

**For information on  
17 July 2014**

**LEGISLATIVE COUNCIL  
PANEL ON ENVIRONMENTAL AFFAIRS**

**Administration's Response to the Report of the Subcommittee  
on Issues Relating to Air, Noise and Light Pollution**

**PURPOSE**

This paper updates Members on the progress of the Administration in implementing the recommendations made in the Report on the Subcommittee on Issues Relating to Air, Noise and Light Pollution (the Subcommittee).

**BACKGROUND**

2. We attended nine meetings of the Subcommittee held between January and July 2013 and addressed Members' concerns and questions on issues relating to air, noise and light pollution.

3. The Subcommittee submitted a report on its recommendations to the Panel in February 2014. The Subcommittee made various recommendations relating to air, noise and light pollution as summarized in paragraphs 137 – 140 of the Report.

**LATEST POSITION**

4. The latest position in taking forward the Subcommittee's recommendations in respect of air, noise and light pollution are at **Annexes A, B and C** respectively for Members' information.

## **WAY FORWARD**

5. Members are invited to note the progress report made regarding the recommendations in the Subcommittee's Report.

**Environment Bureau / Environmental Protection Department  
July 2014**

**The Administration's Response towards the Recommendations of the Subcommittee Relating to  
Issues on Air Pollution and Interfacing of Air Quality Assessments  
under the Environmental Impact Assessment Mechanism**

Para. No.	Recommendations of the Subcommittee	Response from the Administration
	<b><u><i>In respect of impacts of air pollution on public health and the associated medical costs</i></u></b>	
138 (a)	<i>expeditiously engage experts and academics to undertake research to enhance community awareness of the benefits of environmental protection and to enlist public support for anti-pollution policies in the long run.</i> (paragraph 22 refers)	We commissioned local experts and academics in early 2014 to conduct three studies for : (i) developing a methodology suitable for evaluating and quantifying the adverse health outcomes and their associated costs; (ii) ascertaining the personal exposure to PM2.5; and (iii) exploring the feasibility of using biomarkers for assessing sub-clinical health effects.  These studies are targeted for completion by the end of 2015.
138 (b)	<i>take into account other economic losses, such as decrease in foreign investment, in the calculation of the costs of air pollution in Hong Kong.</i> (paragraph 22 refers)	The study mentioned in response to 138(a)(i) above will also take into account other economic losses and provide a tool for estimating the economic impacts of air pollution.
138 (c)	<i>ensure that the Central Policy Unit and various B/Ds, particularly ENB, earmark sufficient funding for local higher education institutions and other organizations to conduct applied research studies</i>	ENB/EPD have been engaging experts including those in the academia to conduct studies on a need basis and will continue to do so.

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
	<i>to assist the Administration in formulating environmental policies and initiatives.</i> (paragraph 22 refers)	Tertiary institutions and other non-profit making organizations can also apply to the Environment and Conservation Fund for research studies and activities for the promotion of environmental protection and conservation.
138 (d)	<i>designate ENB and if necessary, set up a higher level authority to spearhead cross-B/Ds efforts in taking forward environmental and anti-pollution and initiatives with focus on the protection of public health.</i> (paragraph 22 refers)	ENB/EPD, in collaboration with FHB and DH, has been spearheading cross-B/Ds efforts in taking forward environmental and air pollution control initiatives for protecting public health.
<b><u>In respect of air pollution control and the associated public expenditure</u></b>		
138 (e)	<i>submit the legislative proposal to mandate all OGVs to use cleaner fuel while at berth in Hong Kong waters to LegCo as soon as possible to ensure that the new requirement will be implemented from 1 January 2015.</i> (paragraph 39 refers)	We are drafting the proposed regulation to mandate all OGVs to use cleaner fuel while at berth in Hong Kong waters with a view to implementing the regulation in 2015.
138 (f)	<i>accord a higher priority to pursuing with the Central People's Government and other relevant authorities the designation of an ECA within PRD waters with a view to improving PRD regional air quality, and update the Panel on the progress made in due course.</i> (paragraph 39 refers)	Given that OGVs at berth account for about 40% of their sulphur dioxide emissions in Hong Kong waters, we consider it imperative to mandate them switching to cleaner fuel when berthing here and to encourage other ports in PRD region to follow such a similar practice. Setting up an ECA is a relatively long-term collaboration goal.

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
138 (g)	<p><i>expedite the installation of OSP facilities at KTCT and take other measures, such as promoting the switching-off of idling engines and taking forward the rationalization of bus routes, to prevent deterioration of the air quality in the neighbouring districts of KTCT pending the commissioning of OSP facilities, so as to protect public health.</i></p> <p>(paragraph 39 refers)</p>	<p>For the OSP facilities at KTCT, a technical feasibility study is expected to complete by the end of 2014. Subject to the findings, the government will chart the way forward. The proposed regulation to mandate all OGVs to use cleaner fuel while at berth in Hong Kong waters will also apply to cruises berthed at KTCT and help reduce their emissions.</p>
138 (h)	<p><i>proactively explore the installation of OSP facilities at other existing cruise terminals apart from KTCT, including the Ocean Terminal.</i></p> <p>(paragraph 39 refers)</p>	<p>We have encouraged the operator of the Ocean Terminal to consider providing OSP for cruise vessels and they are exploring the feasibility of doing so.</p>
138 (i)	<p><i>enhance the checking of vehicles under the mandatory vehicle examination scheme to ensure that the vehicles concerned would comply with the emissions standards applicable to them.</i></p> <p>(paragraph 49 refers)</p>	<p>EPD will launch the strengthened emission control programme of petrol and LPG vehicles on 1 September 2014 by using roadside remote sensing equipment and dynamometer for emission testing. Meanwhile, TD is working to upgrade the emission test in its vehicle roadworthiness examination to a dynamometer-based emission test.</p>
138 (j)	<p><i>enhance communication with District Councils and proactively solicit their support in rolling out transport-related environmental initiatives, such as bus route rationalization.</i></p> <p>(paragraph 49 refers)</p>	<p>Since 2013, TD and franchised bus companies have pursued route rationalization with greater vigour by using a new approach, namely the Area Approach, in addition to the regular annual RDP. Under the Area Approach, an entire district, instead of individual routes, is used as the basis for reviewing and re-organizing bus services in a holistic manner to better serve the bus passengers.</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<p>Area Approach proposals for North District and Tuen Mun have been implemented by phases since the second half of 2013 and their operation has generally been satisfactory. Through the Area Approach and other RDP proposals, a total of 15 low utilization bus routes were cancelled or amalgamated, and routing or service of about 100 routes was altered in 2013.</p> <p>In 2014, TD and franchised bus companies continue to adopt the Area Approach to pursue route rationalization proposals for Yuen Long/Tin Shui Wai, Tai Po, Tsing Yi and Sha Tin/Ma On Shan. Consultation with the concerned DCs is underway.</p>
138 (k)	<p><i>set up more low emissions zones at busy corridors where only environment-friendly vehicles will be allowed to run, so as to alleviate the problem of roadside air pollution.</i> (paragraph 49 refers)</p>	<p>The Government will set up in late 2015 LEZs for franchised buses at busy corridors in Causeway Bay, Central and Mong Kok, which will restrict the access of franchised buses to these zones to low-emission buses (i.e. those meeting the emission level of Euro IV or above). Since these low-emission buses are also serving districts outside the LEZs, roadside air quality in other districts will also benefit from it.</p> <p>Moreover, the Government has adopted an incentive-cum-regulatory approach to phase out progressively pre-Euro IV diesel commercial vehicles by end</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		2019. In effect, the whole territory will become LEZs by then.
138 (l)	<p><i>expedite the study on the feasibility of switching various types of vehicles, including taxis, light buses and buses, to electric ones, with a view to promoting the use of electric vehicles on a wider scale to reduce vehicle emissions.</i></p> <p>(paragraph 49 refers)</p>	<p>To promote the use of EVs, the Government has been offering first registration tax concession and subsidies via the PGTF. Efforts have also been made to set up public electric chargers. However, the daily operation of taxis, light buses and buses are still very challenging such that EVs fully suit the operational needs of these trades have yet to emerge. We will monitor closely the development of the EV technologies and the findings of local trials for commencing relevant feasibility studies on promoting their wider use when opportunities arise.</p>
138 (m)	<p><i>conduct more studies on the feasibility of using cleaner fuel, such as biodiesel, as energy with a view to promoting its wider use.</i></p> <p>(paragraph 49 refers)</p>	<p>We completed in January 2013 a trial to ascertain the technical feasibility of powering local marine vessels with 0.05% sulphur diesel. Subsequently, we introduced in April 2014 a new regulation to cap the sulphur content of locally supplied marine diesel at 0.05%.</p> <p>As for biodiesel, we completed in 2003 a feasibility study on powering vehicles with biodiesel. The study had led to the introduction of a statutory specification for auto biodiesel to help establish drivers' confidence on this new type of fuel. We have also commissioned a consultancy study on the potential and implications of wider use of biodiesel. The findings will help formulate a comprehensive strategy for promoting the use of biodiesel.</p>

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
138 (n)	<p><i>expedite the planning and provision of cycle tracks and ancillary facilities in new towns and new development areas to promote the use of bicycles as a means of transport, thereby promoting a low-carbon lifestyle.</i></p> <p>(paragraph 49 refers)</p>	<p>Cycle tracks and associated facilities along the seafront at Tseung Kwan O Town Centre South were open for public enjoyment in November 2013.</p> <p>For the comprehensive cycling track network in the New Territories, the cycling tracks between Sheung Shui and Ma On Shan were open to public in March 2014. Construction works for Stage 1 of the cycle tracks between Tuen Mun and Sheung Shui commenced in November 2013 for completion by end 2016 and the Remaining Works is tentatively scheduled to commence by end of 2015 for completion in 2019.</p> <p>The Government will continue to identify potential cycling tracks in new development areas in the on-going studies.</p>
138 (o)	<p><i>take more actions to encourage the power companies to develop renewable energy.</i></p> <p>(paragraph 56 refers)</p>	<p>The generation of certain forms of RE requires natural resources, such as solar, wind and hydro power. However, the physical environment of Hong Kong has imposed a lot of constraints on the wide application of such RE resources. Not only is it costly but its room for development is also limited. Generally speaking, electricity generation cost of RE is much higher than that of conventional electricity generation.</p> <p>To promote the development of RE, the Government has provided economic incentives to the power companies under</p>



<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
		<p>the Scheme of Control Agreements in terms of a higher permitted rate of return for their investment in RE facilities, and a bonus in permitted return depending on the extent to which RE is used in electricity generation.</p> <p>HKE has completed its largest photovoltaic installation at Lamma Power Station with an output capacity up to 1 000 kW. The solar power system has been connected to the power grid for providing electricity to HKE's customers.</p> <p>On the other hand, the largest renewable generation installation for CLP in Hong Kong has been commissioned on Town Island to supply electricity to the drug rehabilitation centre. It has a capacity of up to 192 kW.</p> <p>Our waste management facilities can also turn waste into RE. We have covered in the "Hong Kong: Blueprint for Sustainable Use of Resources 2013-2022" and "A Food Waste &amp; Yard Waste Plan for Hong Kong 2014-2022" a number of waste-to-energy facilities including sludge treatment facility, integrated waste management facility, and a network of organic waste treatment facilities. The projects completed or under planning may make up about 1% of total electricity demand by the early 2020s.</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
<b><u>In respect of cost-benefit analysis of the measures to improve air quality</u></b>		
138 (p)	<i>conduct studies on the cost-effectiveness of the various new air quality improvement measures annually and report the findings to the Panel. The findings should also be published for information of the public.</i> (paragraph 62 refers)	We have engaged the studies mentioned in our response to paragraph 138(a) above for developing a methodology to evaluate the benefits of individual air quality improvement initiatives.
<b><u>In respect of air quality assessments under the environmental impact assessment mechanism</u></b>		
138 (q)	<i>given the serious health risks posed by TAPs, consider making the testing of TAPs mandatory for designated projects.</i> (paragraph 72 refers)	Not all designated projects have a potential to emit TAPs. For designated projects that will have potential to emit TAPs and bring about health risks concerns, EPD will specify the requirements for TAPs impact assessment in EIA studies.
138 (r)	<i>clearly specify the criteria for evaluating TAPs not established under APCO as well as the criteria for evaluating "hazard to human life" under Annex 4 of the EIA-TM.</i> (paragraph 72 refers)	For TAPs not established under APCO, EPD will adopt the established criteria set by WHO in evaluating the health risk impact.
138 (s)	<i>consider amending EIAO so that the EIA reports that are found not suitable for public inspection and the reasons for rejection will be made available on the EIAO website, so as to further enhance the transparency of the EIA process.</i> (paragraph 72 refers)	If an EIA report fails to meet the EIA-TM or study brief requirements, it is already the current practice for EPD to post the decision and the reasons why the report is unacceptable on the EIAO website. Under such circumstances, EIAO does not require the project proponent to exhibit the concerned EIA report to consult the public. EPD will continue to enhance

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
		the transparency of the EIA process whilst avoiding giving misleading or incomplete information that might cause unnecessary public concerns.
138 (t)	<i>proactively engage green groups with relevant expertise in conducting EIA studies so as to enhance the credibility of the studies.</i> (paragraph 72 refers)	EPD has been encouraging project proponents to proactively engage the green groups, general public and all interested parties and seek their views on environmental issues at the early planning and study stages. In addition, EPD would require project proponents to provide ACE with information on the main concerns of the general public and interest groups made known during the EIA study and public inspection periods, and explain how these concerns are addressed in the EIA study, when ACE considers the EIA report.
138 (u)	<i>decide on the methodology for conducting the review of the AQOs expeditiously and report to the Panel on the progress made by the end of 2015.</i> (paragraph 78 refers)	EPD is working on the approach and the methodology for reviewing the AQOs and will report progress to the Panel by the end of 2015.
138 (v)	<i>in respect of the air quality impact assessment conducted on a designated project, put in place a mechanism whereby a testing of the air quality of the area affected by the project will be carried out after completion of the project to ensure that the mitigation measures as set out in the relevant EIA report have been properly implemented.</i> (paragraph 78 refers)	The recommendation is in line with the current practice to put in place an EM&A programme during and after construction to monitor relevant environmental parameters if the EIA study identifies that the project will have potential to cause major impact and there is the need to monitor the effectiveness of mitigation measures and residual impacts. The EM&A programme requirements will be specified in the environmental permit for project proponents to implement.

Para. No.	Recommendations of the Subcommittee	Response from the Administration
	<b><u>Air quality modelling in Hong Kong</u></b>	
138 (w)	<i>take effective measures to enhance the transparency of Hong Kong's air quality modelling systems, including the data and assumptions used.</i> (paragraph 85 refers)	The relevant data and assumptions have been put on EPD's website for public access.
138 (x)	<i>proactively engage the academic sector and other stakeholders in the further development of air quality modelling and the enhancement of PATH, including expeditiously setting up a working group comprising academics and experts in the field to review the air quality modelling systems in Hong Kong.</i> (paragraph 85 refers)	A meeting with academics was held on 12 June 2014. The meeting also agreed that a working group would be set up to review the air quality modelling systems in Hong Kong by September 2014. EPD would aim to launch the new PATH for air quality assessment in January 2015.

**The Administration's Response towards the Recommendations of the Subcommittee  
Relating to Issues on Noise Pollution**

Para. No.	Recommendations of the Subcommittee	Response from the Administration
	<b><u>In respect of impacts of noise pollution on public health and the associated medical costs</u></b>	
139 (a)	<p><i>given that there has yet to be conclusive findings about the impact of environmental noise on health problems, allocate more resources and enlist the assistance of the Hospital Authority for the conduct of researches into this area to identify the health effects and the related medical cost.</i></p> <p>(paragraph 93 refers)</p>	<p>EPD has consulted DH who advises that effects of noise exposure on humans are complex and there is variability in human responses to noise exposure. Also, direct evidence concerning the effects of environmental noise on health is rarely available from clinical settings. Nevertheless, indirect evidence from research studies on the association between exposure to environmental noise and human well-being or health has increased during recent years in many overseas countries. Furthermore, the potential effects on human well-being or health associated with environmental noise are non-specific in nature and are often multi-factorial, which may or may not be related to environmental noise. Therefore, routine hospital data attributable to environmental noise and the related health care cost cannot be estimated directly.</p> <p>In brief, the potential impact of environmental noise on public health is a subject still under research internationally and there is so far no conclusive finding</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<p>about the impact of environmental noise on health problems. Nevertheless, WHO is currently proceeding with the systematic review of the scientific literature on noise sources and health outcomes which is expected to be completed by mid 2015. The Government would keep in view of the development.</p>
<b><u>In respect of noise pollution control and the associated public expenditure</u></b>		
139 (b)	<p><i>in carrying out construction works, ensure that project proponents would, apart from implementing various noise mitigation measures, strengthen communication with local residents through District Councils with a view to enhancing residents' understanding of the construction works concerned and facilitating exchange of views amongst relevant parties.</i></p> <p>(paragraphs 100 refer)</p>	<p>Proponents of most major projects have in the past carried out public engagement including presentations to relevant DCs to let the DCs and public know of the project details, including environmental mitigation measures of their projects. EPD will specify in the EP of major designated projects a requirement to set up community liaison groups comprising representatives of affected parties, including local committees, residents and schools in the areas affected by the project to facilitate communications, enquiries and complaint handling on environmental issues related to the project. EPD will continue to, through the process of statutory EIA study and administrative environmental review, encourage project proponents to better communicate with the public by establishing community liaison platforms during the project construction stage.</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<p>When issuing construction noise permits for essential construction works which can only be conducted during restricted hours because of unavoidable constraints, EPD will encourage permit holders to keep the residents potentially affected by the construction works well informed of the details of the works.</p>
139 (c)	<p><i>step up enforcement actions against noise nuisance generated by restaurants and bars and their patrons.</i> (paragraph 103 refers)</p>	<p>EPD will conduct timely investigations and take enforcement action as appropriate upon receipt of complaints, and will actively contribute our views on noise nuisance avoidance to the restaurants and bars. To help owners and operators of restaurants and bars EPD is now preparing a booklet on noise mitigation recommendations for designing their premises and noise minimization good practices during business operation.</p>
139 (d)	<p><i>keep the statutory road traffic noise limit of 70 dB(A) L10(1 hour) under constant review and consider tightening the limit where necessary. In conducting the review, it should consider disallowing heavy vehicles from running in those residential areas which are exposed to serious traffic noise problem during nighttime.</i> (paragraph 109 refers)</p>	<p>In setting the noise criterion of 70 dB(A) L<sub>10</sub> (1 hour), EPD has made reference to relevant international studies and have fully considered the actual situation in Hong Kong. This criterion is considered relatively strict as what it measures is the noise level of a one-hour period at peak traffic flow. Similar criteria are adopted in the UK and the United States. Therefore, the current noise criterion of 70dB(A) can cater for the actual local situation and is appropriate for Hong Kong. EPD has kept in view of the development in other countries and would continue to monitor the developments in other places as well as the</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<p>local situation in considering whether a review is necessary. In future review, THB and TD will be involved regarding the feasibility of the suggestion to disallow heavy traffic vehicles from running in residential areas.</p>
139 (e)	<p><i>expedite the programme to retrofit noise barriers on existing roads and resurfacing roads and flyovers with low noise materials to minimize the noise impact of existing roads on nearby residents.</i> (paragraph 109 refers)</p>	<p>The noise barrier retrofitting programme which involves many road sections is very massive. The implementation of the works, after technical feasibility is established, has to be carried out in stages subject to resources and manpower situation. Out of the 40 sections included in the programme, 10 sections have been completed and another 7 sections are underway. Recently, EPD has sought support of the EA Panel for upgrading the barriers at Tuen Mun Road (Town Centre section) to Cat A. Also, barrier scheme at Tuen Mun Road (Fu Tei Section) has undergone gazettal process. The Governemnt will continue to actively pursue the retrofitting of noise barrier on the remaining road sections in the programme following the established criteria and the PWP mechanism.</p> <p>Low noise road surfacing materials are standard materials for high speed roads in the territory. However, due to various limitations such as durability and porosity, together with the constraints imposed by certain road</p>



Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<p>geometry and traffic parameters, the materials may not be applicable to all local low-speed roads in Hong Kong. EPD has carried out trial in collaboration with HyD to test out the effectiveness of such materials in terms of noise reduction and durability. Subject to the test results, EPD and HyD would consider expanding its application and also would continue to explore other forms of low noise surfacing materials.</p>
139 (f)	<p><i>expedite the development and adoption of innovative noise mitigation designs and measures against traffic noise, including the installation of "acoustic windows" .</i> (paragraph 109 refers)</p>	<p>To enable further exploration and development of innovative designs and measures to help mitigating traffic noise problem, EPD continues to conduct researches with collaboration with universities and DH. Innovative designs including acoustic windows and acoustic balconies have been put into trial in public housing estate. DH will evaluate the effectiveness and user acceptance of these new innovative noise mitigation designs. The findings, which will be included in the central database on innovative design forms and measures previously adopted and proven effective for noise mitigation in private residential developments and public housing developments for sharing with professionals in the building industry, developers as well as the general public.</p>
139 (g)	<p><i>set out the financial resources required for implementing noise abatement measures, such as the cost of using low noise materials and changing</i></p>	<p>The cost estimates for implementing environmental mitigation measures are currently included in the "Financial Implication" paragraph in PWSC papers when</p>

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
	<p><i>the alignment of roads, in different public works and infrastructural projects when submitting funding proposals to LegCo for approval, so that Members will have a full picture of the total cost incurred in implementing the projects and can make informed choices in considering the funding proposals.</i></p> <p>(paragraph 110 refers)</p>	<p>the works departments submit funding proposals to LegCo for approval. EPD has consulted DevB and FSTB. DevB raised no objection and FSTB is in the course of considering the recommendations.</p>
139 (h)	<p><i>consider including in the town planning procedure and the planning process of infrastructural projects the requirement to assess the noise impact of a development or project so as to prevent new noise problems.</i></p> <p>(paragraph 112 refers)</p>	<p>In considering residential developments that require planning permission from TPB, the Government and TPB can ask the private developers to conduct traffic noise assessments and adopt appropriate noise mitigation measures so that the proposed residential developments will not be affected by traffic noise from the roads nearby. These noise mitigation measures can also be deemed as one of the conditions for granting approval.</p> <p>New major road projects or projects involving substantial widening of existing roads are required to undergo EIA in accordance with the EIAO. The Government will require project proponents to take appropriate measures according to the EIA-TM under the EIAO, such as revising the road alignment, using low noise materials for surfacing and erecting noise barriers, to ensure that the noise limit will not be exceeded.</p>

**The Administration's Response towards the Recommendations of the Subcommittee  
Relating to Issues on Light Pollution**

Para. No.	Recommendations of the Subcommittee	Response from the Administration
<b><u><i>In respect of impacts of light pollution on public health and the associated medical costs</i></u></b>		
140 (a)	<p>(a) <i>given that there has yet to be conclusive findings about the impact of light exposure on health problems, allocate more resources and enlist the assistance of the Hospital Authority for the conduct of researches into this subject to identify the health effects and the related medical cost.</i></p> <p>(paragraph 122 refers)</p>	<p>The Government set up the Task Force in August 2011 to advise it on the appropriate strategies and measures for tackling light nuisance and energy wastage caused by external lighting, having regard to international experiences and practices. Members are drawn from different professional bodies, relevant trades and green groups with the support from the relevant Government departments. As far as health impact is concerned, the Task Force has been relying on :-</p> <ul style="list-style-type: none"> <li>• the findings of a comprehensive consultancy study commissioned by the Government and uploaded onto our website in March 2011. The studies cover quite a wide range of issues, including the impacts of external lighting on human health. Details can be found from the following link: <a href="http://www.enb.gov.hk/en/resources_publications/consultancy_studies/index.html">www.enb.gov.hk/en/resources_publications/consultancy_studies/index.html</a>; and</li> </ul>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
		<ul style="list-style-type: none"> <li>• advice from DH when necessary.</li> </ul> <p>There is so far no conclusive scientific evidence from international health authorities showing a direct relationship between excessive external light and health problems in humans. The possible health effects, if any, such as sleep problem caused by light pollution are non-specific and often multi-factorial, which may or may not be related to light pollution. As such, the value of conducting extensive local research on health care cost attributable to light pollution is uncertain. Nevertheless, we will monitor the development of the scientific research in this area as well as findings and new evidence generated by relevant authorities, and consider conducting risk assessments as and when appropriate.</p>
<b><u>In respect of light pollution control and the associated public expenditure</u></b>		
140 (b) - (c)	<p><i>(b) expeditiously study the practices and experience of other countries and jurisdictions in handling reflected glare from buildings and map out the way forward; and</i></p> <p><i>(c) adopt a comprehensive approach when considering applications to carry out building works for erection of supporting structures for the</i></p>	<p>BD will continue to study the practices and experience of other countries and jurisdictions in handling reflected glare from buildings and consider whether and how best those practices could be adopted in Hong Kong taking into account the circumstances of the built environment and the building control regime in the local context.</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
	<p><i>installation of external lights (e.g. advertisement signboards, decorative lightings, spot lights, video walls, display panel) so that lighting intensity and flashy light etc., which can cause light nuisances to residents nearby, will be taken into account, thereby facilitating the control of light nuisances.</i> (paragraph 131 refers)</p>	<p>BD takes into account the building and structural safety of those building works pursuant to the BO when considering applications to carry out building works for erection of supporting structures for the installation of external lightings. Matters relating to light nuisance caused by the external lighting installed on supporting structures, which are not building works, are not relevant in the context of the BO. Nevertheless, under the centralized processing system for building plans, BD will refer building plan submissions to relevant departments for comment on matters under their respective purview to ensure compliance with the relevant law and regulations.</p>
140 (d) - (f)	<p><i>(d) expeditiously decide on the way forward for controlling light nuisance and minimize the adverse impact of external lighting on the public's daily life;</i></p> <p><i>(e) carefully work out the definition of light nuisance if statutory control on external lighting is to be introduced in future, given that different people will have different perception about what amounts to light nuisance; and</i></p> <p><i>(f) as there is no legislation on external lighting at present, proactively liaise with light owners to solicit their cooperation in minimizing the extent</i></p>	<p>The Task Force has studied the technical standards and parameters as well as implementation approaches adopted by overseas regulatory regimes and concluded that the requirement to switch off external lighting after a preset time will be the most tenable option. It should to a large extent mitigate the possible light nuisance problems and minimize energy wastage, and will unlikely affect the normal business operations if the preset time can tie in with their operational need.</p> <p>The Task Force published on 19 August 2013 the Document for Engaging Stakeholders and the Public to</p>

Para. No.	Recommendations of the Subcommittee	Response from the Administration
	<p><i>of nuisance caused by their lighting installations to nearby residents.</i> (paragraph 136 refers)</p>	<p>invite comments from the public and stakeholders on the Task Force’s findings and the proposed switch-off requirement and its preset time, scope and implementation approach. In respect of implementation approach, the Task Force invited the public to consider various options, including the introduction of a charter scheme to invite owners of external lighting to pledge to switch off the lighting at the preset time, and the implementation of the switch-off requirement by way of legislation. The engagement exercise was closed on 18 November 2013. The Task Force is carefully considering and analyzing the comments received before drawing up recommendations for the Government’s consideration.</p> <p>We are mindful of the need to carefully work out the definition of light nuisance if statutory control on external lighting is to be introduced, and will take the Subcommittee’s views into account when mapping out the way forward.</p> <p>The Government issued the “Guidelines on Industry Best Practices for External Lighting Installations” in January 2012 to encourage owners of external lighting installations to take early action to minimize light nuisance</p>

<b>Para. No.</b>	<b>Recommendations of the Subcommittee</b>	<b>Response from the Administration</b>
		<p>and energy wastage that may be caused by external lighting. The Guidelines set out some best practices in external lighting installations, including operating hours for lighting and automatic controls for lighting, light pollution control measures and energy efficiency measures, etc. With the promulgation of the Guidelines, EPD has been handling light nuisance complaints by advising the owners of the external lighting installations to consider taking appropriate improvement measures with reference to the Guidelines. Most of the building / lighting owners would draw reference from the Guidelines on ways to minimize the extent of light nuisance in response to complaints.</p> <p>In addition to implementing the Guidelines, we note that the Task Force has proposed in its Engagement Document the implementation of a charter scheme with pledges made by owners to switch off external lighting at the preset time. The Task Force will formulate its recommendations for the Government's consideration.</p>

## Acronyms and Abbreviations

ACE	Advisory Council on the Environment
AQOs	Air Quality Objectives
B/Ds	Bureaux and Departments
BD	Buildings Department
BO	Buildings Ordinance (Cap. 123)
CLP	CLP Power HK Ltd
DH	Department of Health
DCs	District Councils
DevB	Development Bureau
ECA	Emission Control Area
EIA	Environmental impact assessment
EIAO	Environmental Impact Assessment Ordinance (Cap. 399)
EIA-TM	Technical Memorandum on Environmental Impact Assessment Process
EM&A	Environmental Monitoring and Audit
ENB	Environment Bureau
EP	Environmental permit
EPD	Environmental Protection Department
EVs	Electric vehicles
FHB	Food and Health Bureau
FSTB	Financial Services and the Treasury Bureau
HKE	HongKong Electric Co Ltd
HyD	Highways Department
KTCT	Kai Tak Cruise Terminal
LEZs	low emission zones
LPG	Liquefied petrol gas
OGVs	Ocean going vessels
OSP	On-shore power
PATH	Pollutants in the Atmosphere and their Transport over Hong Kong
PGTF	Pilot Green Transport Fund
PRD	Pearl River Delta
PWP	Public works project
RDP	Route Development Programme
RE	Renewable energy
TAPs	Toxic air pollutants
TD	Transport Department
THB	Transport and Health Bureau
TPB	Town Planning Board
Task Force	Task Force on External Lighting
WHO	World Health Organization