awareness of waste reduction and recycling, the Administration also attached great importance to the healthy development of the recycling industry. The Steering Committee to Promote the Sustainable Development of the Recycling Industry ("the Steering Committee"), which was led by the Chief Secretary for Administration, was established for the purpose of co-ordinating efforts within the Government in promoting the development of the recycling industry in a more systematic and effective manner. To support the work of the Steering Committee, WRRD was proposed to be set up in EPD to better co-ordinate inter-department efforts in waste management. To highlight the value of resources that could be recovered from waste, the Administration had been progressively implementing Producer Responsibility Schemes ("PRSs") so that relevant recyclables could be segregated from the waste stream for proper treatment and become reusable materials.

24. Mr WU Chi-wai further enquired about the continuity of the Steering Committee's work in waste recycling. In response, SEN reiterated that WRRD

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was to be set up to support the Steering Committee to enhance co-ordination of relevant B/Ds' efforts in formulating and implementing policies and programmes to promote recycling. The allocation of suitable berths in PCWAs for the exclusive use of the recycling industry upon expiry of the current PCWA leases in 2016 was a good example showing the joint efforts of relevant B/Ds in sustaining recycling operations. In response to Mr Tony TSE's enquiry about the work of WRRD, SEN explained that WRRD would provide secretariat support to the Steering Committee which would examine in depth the recycling operations of different types of recyclables, including food waste, and formulate tailored support programmes and measures for individual recyclable types

25. Noting that many recyclable waste recovered in Hong Kong were exported to other countries or places for recycling, Mr Frankie YICK asked whether WRRD would take on renewed effort to promote local recycling and encourage reuse. SEN responded that as different types of recyclables involved different mode of operations, it might not be practicable for all recyclable materials recovered from the waste stream to be processed and recycled locally. Rather, taking into account the uniqueness of different recyclable materials, the Administration would formulate specific support programmes and measures for different recyclable types. For instance, waste glass bottles to be recovered under the proposed mandatory PRS on glass beverage bottles would be reused in public works projects. The Administration would also broaden the demand for recycled glass materials through the promotion of "green procurement".

26. The Chairman enquired about the 22 supernumerary posts to be created and the 33 posts to be redeployed from the Waste Reduction and EcoPark Group of the Environmental Infrastructure Division to support the work of WRRD. DDEP(2) responded that as set out in the Annex to the Administration's supplementary paper, the 33 posts in the Waste Reduction and EcoPark Group were currently tasked to oversee and implement programmes relating to waste reduction/recycling as well as to monitor the management of the EcoPark. Upon the creation of the proposed ADEP post, these 33 posts would be placed under the new WRRD. As for the 22 supernumerary posts to be created for a period of three years, DDEP(2) explained that the posts were mainly responsible for policy development and overseeing implementation of the initiatives arising from the deliberation of the Steering Committee. Such initiatives would include, for example, establishing and managing the Recycling Fund, provision of training programmes for the recycling workforce, facilitating the supply of suitable berths in PCWAs, etc. Before the lapse of the time-limited supernumerary posts, the Administration would review the long-term manpower requirement for relevant areas of work, taking into account the progress of on-going initiatives and new measures formulated by the Steering Committee.

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27. Mr Albert CHAN said that he objected to the staffing proposal.

Concluding remarks

28. The Chairman concluded that with the exception of Mr Albert CHAN, members were supportive of the submission of the staffing proposal to the Establishment Subcommittee for consideration.

**V. Briefing by the Secretary for the Environment on the environmental initiatives in the Chief Executive's 2014 Policy Address**

(LC Paper No. CB(1)744/13-14(01) — Administration's paper on "2014 Policy Address — Policy initiatives of Environment Bureau: Environmental protection")

Relevant papers

Address by the Chief Executive at the Legislative Council meeting on 15 January 2014

The 2014 Policy Agenda booklet

29. With the aid of a power-point presentation, SEN briefed members on the environmental initiatives in the Chief Executive ("CE")'s 2014 Policy Address and the progress of the on-going initiatives.

*(Post-meeting note: A set of the power-point presentation materials was circulated vide LC Paper No. CB(1)806/13-14(01) on 27 January 2014.)*

Air quality

*Use of electric vehicles*

30. Noting that the Administration would promote the use of electric vehicles ("EVs") in Hong Kong, Mr WONG Kwok-hing enquired about the timetable for CE and the Principal Officials to take the lead in using EVs. SEN responded that he, the Under Secretary for the Environment ("USEN") and the Permanent Secretary for the Environment ("PSEN") had been using EVs. To promote the wider use of EVs within the Government, the Government Logistics Department would procure EVs for trial use by CE and other Principal Officials.

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31. In anticipation that EVs would become increasingly popular in Hong Kong, Mr Frankie YICK enquired whether the Administration would consider providing adaptors in different battery charging facilities so that EVs of different models could undergo battery charging in all premises equipped with charging facilities of different technical standards. He also urged the Administration to launch the pilot scheme to enable electric taxi suppliers to set up quick chargers in car parks administered by the Transport Department ("TD") as early as possible so as to shorten the charging time of electric taxi.

32. The Deputy Director of Environmental Protection (3) ("DDEP(3)") advised that for tackling roadside air pollution, the Administration was committed to promoting the wider use of EVs in Hong Kong. At present, there were no internationally harmonized technical standards for battery charging for EVs. It was planned that some 50 quick charging points would be set up by electric taxi suppliers at car parks administered by TD through an open invitation exercise. In response to Mr Frankie YICK's further enquiry about the use of diesel taxi, DDEP(3) explained that diesel vehicles were a major source of roadside air pollution in Hong Kong. To reduce their emissions, the Administration had been promoting and exploring the use of cleaner fuels and transport modes. As such, owners of diesel taxis had been required to replace their vehicles with liquefied petroleum gas ("LPG") or electric ones after 2000. To boost the confidence of public transport operators in the use of EVs, the Pilot Green Transport Fund had been set up to provide subsidy to the trade to conduct trials on different types of EVs. The Chairman remarked that the emission of particulates from LPG taxis should not be neglected and the Administration should step up its efforts in promoting the use of EVs.

33. Sharing the Chairman's views, Mr WU Chi-wai pointed out that while the use of EVs would have environmental benefits, there were practical limitations to their wider use in Hong Kong, which included the need for frequent battery charging, thus requiring an extensive network of charging facilities, and the disposal of waste batteries. Since improper handling of waste batteries would bring damages to the environment, he asked if the Administration would consider introducing natural gas vehicles. DDEP(3) agreed that the availability of charging facilities and proper handling of waste batteries were critical to promoting the wider use of EVs. He reiterated that the Administration had been promoting the use of EVs by establishing the Pilot Green Transport Fund for application by transport operators and NGOs, encouraging them to try out innovative green and low carbon transport technologies, including EVs. Sharing of successful experience among the transport trades could pave way for the wider application of different new green transport technologies.

34. As regards the suggestion of introducing natural gas vehicles in Hong Kong, USEN advised that in the light of technological developments in recent

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years, the emission standards for new diesel vehicles had been upgrading continuously. The environmental benefits of liquefied natural gas vehicles, as compared to new diesel vehicles, in reducing vehicle emissions were gradually reducing. Furthermore, given Hong Kong's dense environment, it was not easy for the Administration to identify suitable land for providing the required gas filling infrastructure.

35. On the suggestion of switching LPG taxis to natural gas taxis, the Deputy Director of Environmental Protection (1) ("DDEP(1)") supplemented that the emission levels of LPG taxis and natural gas taxis were similar. The Government decided to promote the use of LPG taxis because LPG supply was readily available at the time. Switching from LPG taxis to natural gas taxis would not bring about significant improvement in air quality.

36. Mr WU Chi-wai expected that when the Hong Kong-Zhuhai-Macau Bridge was commissioned in 2016, the number of cross-boundary vehicles running in Hong Kong would increase significantly. Since the Mainland had introduced natural gas vehicles to its transport system, he urged the Administration to study the feasibility of introducing natural gas vehicles in Hong Kong. USEN responded that the Environment Bureau ("ENB") would discuss the cross-boundary traffic arrangements with the Transport and Housing Bureau ("THB"), in particular the emission standards for vehicles running between the Mainland and Hong Kong.

*Setting up of low emission zones*

37. Mr SIN Chung-kai enquired about the progress of setting up low emission zones ("LEZs") in busy corridors, and whether the Administration would extend the scope of restriction of access to these zones from franchised buses to all other vehicles. USEN responded that EPD had been encouraging franchised bus companies to deploy low emission buses to run in Causeway Bay, Central and Mong Kok, which were designated as pilot LEZs, as far as practicable. The target was to have only buses achieving Euro IV or above emission standard in these LEZs by 2016. While the Administration might not be able to come up with a detailed plan on extending the scope of restriction of access to the three pilot LEZs to other vehicles at this stage, further deliberations on the issue could be made when the Administration reported to the Panel the implementation progress of various air quality improvement measures in late 2014. Mr SIN urged the Administration to work out a timetable on extending the restriction to other vehicle types.

38. On the same question, Mr WU Chi-wai asked if the Administration would extend the restriction to other vehicles by 2019 to tie in with the phasing out of heavily polluting diesel commercial vehicles ("DCVs"). SEN reiterated that the

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Administration targeted to set up the three LEZs by 2016. DDEP(3) added that the Administration had been working closely with the franchised bus companies in expediting the pace of deploying low emission buses to run in the three pilot LEZs. At present, nearly 30% of franchised buses running in these zones met the emission level of Euro IV or above. The target was to allow only low emission buses to run in LEZs by 2016. The Administration had also been funding franchised bus companies to retrofit selective catalytic reduction devices on Euro II and Euro III franchised buses to reduce nitrogen-oxide emissions.

*Phasing out heavily polluting diesel commercial vehicles*

39. While expressing support for the initiative to phase out Pre-Euro IV DCVs and limit the service life of newly registered DCVs at 15 years, Mr KWOK Wai-keung was of the view that vehicle age might not adequately reflect the condition and emission performance of a vehicle. He pointed out that some vehicles such as private light buses for kindergarten and junior primary students (commonly known as "nanny vans") had short daily operating hours and might still be road worthy even when their service life was over 15 years. He asked whether the Administration would consider allowing vehicles which were in good condition to extend their service life limit to beyond 15 years. Mr Albert CHAN requested the Administration to ensure that there would not be manipulation by any particular companies in the relevant trades, such as the vehicle scrapping trade, the vehicle body building trade and vehicle suppliers, in implementing the phasing-out programme.

40. USEN responded that the Administration had been in close communication with the transport trades over the phasing-out programme and was aware of the concerns of different transport operators, including the nanny van/school bus service operators. Given that the phasing-out programme had addressed the key concerns of the trades to a large extent and achieved a proper balance among different considerations, the Administration had no plan to revise the programme at this stage. DDEP(3) supplemented that under the phasing-out programme, vehicle owners would be allowed to choose whether and when to buy a replacement vehicle. As such, whether vehicle owners would replace or just scrap their DCVs was their commercial and personal decision. Vehicle scrapping companies could apply to EPD for registration under the phasing-out programme by providing their business registration number and the location of their scrapping yards. At present, nearly 200 vehicle scrapping companies had registered under the programme.

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*Control of oily fume and cooking odour from restaurants and food business*

41. Citing the air pollution problem associated with cooking fumes emitted from some fast food restaurants located near Admiralty MTR station, Dr Helena WONG expressed concern that oily fume and odour emissions from cooking processes might affect the health of residents nearby, causing cancer and different kinds of health problems. She enquired about the control measures being implemented by the Administration to prevent nuisance caused by cooking fumes and emissions. Dr WONG further said that she had received repeated complaints from residents of Whampao Garden about the noise nuisance from the ventilation systems (e.g. air extraction fan) in restaurants located very close to their residential blocks during noise sensitive hours, such as early morning and midnight.

42. DDEP(1) responded that the Air Pollution Control Ordinance (Cap. 311) and the Noise Control Ordinance (Cap. 400) were the principal legislation for controlling Hong Kong's air quality and noise problems respectively. EPD had been liaising with the operators of the fast food restaurants near Admiralty MTR station to help them take practical measures to control emission of oily fume and cooking odour. EPD would continue to closely monitor the effectiveness of the measures to ensure that the emissions would not cause odour nuisance or other types of air pollution to the public. Members of the public could also lodge complaints with EDP if they were affected by excessive noise from commercial and industrial premises or suspected that the emissions from a restaurant might give rise to an air pollution problem.

*Development of Lantau Island*

43. Mr Albert CHAN referred to the Administration's plan to explore the development potential of Lantau Island and expressed grave concern about the possible adverse impacts on the island's natural environment, in particular the air quality in Tung Chung which was already highly unsatisfactory. He urged the Administration to conduct environmental impact assessment ("EIA") on the development of Lantau Island in order to better protect the ecology and public health.

44. In response, SEN assured members that the Administration would strike a balance between development and conservation of Lantau's ecology. With the setting up of the Lantau Development Advisory Committee which was tasked to map out the economic and social development strategy for Lantau, PSEN and representatives of relevant B/Ds who served as ex-officio members would be discussing the overall planning of the island while protecting the natural environment of high ecological values in Lantau.

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*Marine emissions*

45. Noting that the Administration was preparing the legislation to mandate ocean-going vessels ("OGVs") to switch to low-sulphur fuel while at berth in Hong Kong waters and aimed to implement the requirement in 2015, Mr Frankie YICK urged the Administration to explore with Mainland authorities the feasibility of requiring OGVs to switch to low-sulphur fuel while at berth in the Pearl River Delta ("PRD") waters to ensure a level playing field for the marine trade and maximize the environmental benefits for the region. SEN noted his request.

*Inter-departmental efforts in combating air pollution*

46. Ms CHAN Yuen-han pointed out that Hong Kong had been facing serious air pollution and regional smog problems. While the Administration was striving to boost housing supply and increase development density in various districts, she enquired how ENB would co-ordinate inter-departmental efforts in urban planning to improve air quality.

47. SEN responded that the Administration had been exploring various strategies to protect the environment. For instance, ENB, in collaboration with THB, the Food and Health Bureau, the Development Bureau, as well as other relevant departments had unveiled "A Clean Air Plan for Hong Kong" to comprehensively and clearly outline the challenges that Hong Kong was facing with regard to air quality and the relevant policies, measures and plans to tackle the issue. On waste management, the "Hong Kong: Blueprint for Sustainable Use of Resources 2013-2022" ("the Action Blueprint") had mapped out a waste management strategy with targets, policies and action plans for the coming 10 years. The Urban Design Guidelines promulgated by the Planning Department had also set out guidelines on urban planning and design, with special attention to air ventilation and air flow. USEN added that collaboration among various B/Ds and the concerted efforts of different sectors would all contribute to attaining the goal of cleaner air and a healthier living environment for the public in the long run.

Waste management

*Support to the recycling industry*

48. Dr Elizabeth QUAT said that the Democratic Alliance for the Betterment and Progress of Hong Kong supported the Government's plan to promote the sustainable development of the recycling industry. Noting that the Administration had earmarked \$1 billion to launch a Recycling Fund to support different recycling operations, she enquired about the differences between the

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use of the Recycling Fund and the Environment and Conservation Fund ("ECF"), and other measures that the Administration planned to implement to promote recycling. The Chairman and Dr Kenneth CHAN expressed concern about the specific uses, administration and operation of the Recycling Fund.

49. SEN explained that ECF aimed to provide funding support to educational, research and other projects and activities in relation to environmental and conservation matters whereas the Recycling Fund was established to support the recycling industry. The Administration would carefully examine the mode of operation and application mechanism of the Recycling Fund in order to make good use of public money. The Steering Committee had also been examining ways to promote the sustainable growth and development of the recycling industry, for example, providing suitable sites on government land on short-term lease for recycling operations and training of the industry's workforce. The Chairman remarked that the Administration should lay down clear and objective criteria and procedures for the Recycling Fund to ensure that the application and vetting process would be conducted in an open and fair manner.

50. While agreeing with the need to set up the Recycling Fund to support the recycling industry, Mr Frankie YICK opined that the Administration should not neglect the importance of the transport trades in facilitating the collection of different recyclables. He reiterated his concern about the future business environment of the logistics industry when some berths in PCWAs would be allocated for the exclusive use of the recycling industry upon expiry of the current PCWA leases in 2016. SEN responded that different types of recyclables involved different mode of operations. The Administration would take into account the uniqueness of different recyclable materials and formulate specific support programmes and measures for different types of recyclables.

51. Mr Kenneth LEUNG enquired whether the Administration, apart from setting up the Recycling Fund, had formulated a comprehensive strategy for developing the local recycling industry. SEN responded that the Administration was liaising with the trade and relevant stakeholders to study the detailed operation and situation of different types of recyclables. Given that different recyclable materials had different market outlets and some were actively traded in the international market, it was not necessarily for the latter to be recycled and consumed locally in Hong Kong.

52. Mr WU Chi-wai expressed concern as to whether it was cost-effective for the Administration to engage non-governmental organizations ("NGOs"), instead of the recycling trade, to implement environment-related initiatives. He opined that the Administration should highlight the value of resources that could be recovered from waste in order to promote effective waste recycling. SEN explained that education programmes could arouse public awareness on

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waste recycling and NGOs had an important role to play on this front. For example, the Administration planned to develop a Community Green Station in each of the 18 districts and provide funding for their operation. By way of tender, these stations would be operated by NGOs to enhance environmental education and help collect different types of recyclables in the local community, with a view to promoting green living at the community level. SEN assured members that the Administration would engage both the recycling trade and NGOs on the recycling front, and had adopted an open attitude in formulating new initiatives to support the recycling industry.

53. PSEN stressed that the Administration spared no effort to promote the development of the recycling trade. Apart from stepping up public education and publicity, the Administration had been implementing various complementary measures to promote recycling, which included provision of suitable locations (including short-term tenancy) for recycling operations, introduction of PRSs to segregate reusable materials from the waste stream, and maintaining close liaison with potential tenants in setting up operations at the EcoPark.

54. In response to the Chairman's enquiry as to whether the Administration would introduce legislative initiatives or administrative measures to facilitate different recycling operations, SEN reiterated that apart from the Recycling Fund, the Administration had been implementing different complementary measures to enhance the business viability of the recycling industry. Noting that some recycling operators were facing financial hardship in the face of rising insurance fees, the Administration would discuss with the trade and stakeholders to better understand their difficulties and to gauge their views on how to promote and support the industry.

*Revitalizing restored landfills*

55. Dr Elizabeth QUAT sought elaboration on the initiative to earmark \$1 billion to set up a Restored Landfill Revitalisation Funding Scheme for application by non-profit organizations or national sports associations with proven track records in the development of recreational facilities or other innovative proposals at restored landfills. SEN advised that there were currently 13 fully restored landfills and some of them were located in urban areas. PSEN supplemented that EPD was responsible for the aftercare of landfills when the landfilling operation was completed. The landfill aftercare works mainly involved the maintenance and management of the gas and leachate systems of a landfill site. Due to technical constraints, restored landfills were in general found to be suitable for recreational uses (e.g. parks and sports facilities) or passive amenities but not for large-scale construction or industrial activities. In addition to providing funding support for the

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construction work, consideration would be given to supporting the operational costs of the initial operation. The Administration would engage stakeholders and formulate funding guidelines for consultation with the Panel in due course.

*Development of waste treatment facilities*

56. Noting that IWMF and modern organic waste treatment facilities ("OWTFs") would be developed in phases, Mr KWOK Wai-keung opined that if there were other environmental infrastructure projects in the pipeline, the Administration should submit the relevant proposals to the Legislative Council ("LegCo") as early as practicable, thereby facilitating a thorough deliberation on the projects.

57. SEN agreed on the need to formulate long-term infrastructure planning to promote sustainable waste management. Taking into consideration that the current practice of disposing of municipal solid waste ("MSW") at landfills was environmentally undesirable as it depleted the limited landfill space, SEN advised that MSW should best be recycled and converted into usable energy and resources. As such, the Administration was proposing to build a modern IWMF, which was an advanced waste-to-energy incinerator aiming to significantly reduce the landfilling of waste and recover useful resources. The Administration would carry out studies on different thermal treatment technologies and conduct a site selection exercise in 2014 for the development of waste-to-energy facilities. Funding approval would also be sought from LegCo for the project in the next few months. In the meantime, planning for further phases of OWTFs was being pursued.

58. Ms CHAN Yuen-han said that The Hong Kong Federation of Trade Unions supported the Government's plan to build a modern IWMF to minimize landfilling and recover energy from waste. Noting that the landfill extension proposal would be re-submitted to LegCo in the first quarter of 2014, Ms CHAN opined that the Administration should visit the districts affected by the operation of the three strategic landfills to better understand residents' concerns and meet with respective District Councils ("DCs") to gain their support for the extension. Meanwhile, the Administration should continue to step up control measures to abate the potential environmental impacts of the landfills.

59. SEN agreed that maintaining close liaison with DCs, stakeholders and residents was of paramount importance for soliciting their support for the development of waste treatment facilities. To this end, district liaison groups would be established within the relevant districts to strengthen communication with the local communities and to ascertain whether there were district aspirations or certain improvement measures that the Administration could

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introduce to tackle different environmental problems. SEN stressed that reliance on landfilling for handling MSW was not sustainable and there was a need to adopt modern incineration or other effective advanced technologies to treat non-recyclable waste. The Administration would carry out studies on different thermal treatment technologies in 2014 for the further development of waste-to-energy facilities.

*Municipal solid waste charging*

60. Mr KWOK Wai-keung relayed the general public's view that MSW charging should not be introduced until complementary measures were implemented. SEN responded that with reference to the experience in other jurisdictions such as Taipei and Seoul, waste charging was a direct tool to change behaviour and incentivize people to produce less waste and separate recyclable materials from the waste stream. While he agreed that the Administration should promote waste reduction, recycling and recovery on all fronts, MSW charging was indispensable in a sustainable waste management system.

*Strategy on food waste and yard waste*

61. Mr Albert CHAN criticized that the Administration had been using large plastic bags for the collection of yard waste such as grass clippings and leaves. USEN responded that the Administration planned to promulgate a comprehensive strategy and plan for the reduction, recycling and treatment of food waste and yard waste in the first quarter of 2014. It would also set out the details of a multi-pronged approach to tackle food waste and yard waste. USEN undertook to explore alternative means of collection of yard waste.

62. Mr Kenneth LEUNG expressed concern about food waste management. He enquired about the energy efficiency of converting food waste into usable energy and resources, and whether resources recovered from food waste could be consumed locally. SEN responded that food waste recycling in Hong Kong was a complex issue. Since Hong Kong had a strong demand for energy, food waste that could not be avoided should best be recycled and converted into energy. Phase 1 of OWTF which was under tender would adopt the technology of anaerobic digestion and composting to turn organic waste into biogas and compost. USEN supplemented that the Administration planned to seek funding approval for Phase 1 of OWTF from LegCo in the next few months.

Light pollution

63. Mr WONG Kwok-hing said that at a recent meeting with members of the Wan Chai District Council, grave concerns were raised on the problem of light

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pollution which had been affecting the community. He enquired whether the Administration would introduce legislation to regulate external lighting in Hong Kong and if it would, the progress made so far. SEN responded that the Task Force on External Lighting had conducted a public engagement process in late 2013 to invite public views on the regulation of external lighting in Hong Kong. Since there were diverse views on the issue, the Task Force would carefully consider the views received during the public engagement process and make recommendations on the way forward for consideration by the Administration.

Nature conservation

64. Dr Kenneth CHAN expressed concern about the impact of construction works on endangered species, in particular the impact of the construction of the third runway on marine ecology. USEN advised that the Hong Kong Airport Authority was proceeding with the statutory EIA on the construction of the third runway and would submit an EIA report to EPD for review.

Carbon audit

65. Dr Kenneth CHAN enquired whether EPD would conduct carbon footprint assessments for CE and Principal Officials in order to encourage them to reduce business travel to cut carbon emission and promote low carbon footprint lifestyle. SEN agreed that reducing some kinds of human activities (e.g. business trips) could help minimize carbon emission. However, the contributions of such activities to the development of the entire society should not be neglected and the community might be required to accept trade-offs.

**VI. Any other business**

66. There being no other business, the meeting ended at 5:00 pm.