

立法會
Legislative Council

LC Paper No. CB(1)1150/15-16
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by the Administration)

Ref : CB1/PL/EA

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 23 May 2016, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

Members present : 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 Albert CHAN Wai-yip
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, JP
Hon Charles Peter MOK, JP
Hon Kenneth LEUNG
Hon Dennis KWOK
Dr Hon Elizabeth QUAT, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon Christopher CHUNG Shu-kun, BBS, MH, JP

Members absent : Hon CHAN Hak-kan, JP (Chairman)
Hon WU Chi-wai, MH
Hon CHAN Han-pan, JP
Hon KWOK Wai-keung
Hon Tony TSE Wai-chuen, BBS

**Public Officers
attending : For item IV**

Mr WONG Kam-sing, JP
Secretary for the Environment

Ms Christine LOH, JP
Under Secretary for the Environment

Mr Vincent LIU, JP
Deputy Secretary for the Environment

Mr Francis CHENG
Assistant Director (Cross-Boundary & International)
Environmental Protection Department

Mr Vincent MAK
Principal Assistant Secretary (Works) 3
Development Bureau

Mr CHAN Fan, JP
Director of Electrical & Mechanical Services
Electrical & Mechanical Services Department

Mr Edwin LAI
Assistant Director of the Hong Kong Observatory
(Development, Research and Administration)
Hong Kong Observatory

For item V

Ms Christine LOH, JP
Under Secretary for the Environment

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

Dr Kenneth LEUNG
Principal Environmental Protection Officer
(Air Science) (Acting)
Environmental Protection Department

Working Group on Application of Numerical
Models to Environmental Impact Assessment in
Hong Kong

The Hong Kong University of Science and Technology

Professor Jimmy FUNG
Institute for the Environment

Professor Alexis LAU
Department of Civil and Environmental Engineering

The City University of Hong Kong

Dr Nicky LAM
Assistant Professor
School of Energy and Environment

The Chinese University of Hong Kong

Dr Steve YIM
Assistant Professor
Department of Geography and Resource Management

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

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I. Confirmation of minutes

(LC Paper No. CB(1)857/15-16 — Minutes of the meeting held on 22 February 2016)

The minutes of the meeting held on 22 February 2016 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)839/15-16(01) — Letter dated 22 April 2016 from Dr Hon Kenneth CHAN Ka-lok on the illegal land filling at or near the Deep Bay Wetland (Chinese version only)

LC Paper No. CB(1)894/15-16(01) — Administration's response to the letters from Dr Hon Kenneth CHAN Ka-lok and Hon Cyd HO Sau-lan on the alleged malpractices involving the Pillar Point Valley Restored Landfill)

III. Items for discussion at the next meeting

(LC Paper No. CB(1)928/15-16(01) — List of follow-up actions

LC Paper No. CB(1)928/15-16(02) — List of outstanding items for discussion)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 27 June 2016, at 2:30 pm:

- (a) Conservation of Incense Tree in Hong Kong; and
- (b) Import/Export controls on recyclables.

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(*Post-meeting note:* Members were informed vide LC Paper No. CB(1)1054/15-16 on 21 June 2016 that, at the request of the Administration, and with the concurrence of the Chairman, an additional item on "Proposed Plan for Phasing out the Local Trade in Elephant Ivory " was included for discussion at the above regular meeting.)

IV. Latest development on the work on combating climate change

(LC Paper No. CB(1) 928/15-16(03) — Administration's paper on "Latest development on the work on combating climate change"

LC Paper No. CB(1)928/15-16(04) — Background brief on "Combating climate change" prepared by the Legislative Council Secretariat)

Briefing by the Administration

4. With the aid of a power-point presentation, the Secretary for the Environment ("SEN") briefed members on the latest development of the Government's work on combating climate change, following the adoption of the Paris Agreement at the 21st session of the Conference of the Parties to the United Nations Framework Convention on Climate Change in December 2015, and highlighted some key points of the Paris Agreement. SEN said that in line with international practices, Hong Kong's key actions in combating climate change were underpinned by three major aspects, i.e. mitigation, adaptation and resilience.

5. SEN informed members that the interdepartmental Steering Committee on Climate Change ("SCCC") chaired by the Chief Secretary for Administration had held its first meeting. A key task of SCCC was to formulate long-term climate strategies to meet a new carbon intensity reduction target for Hong Kong beyond 2020.

(*Post-meeting note:* A set of the power-point presentation materials was circulated to members vide LC Paper No. CB(1)954/15-16(01) on 23 May 2016.)

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Discussion

Carbon intensity reduction target

6. Ir Dr LO Wai-kwok and Mr Christopher CHUNG enquired about the current progress of achieving the current carbon intensity reduction target by 50%-60% by 2020 against the 2005 level for Hong Kong.

7. The Deputy Secretary for the Environment ("DSEN") replied that as at 2012, the local carbon intensity was reduced by 20% compared to the 2005 level. In the coming few years, several coal-fired generation units would either retire or be replaced by gas-fired units to meet the additional gas requirement pursuant to the new fuel mix for 2020, under which the proportion of natural gas for power generation would be increased to around 50%. SEN supplemented that as power generation accounted for a major part of local carbon emission, the Administration was confident that with the new fuel mix in place, the said carbon intensity reduction target could be met by 2020.

8. Noting that the carbon intensity data was only updated for up to 2012, Ir Dr LO Wai-kwok and Mr Christopher CHUNG considered the long time lag in updating the data grossly unacceptable. Mr CHUNG said that such long delay would undermine a timely assessment of whether and how far the carbon intensity reduction target had been achieved, and implementation of enhancement measures if necessary. He opined that the Administration should update the data annually. The Deputy Chairman asked if the Administration would consider engaging academics or credible organizations to help verify the carbon intensity data and expedite the compilation.

9. DSEN responded that due to the large amount of emission data from a wide spectrum of emission sources, the lead time for compiling greenhouse gas ("GHG") emission inventories and updating the carbon intensity of a specific calendar year of a place was normally two to three years. He said that such timeframe was in line with international norms. The Under Secretary for the Environment ("USEN") supplemented that Hong Kong's GHG emission inventories were compiled in accordance with a set of international guidelines, and would be disclosed for public scrutiny. The Administration had not received any queries regarding the methodology of compiling the inventories so far.

10. Mr Kenneth LEUNG asked about the measures to be introduced by the Administration to boost carbon intensity reduction after the fuel mix had become fully optimized, and whether the Administration had considered the measures taken by the cities of the C40 Cities Climate Leadership Group ("C40 cities"). He also enquired about the expected time of releasing the

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carbon intensity reduction target for 2030 for Hong Kong. The Deputy Chairman asked if the Administration had made reference to the findings of the feasibility study of "Climate-Neutral Berlin 2050", and exemplars of long-term deep carbon reduction planning of some international cities.

11. Mr Albert CHAN criticized that Hong Kong's initiatives in combating climate change were lagging behind and largely inferior to those of many other places. Quoting the examples of San Francisco's Zero Waste mission to be achieved by 2020, the wave power prototype in Brazil, and the progressive increase in the use of renewable energy in many European countries, Mr CHAN urged the Administration to learn from overseas experiences and rethink about the way forward for Hong Kong's climate strategies.

12. SEN advised that SCCC planned to devise an enhanced climate change work plan and a carbon intensity reduction target for 2030 towards the end of 2016. At its first meeting, SCCC had discussed the world's most advanced climate actions, including those of the C40 cities. It would make reference to international experiences when formulating the long-term climate strategies for Hong Kong. He stressed that the climate actions of Hong Kong had all along been comparable to the best practices of other international cities.

13. At members' requests, the Administration agreed to provide information on the progress of achieving the carbon intensity reduction target by 50%-60% by 2020 against the 2005 level for Hong Kong, with breakdown of the reduction achieved so far, and aimed to be achieved by 2020, by each of the major mitigation measures to combat climate change.

(Post-meeting note: The Administration's response was issued vide LC Paper No. CB(1)1119/15-16(01) on 11 July 2016.)

Carbon footprint

14. In reply to Mr Albert CHAN, SEN advised that the carbon footprint of Hong Kong, which was commonly used for measuring the integrated environmental impact of human activities in terms of GHGs produced, was around six tonnes carbon dioxide equivalent ("CO₂-e") emission per capita per year in recent years. Such intensity was at a level similar to many overseas cities, and was lower than that of Singapore. It was envisaged that upon achieving the carbon intensity reduction target by 2020, Hong Kong's carbon footprint could be reduced to around five tonnes CO₂-e emission per capita per year.

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15. Mr Albert CHAN opined that comparison of the carbon footprint of Hong Kong with that of Singapore was not appropriate as Singapore had manufacturing industry but Hong Kong had not. He also queried if the CO₂-e emission associated with consumer products imported to Hong Kong, waste plastic bags, and vessels and aircrafts were reflected in the calculation. Ms Cyd HO relayed the views of some green groups that the carbon footprint calculation of the Government had erred in the omission of CO₂-e emission statistics pertaining to imported goods, which made up a large part of local consumption. She urged the Administration to explore with the Customs and Excise Department or government economists to compile relevant statistics. To raise public awareness and encourage them to consume less, Ms HO suggested the Administration publicize information on how people's daily consumption would impact on the environment in an easily understandable way, such as elaborating on how much water was used for producing a pair of jeans or a kilogram of beef (i.e. water footprint). The relevant information could be published on platforms like mobile applications for public access.

16. While agreeing that imported goods constituted a significant part of local consumption, USEN said that it was not easy achieving an accurate calculation of the associated CO₂-e emission. As regards the issue of unsustainable consumption, she advised that the Council for Sustainable Development had been proactively taking forward community engagement programmes to raise public awareness about the related negative impacts.

17. At Mr Albert CHAN's request, the Administration agreed to provide information on the detailed calculation of the carbon footprint of Hong Kong, including whether it had taken into account CO₂-e emission in relation to waste plastic bags, vessels and aircrafts.

(Post-meeting note: The Administration's response was issued vide LC Paper No. CB(1)1119/15-16(01) on 11 July 2016.)

Interdepartmental coordination under the Steering Committee on Climate Change

18. Referring to the membership of SCCC set out in Annex B to the Administration's paper (LC Paper No. CB(1)928/15-16(03)), Ms Cyd HO queried why the Secretaries or their representatives of the Labour and Welfare Bureau ("LWB"), the Security Bureau ("SB") and the Constitutional and Mainland Affairs Bureau ("CMAB") were not included. In her view, LWB could provide inputs on measures for enhancing community resilience under extreme weather conditions, such as measures for protecting outdoor workers from exposure to severe heat. SB was relevant for its oversight of climate-related disaster relief, whereas CMAB could serve to liaise with the

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Mainland authorities on regional and national climate change policies.

19. SEN informed members that at the first meeting of SCCC, it was agreed that all 13 bureaux, including LWB, SB and CMAB, would be invited to participate in the work of SCCC, including contributing their inputs for compiling the enhanced climate change work plan. All relevant bureaux and departments were asked to review their respective scopes of enhancing mitigation, adaptation and resilience actions, with a view to formulating enhanced long-term climate strategies for Hong Kong.

20. The Deputy Chairman asked if the Hong Kong Observatory ("HKO") would strengthen its role in public engagement and education on climate issues, for example, by making use of its existing weather information channels for systematically providing the public with relevant information, with a view to raising public awareness and garnering public support for initiatives to combat climate changes.

21. The Assistant Director of HKO (Development, Research and Administration) advised that HKO had all along been taking forward measures to raise public awareness on climate issues, and had been collaborating with partners and stakeholders in this regard. Among others, it had made use of various publicity channels to promote environmental consciousness among the community and encourage the public to adopt a low-carbon and green lifestyle. It had also kept on enhancing and extending the effective use of scientifically-based climate information to help the society cope with climate change and strengthen community resilience against extreme climate conditions.

Promotion of green building designs

22. While noting the Administration's on-going initiatives in promoting green building designs for newly constructed buildings, such as the use of natural ventilation and lighting, Ms Cyd HO enquired about the progress of retrofitting or conversion of existing buildings to improve their energy efficiency. She suggested the Administration consider setting aside funding to provide subsidies under existing schemes, such as the Operation Building Bright, to incentivize owners of old buildings to adopt green building features when renovating their buildings.

23. SEN advised that there were considerable constraints in retrofitting existing buildings with green building features. As such, the Administration had taken a case-by-case approach to engage owners or stakeholders concerned in identifying low-carbon opportunities which were feasible under existing restrictions.

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Green roofs

24. Expressing grave concern about the recent incident of the collapse of a green roof at the City University of Hong Kong ("the CityU incident"), Dr Priscilla LEUNG requested the Administration to immediately carry out comprehensive safety inspections of greening systems/facilities of various scales, i.e. from large-scale green roofs to smaller-scale greening of canopies or placing of potted plants on balconies, etc., including the green garden at the Legislative Council Complex. She considered it incumbent upon the Administration to duly perform a gate-keeping role in ensuring building safety while promoting greening initiatives. Dr LEUNG and the Deputy Chairman urged the Administration to review the existing policies and guidelines regarding the installation of greening systems/facilities in buildings, and raise public awareness of building safety to avoid recurrence of similar incidents. Ms Cyd HO and Mr James TO pointed out that following the Government's initiatives to promote greening of buildings and with funding support from the Environment and Conservation Fund ("ECF"), many schools were installed with greening systems/facilities at their rooftops in recent years. They urged the Administration to take immediate follow-up actions with the school administrators concerned regarding the safety of these systems/facilities. Mr Kenneth LEUNG asked about the criteria for determining whether retrofitting buildings with environmental friendly systems or facilities would require prior submission of plans for approval by the Buildings Department ("BD").

25. SEN indicated that the Government was very concerned about the CityU incident. For green roof projects funded by ECF, he advised that, as clearly stipulated in the guides to ECF applications, an applicant school or organization should undertake a feasibility study on matters including the structural loading of the green roof concerned, and engage authorized building professional(s) to assess whether any plan submission to the respective authorities for approval was required.

26. The Principal Assistant Secretary (Works)3, Development Bureau advised that given the wide range of greening works, whether a specific works project would require prior submission of plans for BD's approval should be determined on a case-by-case basis, and hence the relevant school administrators or property owners were advised to consult authorized building professionals on related matters. Generally speaking, if the greening works at rooftops involved the demolition, alteration or addition of structures or drainage systems, or even involved changes in the gross floor area or structural members of the building, the greening works concerned would be subject to control under the Buildings Ordinance (Cap. 123), and submission

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of plans for prior approval by BD would normally be required. He added that the accessibility of a roof would provide an indication to its load carrying capacity. Inaccessible roofs were not normally suitable for installation of greening facilities without strengthening. In the light of the CityU incident, BD would coordinate with the Education Bureau to follow up with schools where green roofs were installed.

27. At Mr James TO's request, the Administration undertook to provide, within one week after this Panel meeting, a written response to the Panel regarding whether the Administration would issue reminders to responsible persons of all green roof projects funded by ECF, including those which were accessible and mainly inaccessible, requesting such persons to engage authorized building professionals to review the structural loading of the green roofs concerned to ensure that such green roofs were structurally safe.

(Post-meeting note: The Administration's response was issued vide LC Paper No. CB(1)991/15-16(02) on 30 May 2016.)

V. Updating of the "Pollutants in the Atmosphere and their Transport over Hong Kong" modelling system

(LC Paper No. CB(1)928/15-16(05) — Administration's paper on "Updating of the 'Pollutants in the Atmosphere and their Transport over Hong Kong' Modelling System"

LC Paper No. CB(1)928/15-16(06) — Background brief on "Pollutants in the Atmosphere and their Transport over Hong Kong' modelling system" prepared by the Legislative Council Secretariat)

Relevant papers

(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)

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LC Paper No. CB(1)735/15-16(01) — Administration's information paper on "Updating the 'Pollutants in the Atmosphere and their Transport over Hong Kong' air quality modelling system")

Briefing by the Administration

28. USEN briefed members on the background of the updating of the "Pollutants in the Atmosphere and their Transport over Hong Kong" air quality modelling system ("PATH", and the updated model version was subsequently named as "PATH-2016"), which was developed in 2001 to simulate air quality over the whole Pearl River Delta ("PRD") including Hong Kong.

Discussion

Comparison between the old and new model versions of the air quality modelling system

29. Referring to the comparison of PATH and PATH-2016 in Annex II to the Administration's paper (LC Paper No. CB(1)928/15-16(05)), Mr Kenneth LEUNG sought elaboration on the technological and functional enhancements made to the model.

30. The Assistant Director (Air Policy) ("AD(AP)") explained that PATH comprised three key simulation modules, i.e. the Meteorological Module, the Emission Processing Module, and the Chemistry and Transport Module, the updated versions of which had been released. The updated modules had enhanced simulation performance, including simulation of the complex chemistry of particulate formation, and better simulation of the air pollutant dispersion, etc. Besides, the new modules had model grids of higher vertical and horizontal resolutions to undertake more refined air quality simulation. As PATH-2016 was hosted on a computer system capable of multiple-core parallel processing, this would increase computation speed. Further, the number of pollutants and chemical species considered had been increased from 33 in PATH to 138 in PATH-2016, which could lead to better estimation of PM_{2.5}.

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31. On Mr Dennis KWOK's enquiry, the Principal Environmental Protection Officer (Air Science) (Acting) ("Atg PEPO(AS)") supplemented that two internationally renowned air modelling experts, i.e. Professor Roger PIELKE of the Colorado State University and Dr P.K. MISRA of the Ontario Ministry of the Environment provided expert input throughout the development of PATH in 2001, and endorsed the use of PATH for air quality studies in Hong Kong. As regards the recent updating exercise, eight local academics with expertise in the field of air quality science and modelling joined the Working Group on Application of Numerical Models to Environmental Impact Assessment ("EIA") in Hong Kong ("PATH Working Group") to advise on the updating of the PATH model and validating its updated version (i.e. PATH-2016) before it was released in January 2016. The PATH Working Group was of the view that the formulation of PATH-2016 was scientifically robust and hence suitable for simulating background pollutant concentrations in Hong Kong.

Data transparency

32. Given that PATH-2016 was an essential tool for conducting EIA studies, Mr Dennis KWOK stressed the importance of the data transparency of PATH-2016. He asked whether the relevant emission data, including the emission inventory for the Mainland which was updated using the Multi-resolution Emission Inventory developed by Tsinghua University, were available for open access by the public.

33. Atg PEPO(AS) advised that the relevant program, data, results and tools as well as modelling guidelines of PATH-2016 were published on the Environmental Protection Department ("EPD")'s "Guidelines for Local-Scale Air Quality Assessment Using Models" webpage. Upon request, EPD had been providing local emission data including the gridded spatial emission and meteorological data to members of the public, including air modelling experts, academics and environmental consultants for air quality modelling purposes. For non-local data such as the emission inventory for the Mainland, he indicated that the data had been included in the emission databases of PATH-2016 for performing spatial and temporal allocation of all emission sources (i.e. available for users).

34. Mr Albert CHAN pointed out with great disappointment that nearly all documents relating to PATH-2016 on the said EPD's webpage were available only in English, and that the air pollutant emission inventory was not up-to-date. He urged the Administration to publish the Chinese version of the documents as soon as possible.

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35. Atg PEPO(AS) advised that PATH-2016 and associated documents were mainly targeted at academics, or proponents of development projects and their study teams conducting EIA studies, and hence only English version was provided at present. Taking into account the preparation time, the Administration would pursue to release the Chinese version of the various documents by phases, with priority accorded to those of public interest. He said that despite the lag time in the updating of air pollutant emission inventory, simulated results for 2016-2020 generated with PATH-2016 were available on EPD's webpage.

Application of PATH-2016 in Environmental Impact Assessment studies

36. Mr TAM Yiu-chung sought clarification regarding whether it would be a statutory requirement to use PATH-2016 in conducting air quality assessments in EIA studies of development projects, and whether all the 138 chemical species under PATH-2016 should be included in the emission assumptions in EIA studies. He also asked whether the Administration would add more pollutants and chemical species considered in the model as and when necessary, or only upon the next updating of the model.

37. Atg PEPO(AS) advised that PATH had been commonly used by project proponents and their study teams in assessing the air quality impacts in the EIA studies of development projects since its commissioning in 2001. For EIA studies commenced before the release of PATH-2016, a six-month period with effect from 4 January 2016 would be allowed for project proponents and their study teams to adapt to the updated model version. During this transitional period, EIA reports submitted under the Environmental Impact Assessment Ordinance (Cap. 499) might continue to use PATH for air quality assessments. After that (i.e. after 3 July 2016), all EIA reports must use the PATH-2016 version. All the additional chemical species considered in PATH-2016 were related to volatile organic compounds ("VOCs"). Their emission rates would be estimated based on the respective default profiles for each emission source type in the model. Users of PATH-2016 only needed to estimate the total VOC emission for each of the emission sources relevant to their assessments. AD(AP) supplemented that although the PATH Working Group had recommended updating PATH-2016 every five years, the Administration would keep in view the latest international developments in air quality modelling and upgrade the modelling tools and methods as necessary.

38. On Mr Dennis KWOK's further enquiry, Atg PEPO(AS) advised that as EIA studies should include impact evaluation to address, among others, the cumulative environmental impacts taking into account all relevant

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existing, committed and planned projects, the projected environmental impacts of certain planned infrastructural developments, such as the "Expansion of Hong Kong International Airport into a Three-Runway System", would be reflected in the EIA studies of relevant development projects depending upon the time of construction and operation (or decommissioning) of such projects.

Air pollution and public health

39. Mr Dennis KWOK asked about the criteria for determining whether a health impact assessment should be included in an EIA study of a development project, and if required to be conducted, at which stage during the EIA study should the assessment be undertaken, and whether the use of PATH-2016 could facilitate analysis of the related health impact. He also enquired if the PATH Working Group comprised experts specialized in the correlation between air quality and health.

40. AD(AP) explained that PATH-2016 was for simulating the transportation, dispersion and chemical transformation of air pollutants. Its predicted air pollutant concentrations would then be used for assessing the health impacts. As such, academics with expertise in air quality science and modelling participated in the PATH Working Group. Atg PEPO(AS) supplemented that the Technical Memorandum on Environmental Impact Assessment Process specified that if a project emitting air pollutants not established under the Air Pollution Control Ordinance (Cap. 311), the project proponent needed to demonstrate that the impact from these air pollutants should meet the standards or criteria adopted by recognized international organizations.

(To allow sufficient time for discussion, the Deputy Chairman extended the meeting for 15 minutes beyond the appointed ending time.)

41. Mr Albert CHAN urged the Administration to collaborate with academics and experts specialized in the correlation between air quality and health with a view to generating district-specific air quality data with breakdowns by hour and pollution source. He also suggested introducing new health indexes to better alert the public on health risks associated with air pollution on a district basis. Referring to the serious air pollution problem in Tung Chung, Mr CHAN stressed the importance of issuing health alerts to the local community, in particular when the air pollution problem there became worse during summer time and at about noon to 2:00 pm each day.

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42. USEN noted members' concern about the health impacts of air pollution. She stressed that the Administration had all along been supportive in related studies carried out by academics, and was open to proposals of funding support for such studies. AD(AP) said that to provide more timely and useful air pollution information to the public, EPD launched the Air Quality Health Index ("AQHI") in December 2013 to better inform the public of the short-term health risk of air pollution and help the public take precautionary measures as necessary. AQHIs were reported hourly at each ambient (i.e. General AQHI) and roadside (i.e. Roadside AQHI) station. EPD also provided AQHI forecasts to alert the public before the onset of serious air pollution episodes. Regarding the air pollution problem in Tung Chung, AD(AP) said that owing to its geographical location, Tung Chung was more susceptible to regional ozone pollution when the prevailing winds were westerlies or north-westerlies. He said that following the collaborative efforts of Hong Kong and the Guangdong Provincial Government in reducing air pollutant emissions in the PRD region, the number of days with AQHI at "High" or above level for Tung Chung in 2015 was less than that of 2014.

43. Professor Alexis LAU of the Hong Kong University of Science and Technology ("HKUST") advised that the correlation between air quality and public health had been a topical issue of international interest. Researches had been underway with a view to introducing mobile applications in a few years' time to give real-time alerts to the public regarding the health risks arising from exposure to air pollution.

44. Dr Nicky LAM of the City University of Hong Kong expressed the view that AQHIs and the relevant health advice provided by EPD could basically facilitate the public, in particular susceptible groups such as children, elderly and those with heart or respiratory illnesses, to take necessary precautions.

45. Professor Jimmy FUNG of HKUST clarified that while PATH-2016 was capable of performing spatial and temporal allocation of emission sources by district, such simulation by district was not required to be included in EIA studies.

46. The Deputy Chairman urged the Administration to take heed of members' views and concerns, and continue its interactions and collaborations with the academia in enhancing air quality monitoring in Hong Kong and provision of relevant health advice to the public.

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VI. Any other business

47. There being no other business, the meeting ended at 4:44 pm.

Council Business Division 1
Legislative Council Secretariat
27 July 2016