

立法會
Legislative Council

LC Paper No. CB(1)247/15-16
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 26 October 2015, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : Hon CHAN Hak-kan, JP (Chairman)
Dr Hon Kenneth CHAN Ka-lok (Deputy Chairman)
Hon James TO Kun-sun
Hon TAM Yiu-chung, GBS, JP
Hon Vincent FANG Kang, SBS, JP
Hon WONG Ting-kwong, SBS, JP
Hon Cyd HO Sau-lan, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon Charles Peter MOK, JP
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon KWOK Wai-keung
Hon Dennis KWOK
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

Member attending : Hon TANG Ka-piu, JP

Members absent : Hon Albert CHAN Wai-yip
Hon Frankie YICK Chi-ming, JP
Hon CHUNG Kwok-pan
Hon Tony TSE Wai-chuen, BBS

Public Officers attending : **For item III**

Mr WONG Kam-sing, JP
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 IV

Mr WONG Kam-sing, JP
Secretary for the Environment

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

Mr Samson LAI
Assistant Director (Waste Management Policy)
Environmental Protection Department

Clerk in attendance : Ms Angel SHEK
Chief Council Secretary (1)1

Staff in attendance : Ms Doris LO
Senior Council Secretary (1)1

Ms Mandy LI
Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

Action

I. Information papers issued since the meeting on 21 July 2015

1. Members noted that the following papers had been issued since the meeting on 21 July 2015—

(LC Paper No. CB(1)1162/14-15(01) — Referral arising from the meeting between Legislative Council Members and Tsuen Wan District Council members on 28 May 2015 regarding the provision of dry weather flow interceptor to minimize seawater odour at Tsuen Wan harbourfront areas (Chinese version only) (Restricted to Members)

LC Paper No. CB(1)1193/14-15(01) — Referral arising from the meeting between Legislative Council Members and Sham Shui Po District Council members on 30 April 2015 regarding the road safety and noise problems of Ching Cheung Road (near Ching Lai Court/Nob Hill) (Chinese version only) (Restricted to Members)

LC Paper No. CB(1)1194/14-15(01) — Letter dated 17 August 2015 from Hon Kenneth LEUNG on subsidence of a fish pond at Mai Po Marshes caused by the construction of the Hong Kong

Action

section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link (English version only)

- LC Paper No. CB(1)1201/14-15(01) — Administration's information note on "Mobile apps developed by the Environment Bureau and Environmental Protection Department"
- LC Paper No. CB(1)1220/14-15(01) — Letter dated 28 August 2015 from Hon CHAN Han-pan on the adverse impacts of invasive alien plants on the environment (Chinese version only)
- LC Paper No. CB(1)1272/14-15(01) — Administration's response to the letter dated 28 August 2015 from Hon CHAN Han-pan on the adverse impacts of invasive alien plants on the environment
- LC Paper No. CB(1)1289/14-15(01) — Administration's response to the letter dated 17 August 2015 from Hon Kenneth LEUNG on subsidence of a fish pond at Mai Po Marshes caused by the construction of the Hong Kong section of the Guangzhou-Shenzhen-Hong Kong Express Rail Link
- LC Paper No. CB(1)39/15-16(01) — Referral memorandum from the Public Complaints Office of the Legislative Council Secretariat regarding legislating against the sale of and strengthening protection of wild incense trees (Chinese

Action

version only) (Restricted to Members)

LC Paper No. CB(1)43/15-16(01) — Letter dated 20 October 2015 from Hon Dennis KWOK on the "Pollutants in the Atmosphere and their Transport over Hong Kong" modelling system (Chinese version only))

II. Items for discussion at the next meeting

(LC Paper No. CB(1)37/15-16(01) — List of follow-up actions

LC Paper No. CB(1)37/15-16(02) — List of outstanding items for discussion)

2. The Chairman suggested and members agreed that the next regular meeting, originally scheduled for Monday, 23 November 2015, at 2:30 pm, be rescheduled to Friday, 27 November 2015, at 8:30 am. Members also agreed that the following items proposed by the Administration be discussed at that meeting -

- (a) Proposals to tighten emission standards of newly registered motor vehicles to Euro VI level and motor cycles and tricycles to Euro IV level; and
- (b) Revision of Fees relating to the Noise Control Ordinance (Cap. 400).

(Post-meeting note: Notice of the rescheduling of the regular meeting in November and the agenda of the meeting were issued vide LC Paper No. CB(1)66/15-16 on 27 October 2015.)

3. The Chairman informed members that he and the Deputy Chairman would meet with the Secretary for the Environment ("SEN") on 2 November 2015 to discuss the work plan of the Panel for the 2015-2016 session. He would convey to the Administration during the work plan meeting members' suggestions on items for discussion by the Panel as well as the priority of discussing such items.

Action

III. Progress report on mandatory retirement of pre-Euro IV diesel commercial vehicles

(LC Paper No. CB(1)37/15-16(03) — Administration's paper on "Progress of phasing out pre-Euro IV diesel commercial vehicles"

LC Paper No. CB(1)37/15-16(04) — Updated background brief on "Mandatory retirement of pre-Euro IV diesel commercial vehicles" prepared by the Legislative Council Secretariat)

Briefing by the Administration

4. SEN briefed members that since the launch of the ex-gratia payment scheme ("the scheme") which was an integral part of the incentive-cum-regulatory approach to progressively phase out pre-Euro IV diesel commercial vehicles ("DCVs"), about 33 900 pre-Euro IV DCVs (i.e. about 41% of the eligible DCVs) had been retired as at end September 2015. Around 33 200 applications for the ex-gratia payment were approved, involving about \$4.36 billion.

5. SEN highlighted the application deadline for the ex-gratia payment in respect of pre-Euro DCVs which would be 31 December 2015. The Transport Department ("TD") would stop issuing licences to pre-Euro DCVs with effect from 1 January 2016. As at end September 2015, nearly 90% of the eligible pre-Euro DCVs had already been phased out under the scheme.

Discussion

Take-up rates of the ex-gratia payment scheme

6. In view of the limited time left before the application deadline for pre-Euro DCVs under the scheme, members enquired about the Administration's follow-up actions in respect of the remaining eligible pre-Euro DCVs which had yet to submit applications. Ir Dr LO Wai-kwok asked whether the Administration had contacted the vehicle owners concerned on their plans to phase out their DCVs. Mr KWOK Wai-keung was worried that some of the eligible vehicle owners might remain unaware of the scheme or the coming application deadline. He asked whether the Administration would take further actions including proactively contacting the vehicle owners concerned.

Action

7. The Deputy Director of Environmental Protection (3) ("DDEP(3)") advised that the Administration had taken a wide range of measures to publicize the scheme and encourage eligible vehicle owners to make applications early. That said, individual vehicle owners would decide when to submit applications having regard to their own circumstances and needs. As the deadline in respect of pre-Euro DCVs was approaching, the Administration had sent a reminder to eligible vehicle owners and relevant transport trade associations to remind them of the deadline.

8. Regarding the some 1 600 pre-Euro DCVs which had their vehicle registrations cancelled by TD as their vehicle licences had not been renewed within two years from the respective expiry dates of the vehicle licences, Mr WU Chi-wai sought clarifications on whether and how such DCVs could become eligible. The Assistant Director (Air Policy) ("AD(AP)") advised that all DCVs should have a valid licence at the time of scrapping in order to be eligible for the ex-gratia payment. Thus, de-registered DCVs should have their vehicles re-registered and re-licensed in order to be eligible. However, in view of the substantial costs of undergoing fresh vehicle examinations, it was likely that some pre-Euro DCV owners might have phased out the vehicles before the scheme. These phased-out pre-Euro DCVs could have been exported to other places or scrapped/dismantled.

9. Noting the relatively low take-up rate (i.e. 67%) for pre-Euro heavy goods vehicles compared to other pre-Euro DCVs, Mr Kenneth LEUNG expressed concern about whether this was caused by an insufficient supply of Euro V or above heavy goods vehicles in Hong Kong for replacement. AD(AP) advised that no supply problem of the DCVs in question was observed.

10. Members raised queries on the low take-up rate of merely 16% for public light buses ("PLBs"). The Deputy Chairman enquired about the actions taken/to be taken by the Administration to boost the overall take-up rate for PLBs. Ms Cyd HO pointed out that the take-up rates for Euro II and Euro III PLBs (i.e. only 9% and 3% respectively) were particularly lower than that of other pre-Euro IV DCVs. As high-mileage DCVs like diesel PLBs were the main source of roadside pollution, she urged the Administration to step up efforts to expedite their replacement. Mr TANG Ka-piu asked whether the Administration had assessed if the diesel PLB owners had adopted a wait-and-see attitude while awaiting the outcome of the government review on the proposal to increase the seating capacity of PLBs. In this connection, he requested an early decision by the Administration on the proposal so that diesel PLB owners could decide on whether to replace their vehicles at this stage.

Action

11. DDEP(3) responded that the top priority at present was to encourage pre-Euro DCVs including pre-Euro PLBs to be phased out by the imminent application deadline of end December 2015. He assured members that the Administration would closely liaise with relevant PLB associations and further follow up on the other Euro I to IV PLB owners in due course when it drew closer to the relevant application deadlines.

12. In response to Mr WU Chi-wai's enquiry, DDEP(3) advised that the number of PLBs running on liquefied petroleum gas ("LPG") currently exceeded that of diesel PLBs. Owing to some PLB operating routes did not have LPG filling stations nearby, it was not practicable to replace all diesel PLBs with LPG ones.

13. Ir Dr LO Wai-kwok sought explanation on the difference between the overall number of ex-gratia payment applications (i.e. 33 877) and the number of approved applications (i.e. 33 198). DDEP(3) advised that some applications were being processed as at the time of report and around 170 applications were rejected for not meeting the eligibility criteria. Among those rejected applications, about half of them involved pre-Euro IV DCVs that did not have a valid licence while some other applications were rejected because the vehicles were not among the specified types of vehicles under the scheme, or were not registered/re-registered as of the specified date of 10 January 2014.

14. While expressing appreciation on the good progress of the scheme in general, Mr KWOK Wai-keung was concerned that the responses towards the scheme would slow down over time. He urged the Administration to take initiatives to keep up the momentum. DDEP(3) replied that the Administration would explore further measures to improve the publicity plan for other phases in the light of the experience gained from the pre-Euro phase.

Impact of the scheme on air quality improvement

15. Members requested the Administration to provide an impact analysis on the improvements in air quality as a result of the phasing out of pre-Euro IV vehicles under the scheme, which should be quantified with reference to the general and roadside Air Quality Health Indexes, Air Quality Objectives, concentrations of the major pollutants, such as respirable suspended particulates, fine suspended particulates, carbon monoxide and nitrogen oxides in the air, etc.

16. AD(AP) advised that the phasing out of pre-Euro IV DCVs was one of the various initiatives and measures in place to improve air quality in Hong Kong. With the progressive drop in the number of pre-Euro IV DCVs since the implementation of the scheme, it was envisaged that steady improvement in

Action

roadside quality would be achieved. DDEP(3) supplemented that it would be more meaningful to conduct the impact analysis when air quality data over a longer horizon had been gathered. On members' request, the Administration would target at providing the Panel with the impact analysis in mid-2016 taking into account the latest progress of phasing out pre-Euro IV DCVs.

17. Referring to media reports that two European vehicle manufacturers were found to have installed illegal software in their diesel private cars to cheat on vehicle emission tests, Ms Cyd HO enquired about the Administration's follow-up actions arising from the incident. DDEP(3) replied that the Administration had taken immediate actions including meeting with the relevant car dealers and local representatives of diesel vehicle manufacturers. It was confirmed that a diesel goods van model with 269 vehicles sold in Hong Kong involved the installation of the defect device. The Administration had withdrawn the exhaust emission type approval of the affected vehicle model which in effect stopped its new registrations and requested the car dealer to follow up with the affected customers on the rectification work expeditiously.

Impact on vehicle owners and vehicle servicing

18. While expressing support for the initiative to improve air quality through phasing out pre-Euro IV DCVs under the scheme, Mr TANG Ka-piu enquired whether the Administration had evaluated how many "single-vehicle" owners of pre-Euro IV DCVs who were also drivers relying on the use of their vehicles to earn a living had scrapped the vehicles and left the trade or changed to work for commercial vehicle operators as employed drivers.

19. DDEP(3) responded that according to TD's statistics, the total number of registered DCVs had slightly dropped from around 134 000 in December 2013 to around 125 000 in September 2015. However, as the information did not differentiate on whether the DCVs belonged to "single-vehicle" owners, the Administration could not evaluate how many "single-vehicle" owners had left the trade or chosen to work as employed drivers.

20. Mr WU Chi-wai enquired whether the Administration had monitored the prices of new DCVs to check against profiteering by vehicle suppliers through the scheme, and to ensure that the ex-gratia payment would indeed benefit the targeted DCV owners. In reply, DDEP(3) said that no abnormal price fluctuations of new DCVs had been observed since the implementation of the scheme and the Administration had not received complaints from DCV owners about sharp increase in the prices of new DCVs.

Action

21. Mr TANG Ka-piu relayed that some owners of vehicle repair workshops for heavy goods vehicles had indicated great difficulties in sustaining their business as they did not have access to the technical knowledge or data support from vehicle manufacturers for the repair and maintenance of post-Euro IV DCVs. As a result, many such repair workshops had closed down. He enquired whether the Administration would require dealers of DCVs to open up the relevant technology and information, and whether it would provide relevant training courses for vehicle mechanics. Mr TANG also requested the Administration to liaise with the Competition Commission with a view to avoiding monopolization by major vehicle manufacturers or dealers on vehicle servicing.

22. AD(AP) advised that the Vocational Training Council had been offering training courses, seminars and workshops to vehicle mechanics to help them keep abreast of the latest vehicle technology. He added that the Administration had not received complaints from the trade regarding monopolizing of vehicle servicing by major vehicle manufacturers or dealers.

IV. Progress on the Community Green Stations

(LC Paper No. CB(1)37/15-16(05) — Administration's paper on "Community Green Stations: Progress of Implementation"

LC Paper No. CB(1)37/15-16(06) — Background brief on "Community Green Stations" prepared by the Legislative Council Secretariat)

Briefing by the Administration

23. SEN introduced the objectives and main features of Community Green Stations ("CGSs"). He advised that the Administration had been devoting resources to progressively develop a CGS in each of the 18 districts, which would be operated by non-profit-making organizations. The first two projects were commissioned in Sha Tin and Eastern District (i.e. Sha Tin CGS and Eastern CGS) in May and September 2015 respectively.

24. SEN briefed members that a major function of CGSs was to enhance environmental education in the community through their publicity and public education programmes. Among other things, CGSs would focus on promoting the "clean recycling" concept and boosting public participation in waste

Action

reduction and recycling, with a view to enhancing both the quality and quantity of the recyclables collected. At the same time, CGSs would complement the services provided by private recyclers in the collection of different types of recyclables, especially those of low economic value, for proper treatment.

Discussion

Division of roles between CGSs and the recycling trade

25. Some members expressed concerns about potential competition between CGSs and private recyclers in the collection of recyclables. Dr Elizabeth QUAT and Ms Cyd HO opined that the role of CGSs was ambiguous and overlapping with that of private recyclers. Dr QUAT and Ms HO sought clarifications on the division of roles between CGSs and private recyclers.

26. The Deputy Director of Environmental Protection (2) ("DDEP(2)") considered that CGSs and private recyclers could in fact complement each other's role on the recycling front. While private recyclers were more likely to collect recyclables of higher values under market forces, CGSs would provide logistics support for the collection of recyclables which had relatively lower commercial values (such as electrical appliances, compact fluorescent lamps, fluorescent tubes, glass bottles and rechargeable batteries, etc.) for delivery to qualified recyclers for proper treatment. As such, the operation of CGSs should not create undue competition with private recyclers.

27. Ms Cyd HO expressed concern about whether there were sufficient recycling outlets for the low-value recyclables collected by CGSs. DDEP(2) responded that before implementing a recycle programme, the CGS operators should submit to the Administration viable operational plans including the list of recyclables to be collected and the recycling outlets secured. The Administration was obliged to closely monitor the CGS operation to ensure successful implementation of their recycle programmes.

28. Dr Elizabeth QUAT suggested that CGSs could make better use of the sites and premises provided by the Government by serving as a centralized hub for large-scale processing of recyclables from private recyclers and collection points operated by local organizations. This could maximize the cost effectiveness of recycling through economies of scale. Further, with government support, CGSs should be in a better position than private recyclers to invest in advanced recycling technologies to improve the recycling process and to support the collection of more recyclables including waste plastics. Mr KWOK Wai-kwok agreed that CGSs could take up a more proactive role in the collection of low-value recyclables in filling the relevant service gap. The Chairman suggested that the CGS project be expanded by leveraging on the

Action

expertise of private recyclers to develop those new CGSs under planning into centralized recycling hubs in the community.

29. DDEP(2) reiterated that one of the main functions of CGSs was to enhance environmental education to promote green living and "Use Less, Waste Less" culture at the community level. He said that the physical constraints of CGSs, including limited site area, would have prevented the CGS sites from being used for large-scale processing of recyclables. Potential adverse environmental impacts on nearby residents would also be another major concern, since the facility was not designed to carry out nuisance-prone waste treatment processes such as crushing and grinding of waste glass which would generate loud noises.

30. SEN supplemented that the Administration had been reviewing the implementation of the CGS project from time to time. It would take necessary follow-up actions subject to operational experience gained and views collected from stakeholders, and explore the feasibility of expanding the CGS services where practicable.

Support to local recyclers

31. Mr TAM Yiu-chung said that a private recycler in Yuen Long had reflected to him that the trade had been facing looming operational difficulties due to the large price fluctuations for many recyclables, including metal and paper. Mr TAM urged the Administration to provide sufficient assistance to the recycling trade. He cautioned the Administration that if many private recyclers were forced out of business, this would undermine the ongoing efforts in waste recycling as well as reduction of landfilled waste.

32. DDEP(2) advised that the Steering Committee to Promote the Sustainable Development of the Recycling Industry, which was set up in August 2013 under the chairmanship of the Chief Secretary for Administration, had maintained close liaison with the recycling industry for formulating appropriate policies and measures to support them. Among other measures, a \$1 billion Recycling Fund ("the Fund") was set up to assist the industry to upgrade its operational capabilities and efficiency. The Fund was officially launched in October 2015 and currently receiving applications from the industry. Separately, land at the EcoPark in Tuen Mun on long-term lease and short-term tenancy sites in other areas were provided at affordable costs for recycling operations. Further, the Administration had stepped up efforts in promoting "clean recycling" and separation of waste at source with a view to gradually enhancing the quality of recyclables collected to help reduce recycling costs.

Action

33. In response to Mr WU Chi-wai's enquiry about the scope of the grants for individual recyclers under the Fund, DDEP(2) advised that the Fund provided project-based matching funds for local recyclers to enhance and expand their waste recycling operations. Eligible expenditure items were not limited to capital costs on new equipment. However, the proposals submitted by the recyclers should demonstrate the sustainability of the enhanced operation when funding support from the Government was completed after a maximum project period of two years.

Role of CGSs in environmental education

34. Mr KWOK Wai-keung expressed support for CGSs' commitment in environmental education in the community. He enquired about the respective numbers and backgrounds of visitors of Sha Tin CGS and Eastern CGS, and how the CGSs proactively reached out to the local communities and school students. He also asked about how the Administration would evaluate the effectiveness of CGSs in enhancing environmental education.

35. The Assistant Director (Waste Management Policy) ("AD(WMP)") replied that Sha Tin CGS received 4 150 visitors in the third quarter of 2015 and Eastern CGS received 6 189 visitors since its official opening on 3 August 2015. The location of Sha Tin CGS in an industrial area had made it challenging in boosting visitor attendance due to accessibility reasons as compared with Eastern CGS. In contrast, Eastern CGS had been frequented by local residents due to its proximity to residential areas. He said that the two CGSs had been organizing various activities in response to the local communities' demands. Among others, the parent-child activities were well-received by the public. The CGSs would also seek to cooperate with local schools to organize environmental education programmes for their students.

36. Mr Kenneth LEUNG opined that publicity on the reuse and recycling of waste electrical and electronic equipment ("WEEE") such as computer and printers was insufficient. There was a lack of readily accessible information regarding the channels for donating WEEE to charities or underprivileged groups. He also expressed concern whether WEEE was disposed of properly.

37. AD(WMP) responded that there had been on-going voluntary recovery activities to encourage proper disposal of WEEE. When needed, CGSs would provide relevant information to the local community. On the other hand, the Administration had introduced legislative proposals for a mandatory Producer Responsibility Scheme ("PRS") for WEEE. While sellers of regulated electrical equipment ("REE") would be required under the law to arrange on behalf of consumers purchasing any new REE free services for removal of an equivalent

Action

old product, CGSs would bridge the gap to provide collection services to members of the public in respect of other electrical and electronic equipment not eligible for the said removal services. WEEE collected by CGSs would be delivered to qualified recyclers or the WEEE Treatment and Recycling Facility to be built at the EcoPark for proper treatment, including dismantling and detoxification.

Selection of CGS operators and monitoring of their performance

38. Noting that the operators of existing CGSs were not green groups, the Chairman was worried that they might lack the expertise to effectively take forward initiatives on environmental education. Mr WU Chi-wai and the Deputy Chairman raised queries about the criteria for selecting CGS operators and whether the relevant contracts/guidelines had set out the deliverables expected of the CGS operators.

39. DDEP(2) replied that CGS operators were selected through open tender and their service contracts lasted for three years. The Administration would closely monitor and conduct vigorous review on the performance of the CGS operators.

Admin 40. On members' requests, the Administration agreed to provide the following information for members' reference:

- (a) tender documents for CGSs setting out the terms and conditions with which potential CGS operators were required to comply, as well as any guidelines on the operation of CGSs provided by the Administration to appointed CGS operators;
- (b) details of the existing review mechanism on the operation of CGSs; and
- (c) quarterly reports on the operation of the existing two CGSs (i.e. Sha Tin CGS and Eastern CGS).

41. Mr WU Chi-wai followed up on whether the CGS operators would be required to sustain their operations and achieve financial balance after the contract period. AD(WMP) replied that funding was provided to the CGS operators based on their proposals submitted in the tenders. Upon expiry of the three-year service contract, the Administration would review the funding provisions taking into account operational needs and other circumstances.

Odour problem caused by the Eastern CGS

42. Mr Christopher CHUNG reflected that some residents living in the vicinity of Eastern CGS had complained to him and the District Officer about

Action

the odours emitting from the facility, which were likely caused by food or drink remaining in the waste glass containers collected. Mr CHUNG opined that on the one hand, there was a need to further promote the "clean recycling" concept such that recyclable waste materials would be properly cleansed before disposal, and on the other hand, the CGSs should also be equipped with sufficient facilities for cleansing the recyclables collected to avoid giving rise to odours or other environmental issues.

43. DDEP(2) responded that the CGS operators were required to meet very stringent environmental and hygiene standards in running the facilities, and keep the venues neat and tidy. The collected recyclables would only be stored indoor at CGSs on a temporary basis or for preliminary handling before delivery to qualified recyclers for proper treatment. The impact of CGS operations on local community should be minimal, and the Administration had not received any complaints about nuisance caused by CGSs so far. At the suggestion of the Chairman, the Administration agreed to follow up with the Eastern District Office on the local residents' concerns, if any, and to arrange on-site visits if necessary.

Site selection for new CGSs

44. The Chairman enquired about the progress of site selection for development of new CGSs. AD(WMP) replied that the Administration had been identifying suitable land for Central and Western CGS and Northern CGS, and following up the views of the relevant district councils on the potential sites for the CGSs in Kowloon City, Southern District and Yau Tsim Mong.

V. Any other business

45. There being no other business, the meeting ended at 4:15 pm.