

立法會
Legislative Council

LC Paper No. CB(1)1654/13-14
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA/1

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 24 March 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 Claudia MO
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 Dennis KWOK
Dr Hon Helena WONG Pik-wan
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

Members absent : Hon Kenneth LEUNG
Hon Tony TSE Wai-chuen

Public Officers attending : **For item IV**

Ms Christine LOH, JP
Under Secretary for the Environment

Mr David WONG
Assistant Director (Environmental Compliance)
Environmental Protection Department

Dr Ellen CHAN, JP
Assistant Director (Environmental Infrastructure)
Environmental Protection Department

Mr NG Ah-ming
Deputy Head (Trade Declaration)
Trade Declaration and Systems Bureau
Customs and Excise Department

For item V

Ms Christine LOH, JP
Under Secretary for the Environment

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

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

Mr FONG Kin-wa
Principal Environmental Protection Officer (Mobile Source)
Environmental Protection Department

For item VI

Ms Christine LOH, JP
Under Secretary for the Environment

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

Mr WONG Chuen-fai
Principal Environmental Protection Officer
(Cross Boundary & International)
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)1103/13-14 — Minutes of the meeting held on
16 December 2013)

1. The minutes of the meeting held on 16 December 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)1139/13-14(01) — Referral from the
Subcommittee on Proposed
Resolution under Section 5(4)
of the Motor Vehicles (First
Registration Tax) Ordinance

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LC Paper No. CB(1)1139/13-14(02) — Letter from Dr Hon Kenneth CHAN regarding the Public Consultation on Future Fuel Mix for Electricity Generation (Chinese version only))

3. Referring to the letter dated 20 March 2014 from Dr Kenneth CHAN regarding the Public Consultation on Future Fuel Mix for Electricity Generation, the Chairman advised that the subject had been scheduled for discussion at the next regular meeting of the Panel on Economic Development to be held on Monday, 28 April 2014, at 10:30 am.

III. Items for discussion at the next meeting

(LC Paper No. CB(1)1104/13-14(01) — List of follow-up actions

LC Paper No. CB(1)1104/13-14(02) — List of outstanding items for discussion)

4. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 28 April 2014, at 2:30 pm –

(a) 5180DR – Development of the Waste Electrical and Electronic Equipment Treatment and Recycling Facility; and

(b) Provision of sewerage in Tuen Mun and North District.

5. Noting that the State Council had released 10 measures to combat Mainland's air pollution, the Chairman proposed and members agreed that the Panel should be briefed on the joint efforts of Hong Kong and Guangdong in tackling air quality issues in the Pearl River Delta region, including the latest collaboration initiatives of the two places in response to the State Council's 10 measures.

(Post-meeting note: With the concurrence of the Chairman, the item of "Collaboration with Guangdong in improving air quality in the Pearl River Delta region" was scheduled for discussion at the Panel's regular meeting in July 2014.)

6. The Chairman reminded members that further to the special meeting held on 22 March 2014, the Panel would hold another special meeting on Friday, 28 March 2014, at 10:00 am to receive deputations/individuals' views on

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the following environmental infrastructure projects –

- (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.

7. The Chairman said that the special meeting on 28 March 2014 would also include a session for members to meet with the Administration after receiving public views on the environmental infrastructure projects and the meeting would be extended to end at 12:45 pm. The motion proposed by Mr Gary FAN at the Panel meeting on 24 February 2014 (LC Paper No. CB(1)1149/13-14(02)) would be dealt with at the special meeting on 28 March 2014. The Chairman further informed members that the special meeting originally scheduled for Tuesday, 1 April 2014 at 10:45 am had been cancelled.

IV. Matters on Hong Kong's municipal solid waste recovery rate and handling of imported waste

(LC Paper No. CB(1)1104/13-14(03) — Administration's paper on "Matters on Hong Kong's municipal solid waste recovery rate and handling of imported waste"

LC Paper No. CB(1)1104/13-14(04) — Background brief on "Hong Kong's municipal solid waste recovery rate and handling of imported waste" prepared by the Legislative Council Secretariat

LC Paper No. CB(1)1104/13-14(05) — Letter dated 10 March 2014 from Hon WU Chi-wai (Chinese version only)

8. The Under Secretary for the Environment ("USEN") briefed members on the salient points of the discussion paper on Hong Kong's municipal solid waste ("MSW") recovery rate and handling of imported waste. The Assistant Director

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of Environmental Protection (Environmental Infrastructure) ("ADEP(EI)") then explained the formula adopted in estimating the MSW recovery rate. She also said that in view of the unusual substantial fluctuation in "domestic export" figures on waste plastics in recent years, the Environmental Protection Department ("EPD") commissioned an independent consultant in late 2012 to conduct a detailed study to ascertain the conditions of generation, recovery and disposal of waste plastics in Hong Kong and to examine whether the method currently used to estimate the quantity of waste recovered was appropriate.

Discrepancy between the import and export statistics on plastic recyclables

9. Noting from Annex 3 of the Administration's paper that the quantity of imported plastic recyclables had exceeded that of exported plastic recyclables by a significant amount during the years from 2009 to 2011, Ir Dr LO Wai-kwok expressed concern about the whereabouts of the imported plastic recyclables that had not been exported. He was also concerned about the recovery of waste plastics in Hong Kong as there had been media reports that some recycling companies commissioned by the Administration had been found sending the plastic waste collected by the three-colour waste separation bins directly to the landfills for disposal. Mr LEE Cheuk-yan shared the concern that there might be large loads of imported plastic recyclables being transported to landfills or refuse transfer stations ("RTSs") for disposal as the quantity of imported plastic recyclables had exceeded that of exported plastic recyclables in the past five years.

10. ADEP(EI) assured members that EPD had not found large loads of imported plastic recyclables being transported to landfills or RTSs for disposal. Such cases could be easily detected and it was also unlikely that a large quantity of imported plastic recyclables would be mixed with household waste for disposal at landfills or RTSs. Nevertheless, due to the implementation of the Operation Green Fence ("OGF"), the Mainland authorities had tightened control on imported waste and recyclables into the Mainland since February 2013. As such, some locally-generated plastic recyclables which were of low quality could not be exported to the Mainland and some had been delivered to landfills for disposal.

11. As regards the discrepancy between the import and export statistics on plastic recyclables, USEN explained that imported plastic recyclables might be re-exported under another classification category and there might be a time lapse between the import and export of plastic recyclables. As such, the quantity of imported plastic recyclables had exceeded that of exported plastic recyclables in the past five years. USEN further advised that the Administration was examining in depth the recycling operations of different types of recyclables, including paper, plastics and cooking oil, with a view to formulating tailored support programmes and measures for individual

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recyclable types. The Administration had also earmarked \$1 billion to set up a Recycling Fund to support the sustainable development of the recycling industry and improve the viability of different recycling operations. The Chairman remarked that as there were often different interpretations of "plastics" amongst recyclers, the Customs and Excise Department ("C&ED") should help waste exporters who made domestic export declarations to understand and comply with the declaration requirements, in particular the difference between plastics and waste plastics.

Import and export of plastic recyclables

12. Dr Helena WONG noted that there were different grades of imported plastic recyclables. Generally, grade A or B plastic recyclables were clean and free from contamination. If plastic recyclables were graded A or B, there should not be much waste generated after sorting. However, plastic recyclables which were graded C or below were often mixed with other wastes and would require sorting and cleansing. She asked whether measures had been put in place to prevent the import or re-export of low-grade recyclables which contained a lot of waste materials that would end up in landfills and whether the Administration had been keeping record of the import and export of plastic recyclables with breakdown by their gradings. She further expressed concern that while EPD had launched the "Disposal Arrangement of Locally Generated Waste Plastics" in June 2013 to prevent illegal disposal of imported plastics in Hong Kong and disposal of locally generated plastic recyclables by recyclers at landfills or RTSs, there were two cases where recyclers had been arranged to deliver about 35 tonnes of locally generated waste plastics to landfills for disposal.

13. The Assistant Director of Environmental Protection (Environmental Compliance) ("ADEP(EC)") explained that in response to concerns of imported plastic recyclables being stranded in Hong Kong, EPD had stepped up container checks on imported recyclables with C&ED between mid August and mid November of 2013. Under a project "Operation Green Shield" ("OGS") jointly launched by EPD and C&ED, a total of 304 containers declared to be carrying imported waste plastics had been inspected during the period. There was no unlawful import of contaminated plastic waste amongst these shipments. Since low-grade plastic recyclables would be rejected from entry by the Mainland authorities under OGF, the local recycling industry had been striving to ensure that the standard of recyclables to be exported or re-exported to the Mainland to ensure that the recyclables would meet the relevant import standards and requirements.

14. Mr WU Chi-wai pointed out that imported plastic recyclables were commodities with commercial value and the trading of such recyclable materials was very active in the international market. The Administration

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should make reference to overseas experience in highlighting the value of resources that could be recovered from waste, thereby developing a sustainable circular economy in Hong Kong. He also opined that there was a need for tracking the import and export of different recyclable materials in and out of Hong Kong to prevent the import of waste that would end up in landfills.

15. USEN responded that Hong Kong was a free port and there were relatively simple requirements in terms of customs declaration. ADEP(EC) reiterated that EPD had already strengthened checks on imported recyclables shipments. Throughout 2013, EPD had inspected a total of 706 containers and there was no cases concerning unlawful import of contaminated plastic waste. Regarding the 304 containers inspected under OGS, EPD had closely monitored them and found that over 96% of these containers of imported plastic recyclables were eventually shipped out of Hong Kong. For the remaining 4%, they were taken up by local recyclers for sorting, cleansing and grinding to recover recyclable materials. ADEP(EC) further advised that since these recyclables were commodities with market value, recyclers would unlikely import such recyclables for disposal in Hong Kong. On the suggestion of putting in place a tracking system, the cost-effectiveness of such a measure in preventing imported waste from being stranded in Hong Kong should be taken into consideration.

16. Mr Gary FAN also expressed grave concern about the disposal of imported waste locally. He queried whether the trading of recyclables had been bringing huge economic benefits to Hong Kong and creating many job opportunities for the local workforce. USEN explained that plastic recyclables which were originated from the overseas and re-exported via Hong Kong to the Mainland or other places would stop only briefly in Hong Kong, and they should not cause problems of storage or waste requiring disposal. For plastic recyclables imported into the territory, local recyclers would carry out different treatment processes, such as sorting, cleaning and shredding, to recover or enhance the value of the recyclables before exporting them to the Mainland or other overseas countries. Nevertheless, there would be waste generated in the treatment processes and such waste would be treated as locally generated waste and disposed of at landfills. Although the Administration did not have any information on the business turnover of the trading of recyclables, it would continue to facilitate different economic and trading activities in Hong Kong.

Control on imported recyclables

17. Mr LEE Cheuk-yan was concerned that Hong Kong did not have much control over imports and waste materials could be imported from different countries. Since the Mainland had tightened the control over imported recyclables, Hong Kong should take corresponding measures to strengthen import control, lest the container loads of recyclables would end up in landfills.

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Mr Frankie YICK shared Mr LEE's views that Hong Kong should strengthen its control on imported recyclables. He also opined that as the cleanliness of recyclables would affect their recycling values, public education on the "clean recycling" concept should be enhanced.

18. In response, ADEP(EC) confirmed that through OGS, EPD and C&ED had already strengthened control efforts to conduct random check on containers of imported recyclables, including the verification of customs declaration documents. They would also request recyclers to provide information to ascertain the content of containers and their subsequent transshipment or export arrangements to ensure that no imported recyclables would be disposed of locally. In addition, any non-compliant shipments would be subject to stringent inspection and management control requirements of the Mainland enforcement authorities. In the event of any returned shipment from the Mainland, EPD would track and closely monitor the whereabouts of those shipments until they were shipped out of Hong Kong to their destinations. On the waste recycling front, USEN agreed on the need to promote the "clean recycling" concept such that plastic recyclables would be properly separated and cleansed before recycling.

Customs declaration requirements of C&ED

19. Noting from Annex 1 of the Administration's paper that the amount of waste plastics recovered had seen a substantial decrease in the past few years and the recovery rate of MSW had also reduced from 52% to 39%, Dr Elizabeth QUAT enquired about the reasons for the fluctuation in the recovery rate of waste plastics. ADEP(EI) responded that recyclers might have mixed up waste plastics that should have belonged to the "re-export" category with those belonging to the "domestic export" category during customs declaration, thereby affecting the accuracy of estimation on the quantity of waste plastics recovered in Hong Kong. However, the quantity of waste plastics recovered in 2012 had largely reflected the real situation of the industry. As for other recyclables, such as waste paper and waste metal, significant fluctuations had not been observed.

20. Dr Elizabeth QUAT further enquired how the Administration could ensure that recyclers would understand and comply with the customs declaration requirements. The Deputy Head (Trade Declaration) of Trade Declaration and Systems Bureau, C&ED advised that the existing customs declaration requirements adopted by C&ED were in line with international practices under which recyclers were required to make a customs declaration and provide correct commodity description. C&ED would conduct follow-up inspection as necessary and institute prosecutions against persons who failed to provide correct commodity description. Appropriate measures were also implemented in the collection of data to ensure that recyclers and exporters who

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were trade declarants would clearly understand and comply with the declaration requirements, in particular those under the definition of "domestic export" and "re-export" of goods. The Chairman, however, pointed out that under the current customs declaration requirements, recyclers were not required to specify the types of plastic recyclables to be recovered (e.g. waste plastic) when filing a customs declaration.

21. USEN reiterated that the customs declaration requirements of C&ED were in line with international practices adopted by other places. Since the launching of OGF, the Mainland law enforcement agencies had stepped up the interception of unlawfully imported waste which might pollute the environment. In view of the tightening of control on imported recyclables by the Mainland, EPD, with the support of C&ED, would follow up with the parties of the rejected shipments upon their arrival in order to confirm the content of the shipments and conduct follow-up inspection as necessary. All returned shipments would be monitored closely until they were shipped out of Hong Kong. USEN stressed that EPD was vigilant in conducting surveys with waste exporters to enhance the accuracy of the recovery rate estimation.

Concluding remarks

Admin 22. To prevent imported plastic recyclables from being stranded in Hong Kong and enhance the accuracy of the recovery rate estimation, the Chairman requested the Administration to consider adding a new classification category of "waste plastics" in Hong Kong's import and export trade statistics. C&ED should also assist recyclers to provide correct information such as the country of origin and description of commodities imported when making customs declaration.

(Post-meeting note: The Administration's response was circulated to members on 26 May 2014 vide LC Paper No. CB(1)1503/13-14(01).)

V. Progress of the Pilot Green Transport Fund

(LC Paper No. CB(1)1104/13-14(06) — Administration's paper on "Progress of the Pilot Green Transport Fund"

LC Paper No. CB(1)1104/13-14(07) — Background brief on "Pilot Green Transport Fund" prepared by the Legislative Council Secretariat)

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23. The Deputy Director of Environmental Protection (3) ("DDEP(3)") briefed members on the latest progress of the Pilot Green Transport Fund ("the Fund"), which was set up in March 2011 with \$300 million to encourage the public transport sector and non-profit organizations providing transport services to their clients to test out innovative green and low carbon transport technologies, including electric vehicles ("EVs").

Progress of the Fund

24. Noting from the details of the trials under the Fund in Annex IV of the Administration's paper that most of the fund recipients were large companies, Dr Kenneth CHAN expressed concern as to whether non-profit organizations had less advantage in applying for the Fund. USEN explained that the Fund aimed to promote the wider use of new green vehicles and transport technologies by both commercial transportation companies and non-profit organizations. The Assistant Director of Environmental Protection (Air Policy) ("ADEP(AP)") supplemented that since the launch of the Fund, the Administration had been encouraging the transport trades and non-profit organizations providing transportation services to their clients to make use of the Fund to try out new green vehicles and transport technologies. While large companies were more interested to try out new technologies and had greater potential to put the technology under trial into use upon successful trial, the Fund was applicable to business of different types and sizes. EPD was also planning to organize more briefing sessions for fund recipients, the relevant trades and interested parties to share their experience in using green vehicles and transport technologies. It was expected that the sharing of successful experience could pave way for the wider application of new green vehicles and transport technologies.

25. Mr CHAN Kin-por enquired how EPD monitored the operational performance of the green vehicles and technologies under trial. DDEP(3) advised that fund recipients were required to help prepare interim reports after the first six months and 12 months and final reports at the end of the two-year trial for reference of EPD. During the trial period, they were required to record fuel/energy consumption, maintenance cost and any other relevant data on a daily basis for evaluating the performance of the green technologies being tested. To ensure that the trials were conducted in accordance with the approved conditions and to verify the environmental performance of the new technology under trial, EPD had engaged The Hong Kong Polytechnic University ("PolyU") as the third-party assessor to regularly visit Fund recipients and interview end-users to collect the required trial data (such as performance, reliability and operational difficulties) for preparing trial reports. All the reports were made available on EPD's webpage for public reference.

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26. In response to Mr CHAN Kin-por's further enquiry, DDEP(3) said that most of the approved applications under the Fund involved trials of electric light goods vehicles and hybrid light goods vehicles. There were not many funding applications for testing out electric medium/heavy goods vehicles and coaches probably because the choices of these types of vehicles were not too many. Nevertheless, the Administration would continue to encourage the transport trades to apply for grants to procure different types of new green vehicles and transport technologies.

27. Ir Dr LO Wai-kwok declared that he was a former member of the steering committee of the Fund. Referring to the summary of the interim reports submitted by funding recipients in Annex V of the Administration's paper, he pointed out that the investment return of using new green vehicles and transport technologies was crucial when the transport trades considered procuring new green vehicles or trying out new transport technologies. Given the relatively high cost of procuring new green vehicles and transport technologies, the Administration should provide information on the investment return of using new green vehicles and transport technologies. A better investment return would incentivize the transport trades to continue to use green vehicles and technologies even after the Fund ceased to receive application.

28. ADEP(AP) responded that compared with their conventional counterparts, hybrid or electric vehicles usually had lower fuel costs. As such, interim trial reports would include information on the fuel economy of the green vehicles under trial to facilitate the transport trades to compare the fuel costs of green vehicles and those of their diesel counterparts. Trial findings would also be published for reference of the transport trades and individual transport operators. Since the prices of vehicles were determined by market forces and negotiations with vehicle vendors, price information would not be included in the trial reports.

29. Mr Gary FAN declared that he was a member of the Council of the Chinese University of Hong Kong ("CUHK"). Noting from media reports that the engine of an electric shuttle bus of CUHK subsidized by the Fund stalled after it had operated for only two days, Mr FAN expressed concern about the operational performance of the green vehicles under trial. In response, ADEP(AP) clarified that according to the information provided by CUHK, the incident was not due to engine failure. The driver had braked the shuttle bus to avoid running into other road users and it took time for the engine to restart. ADEP(AP) assured members that the Administration had been monitoring and evaluating the operational performance of the vehicles/technologies under trial with the assistance of PolyU as the third-party assessor.

30. In response to Mr WU Chi-wai's enquiry, USEN advised that the Administration would prepare a final report on the operation of the Fund and set

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out therein the challenges and future policies relating to the promotion of the use of green vehicles and transport technologies. She assured members that the Administration was committed to promoting green transport in Hong Kong. Mr WU further urged the Administration to consider encouraging members of the public to use bicycle as a means of transport with a view to promoting low-carbon lifestyle. Dr Kenneth CHAN shared similar views that bicycle, which was a green mode of transportation without carbon emission, should be supported under the Fund.

Use of electric vehicles

31. Noting that as at end of February 2014, the Fund had approved 73 projects involving about \$93 million, Mr LEE Cheuk-yan expressed concern about the cost-effectiveness of the Fund in promoting green transport. He opined that to promote the wider use of EVs in Hong Kong, the Administration should 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.

32. DDEP(3) agreed that the availability of charging facilities was critical to promoting the wider use of EVs. He explained that the main obstacle to sharply increasing the number of public charging facilities at this stage was the lack of a universal standard for the chargers of EVs. At present, there were different standards adopted by EV manufacturers in the United States, European countries, Japan and China. Although there were no internationally harmonized technical standards for battery charging for EVs, the Administration was committed to promoting the wider use of EVs in Hong Kong. Some 50 quick charging points would be set up by electric taxi suppliers at six car parks administered by the Transport Department ("TD") through an open invitation exercise. In addition to the 1 000 standard EV chargers, 100 medium chargers would be provided in various districts of Hong Kong in 2014 to shorten the charging time.

Use of electric bicycles

33. Mr WU Chi-wai enquired whether the Administration would consider promoting the use of electric bicycles in Hong Kong. ADEP(AP) responded that in considering whether or not to promote the use of electric bicycles in Hong Kong, road safety was the prime concern. Electric bicycles to be used on roads of Hong Kong had to be registered with and licensed by TD, or else their use would be illegal. In assessing whether an electric bicycle was suitable and safe for use on public roads, TD would examine the electric bicycle in accordance with the requirements of relevant ordinances and regulations, taking into consideration its overall safety and performance on roads, as well as its impact on other vehicles and road users.

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34. The Chairman was of the view that while electric bicycles might have insufficient power to go uphill, some new towns in the New Territories where road traffic was less busy were more suitable for use of electric bicycles. ADEP(AP) responded that if electric bicycles were to be used on the cycling tracks in new towns, the Administration had to carefully assess the impact they might have on cyclists. The Chairman remarked that the Administration should strike an appropriate balance between promoting road safety and facilitating cyclists. She would discuss with the Chairman of the Panel on Transport how to pursue further discussion on promoting the use of electric bicycles in Hong Kong.

VI. Proposed amendments to the Schedules to the Hazardous Chemicals Control Ordinance (Cap. 595)

(LC Paper No. CB(1)1104/13-14(08) — Administration's paper on "Proposed amendments to the Schedules to the Hazardous Chemicals Control Ordinance (Cap. 595)"

35. DDEP(3) briefed members on the Administration's plan to amend the Schedules to the Hazardous Chemicals Control Ordinance (Cap. 595) (the "HCCO") with a view to giving effect to the recent amendments of the Stockholm Convention on Persistent Organic Pollutants ("the Stockholm Convention") to list 10 new chemicals (including five non-pesticide industrial chemicals proposed to be controlled under the HCCO) in the elimination and restriction lists of the Stockholm Convention, and reducing the potential risks posed by hazardous chemicals. It was expected that the proposed amendments to the Schedules to the HCCO would be tabled at the Legislative Council for negative vetting in May 2014.

Admin 36. Members did not raise any enquiry to the proposed amendments. The Chairman requested the Administration to provide the text of the Stockholm Convention and the Schedules to the HCCO after the proposed amendment to facilitate members' understanding of how the Schedules would be amended.

(Post-meeting note: The Administration's response was circulated to members on 9 April 2014 vide LC Paper No. CB(1)1223/13-14(01). The proposed amendments to the Schedules to the HCCO was tabled at the Legislative Council for negative vetting on 4 June 2014.)

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VII. Any other business

37. There being no other business, the meeting ended at 4:20 pm.

Council Business Division 1
Legislative Council Secretariat
19 June 2014