

立法會
Legislative Council

LC Paper No. CB(1)886/17-18
(These minutes have been seen
by the Administration)

Ref : CB1/PL/EA

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 26 March 2018, at 2:30 pm
in Conference Room 2 of the Legislative Council Complex

Members present : Hon Tanya CHAN (Chairman)
Dr Hon Junius HO Kwan-yiu, JP (Deputy Chairman)
Hon LEUNG Yiu-chung
Hon WONG Ting-kwong, GBS, JP
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon WU Chi-wai, MH
Hon CHAN Chi-chuen
Hon CHAN Han-pan, JP
Hon Kenneth LEUNG
Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Hon CHU Hoi-dick
Hon SHIU Ka-fai
Hon HUI Chi-fung
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Hon Gary FAN Kwok-wai
Hon Tony TSE Wai-chuen, BBS

Members absent : Hon Frankie YICK Chi-ming, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan

Public Officers attending : **For item IV**

Mr TSE Chin-wan, BBS, JP
Under Secretary for the Environment

Mr Elvis AU, JP
Deputy Director of Environmental Protection (1)
Environmental Protection Department

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

Miss Hanny LAM
Assistant Director (Waste Management Policy)
Environmental Protection Department

Mr FORK Ping-lam
Assistant Director (Operations)³
Food and Environmental Hygiene Department

Ms Elsa CHEUK
Chief Town Planner/Central Enforcement and Prosecution
Planning Department

Mr Albert CHEUNG
Assistant Director (Specialist 3)
Lands Department

Mr LAW King-wai
Chief Land Surveyor
Lands Department

For item V

Mr TSE Chin-wan, BBS, JP
Under Secretary for the Environment

Mrs Alice CHEUNG, JP
Deputy Director of Environmental Protection (3)
Environmental Protection Department

Mr Dave HO
Assistant Director (Air Policy)
Environmental Protection Department

Mr Brian LAU
Principal Environmental Protection Officer (Air Policy)
Environmental Protection Department

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

Staff in attendance : Mr Jason KONG
Senior Council Secretary (1)1

Miss Judy YEE
Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

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I. Confirmation of minutes

(LC Paper No. CB(1)670/17-18 — Minutes of the meeting held
on 22 January 2018)

The minutes of the meeting held on 22 January 2018 were confirmed.

II. Information papers issued since last meeting

2. Members noted that the following paper had been issued since the last meeting:

(LC Paper No. CB(1)663/17-18(01) — Letter dated 27 February 2018
from Hon HUI Chi-fung on
the Administration's policy on

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supporting the local recycling of waste paper (Chinese version only))

III. Items for discussion at the next meeting

(LC Paper No. CB(1)703/17-18(01) — List of follow-up actions

LC Paper No. CB(1)703/17-18(02) — List of outstanding items for discussion)

3. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 23 April 2018, at 2:30 pm:

- (a) implementation details concerning renewable energy, energy efficiency and conservation, and Fuel Clause Charge ("FCC") adjustment under the post-2018 Scheme of Control Agreements ("SCAs"); and
- (b) rehabilitation of underground sewers and upgrading of Central and East Kowloon sewerage.

4. The Chairman remarked that FCC adjustment was related to electricity tariff, which was a policy area monitored by the Panel on Economic Development ("EDEV Panel"). According to the Administration, a new mechanism would be adopted for FCC adjustment under the post-2018 SCAs, and there would not be any other suitable occasion for the Administration to brief members of EDEV Panel on the new mechanism before the SCA with CLP Power Hong Kong Limited and Castle Peak Power Company Limited came into effect in October 2018. At the same time, FCC adjustment was related to the development of renewable energy as well as energy efficiency and conservation. The Administration therefore proposed that the implementation details concerning FCC adjustment be included in item (a) above, and members of EDEV Panel be invited to join the discussion of the item. The Administration advised that it had consulted Mr Jeffrey LAM, Chairman of EDEV Panel, and he agreed to the above proposed arrangements. Members did not raise any views on the proposed arrangements.

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IV. Enforcement against illegal land filling and fly-tipping of construction waste

(LC Paper No. CB(1)703/17-18(03) — Administration's paper on "Enforcement against illegal land filling and fly-tipping of construction waste"

LC Paper No. CB(1)703/17-18(04) — Updated background brief on "Control against illegal land filling and fly-tipping of construction and demolition waste" prepared by the Legislative Council Secretariat)

5. Members noted that three submissions were tabled at the meeting.

(Post-meeting note: The submissions were issued to members on 27 March 2018, vide LC Paper Nos. CB(1)734/17-18(01) to (03).)

(At 3:33 pm, the Chairman directed that the meeting be suspended for a few minutes to allow Panel members who were also members of the Establishment Subcommittee ("ESC") to cast votes on a staffing proposal at the ESC meeting held concurrently. The Panel meeting subsequently resumed at 3:37 pm.)

Monitoring and enforcement

6. As fly-tipping of construction waste was often conducted at odd hours, Mr SHUI Ka-fai enquired how the Administration could catch or trace the offenders. Mr Tony TSE considered the existing regulatory measures ineffective in tackling the problems of illegal land filling and fly-tipping of construction waste, and urged the Administration to develop longer-term solutions. He also called on the Administration to expeditiously evaluate the effectiveness of existing measures which sought to promote the adoption of the Trip Ticket System (or equivalent control measures) in the private sector.

7. Noting that surveillance cameras with new specifications had been installed at some construction waste fly-tipping black spots, Mr SHUI Ka-fai, Mr Kenneth LAU, Mr CHAN Hak-kan and Mr CHU Hoi-dick asked the Administration to elaborate its plan to extend the coverage of the surveillance

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camera systems. They also raised the following question/suggestion:

- (a) whether surveillance cameras would be installed in both urban and rural areas (including unmanned refuse collection points ("RCPs") in rural areas), and what actions would be taken if images of fly-tippers were captured by the surveillance cameras; and
- (b) the Administration should install more surveillance cameras in the vicinity of Braemar Hill, which was a long existing fly-tipping black spot.

8. While Mr Kenneth LAU expressed support for the installation of surveillance cameras at black spots, he considered the measure palliative as fly-tipping activities could be shifted to places where surveillance cameras were not installed. Mr KWOK Wai-keung shared a similar view. These members sought details on the manpower arrangements in strengthening patrol inspections to curb fly-tipping activities.

9. In response to the above questions and concerns, the Under Secretary for the Environment ("USEN") and the Deputy Director of Environmental Protection (1) ("DDEP(1)") advised that the quantity of fly-tipped construction waste removed by the Government accounted for only less than 0.05% of the total quantity disposed of at designated government construction waste reception facilities, indicating that the overall management of construction waste in Hong Kong was effective. The nature of the problem was that from time to time, there were incidents of haphazard and casual dumping of small quantities of construction waste at remote or inconspicuous locations. For deposition of construction materials and land filling activities on private lands, it would be necessary also to distinguish illegal dumping cases from cases where the deposition was arranged by the landowner for legitimate construction or land formation works. To strengthen the monitoring of and enforcement against illegal land filling and fly-tipping of construction waste, the Administration adopted a multi-pronged approach as follows:

- (a) Enhancing patrol inspection to catch fly-tippers on the spot: The Environmental Protection Department ("EPD") would continue to flexibly deploy manpower to step up patrol during and outside office hours and on holidays according to specific needs;
- (b) Installation of surveillance cameras at construction waste fly-tipping black spots: At present, surveillance cameras had been installed at about 70 locations which included

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50 construction waste fly-tipping black spots. These surveillance cameras enabled round-the-clock monitoring and could capture images of the registration marks of vehicles suspected of committing fly-tipping of construction waste, thereby facilitating enforcement actions. Significant improvements were observed at some black spots after installation of the surveillance cameras, and there had been successful prosecution cases that made use of the information obtained from these cameras. To extend the coverage, EPD would install surveillance cameras at 20 more locations covering various black spots (including those in both urban and rural areas) by the end of 2018. The Administration also planned to introduce surveillance cameras with smart technology in the trial installation of over 100 "Multi-functional Smart Lampposts" to combat fly-tipping. Furthermore, the Food and Environmental Hygiene Department ("FEHD") would progressively install some 80 Internet Protocol ("IP") cameras at targeted illegal dumping black spots (including RCPs) to curb illegal dumping activities; and

- (c) Following up reports of illegal dumping activities from members of the public: Recent experience showed that the information provided by members of the public, such as photographs and video recordings which captured images of the registration marks of suspected vehicles engaged in fly-tipping activities, could serve as useful evidence in prosecutions, resulting in successful prosecution cases. The Administration would therefore seek to enhance public awareness of and community involvement in combating illegal dumping of construction waste, including encouraging members of the public to provide evidence and serve as witnesses.

10. The Assistant Director (Operations)³, Food and Environmental Hygiene Department ("AD(O)3/FEHD") supplemented that FEHD had conducted a pilot scheme to install IP cameras at some illegal dumping black spots. The pilot scheme had yielded satisfactory results. With the support of District Councils, FEHD planned to install more IP cameras at all districts in phases starting from the second quarter of 2018. Furthermore, FEHD would continue to allocate additional resources as appropriate for enforcement against fly-tipping.

11. In response to Mr HUI Chi-fung's enquiry, DDEP(1) advised that fly-tipping black spots were identified based on public reports on fly-tipping activities, information obtained from patrol inspections, and suggestions from

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relevant stakeholders including members of the District Councils.

12. Mr KWOK Wai-keung asked whether the Administration could obtain the footage of surveillance camera systems of private establishments through the assistance of the Hong Kong Police Force ("HKPF") to follow up public reports on fly-tipping of construction waste. USEN and DDEP(1) responded that EPD coordinated with HKPF when conducting inspections and enforcement actions against fly-tipping of construction waste. Both departments had also organized joint enforcement operations and exchanged experience in this regard. EPD would continue to make use of the information obtained from suitable channels, including the surveillance cameras in public places and information provided by members of the public, to facilitate enforcement against fly-tipping.

13. Mr CHAN Hak-kan expressed disappointment that there were only about 100 cases of prosecution against fly-tipping of construction waste in 2017 despite that over 10 500 public reports were received in the year. He also took the view that the number of surveillance cameras installed or planned to be installed was grossly insufficient, considering the extensive presence of fly-tipping activities in the territory. The Deputy Chairman asked about the reasons for the small proportion of prosecution cases to all public reports.

14. USEN explained that the number of public reports might not necessarily reflect the number of fly-tipping cases as in some cases, multiple reports were made in respect of the same cases. While there were difficulties in intercepting fly-tippers on the spot, installation of surveillance cameras at the black spots had proved to be effective to deter fly-tipping activities.

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15. At the request of Mr Tony TSE, the Administration undertook to provide supplementary information on the roadmap, timetable and targets, if any, for strengthening enforcement against illegal land filling and fly-tipping of construction waste.

Interdepartmental coordination

16. Mr Kenneth LAU enquired about the joint enforcement operations with HKPF against illegal dumping of construction waste.

17. Mr HUI Chi-fung observed that fly-tipped construction waste in urban areas was sometimes mixed with other materials (such as construction materials), making it difficult for the authorities to take appropriate enforcement actions promptly.

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18. The Deputy Chairman asked how EPD and FEHD would strengthen coordination in handling fly-tipping activities at RCPs in rural areas, and whether the Administration would consider revamping the design of those RCPs to improve their appearance and reduce environmental nuisance arising from illegal dumping at the facilities.

19. USEN and DDEP(1) advised that illegal land filling and fly-tipping activities were regulated by various pieces of legislation that were enforced by a number of government departments under their respective purview. To combat fly-tipping of construction waste, an interdepartmental coordination mechanism had been established to facilitate prompt removal of the waste and prosecution of offenders. Under the coordination of EPD, joint enforcement operations had been conducted by the relevant government departments at illegal land filling or fly-tipping black spots. If the construction waste illegally dumped in public places was mixed with non-waste materials, EPD and FEHD would take appropriate follow-up actions and initiate prosecutions of the offences subject to the evidence collected. AD(O)3/FEHD supplemented that FEHD had been conducting improvement works at RCPs in rural areas to improve their appearance, including gradually replacing fibre glass RCPs with aluminium RCPs.

Penalties against illegal dumping of construction waste

Illegal land filling on private land

20. Mr CHAN Hak-kan observed that illegal land filling activities continued on private land lots and their vicinity even though warning letters had been issued to the landowners concerned and registered in the Land Registry. He opined that the Administration should impose heavier penalties on the offenders.

21. USEN advised that enforcement against illegal land filling on private land had been challenging as it could be difficult to prove that the depositing activities were not arranged by the landowners or lawful occupiers. A prior notification mechanism had been implemented under the Waste Disposal Ordinance (Cap. 354) requiring a person who intended to deposit construction waste on private land to obtain the written permission of all relevant landowners or lawful occupiers. The information should be submitted to EPD before the depositing activity, and acknowledged in writing by EPD. This mechanism enabled EPD to notify other relevant government departments which might take follow-up actions under their respective jurisdictions to ensure that the intended deposition was in compliance with the relevant statutory requirements.

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22. Mr LEUNG Yiu-chung criticized that the prior notification mechanism had failed to prevent environmental pollution caused by land filling activities on private lands. He requested the Administration to explain why it would not consider at the current stage to introduce legislative amendments to increase the penalties on illegal land filling and extend the Planning Department ("PlanD")'s regulatory and enforcement powers to lots in rural areas not covered by Development Permission Area ("DPA") Plans.

23. USEN explained that the prior notification mechanism was intended to assist in identifying whether land filling activities on private land were conducted with the permission of the relevant landowners or lawful occupiers. The Government took note that there were public views that EPD should be empowered to take enforcement actions against land filling activities on private lands that were inconsistent with the planned use of the land, or had given rise to adverse environmental impacts, but this would be beyond EPD's jurisdiction. There was currently an outstanding judicial review in respect of a case of deposition of construction waste on private land and the court's decision was being awaited. The Government would keep in view the outcome of the judicial review.

24. The Chief Town Planner/Central Enforcement and Prosecution, Planning Department ("CTP/CEP/PlanD") advised that under the Town Planning Ordinance (Cap. 131) ("TPO"), a person who undertook unauthorized land filling activities on private land within a DPA was liable to a fine of \$500,000 on first conviction and a fine of \$1 million on second or subsequent conviction. Recently, as PlanD had submitted more relevant information to the court on cases involving illegal land filling, the penalties imposed by the court to offenders had increased significantly. She further said that any amendment to TPO would involve complicated technical and legal issues that warranted careful consideration. While the Administration had no specific proposal or timetable at this stage to amend TPO for the purpose of extending control to areas not covered by DPAs, it would continue to closely monitor unauthorized developments in DPAs and take appropriate enforcement and prosecution actions under TPO.

Reinstatement Notices issued by the Planning Department

25. Referring to media reports that the recipient of a Reinstatement Notice for illegal land filling on a private land lot in Sha Ling had failed to comply with the notice by the expiry date, Mr CHU Hoi-dick and Mr CHAN Chi-chuen sought details on the reinstatement requirements and the follow-up actions taken/to be taken by PlanD on the non-compliance. Mr CHAN further asked whether, in the event of non-compliance with a Reinstatement

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Notice, the Administration could reinstate the land and recover the expenses incurred from the notice recipient.

26. CTP/CEP/PlanD advised that the site in question was zoned "Agriculture" under the relevant Outline Zoning Plan. PlanD had issued an Enforcement Notice requiring the person(s) concerned to discontinue unauthorized land filling works, followed by a Reinstatement Notice requiring the removal of the filled materials and grassing of the land. By the expiry of the Reinstatement Notice in February 2018, the notice recipient had not reinstated the land as required. The Administration was planning to institute prosecution and preparing relevant information for the purpose. She further explained that there were provisions under TPO for the Administration to enter the land to fulfil the requirements of the notice, and the expenses incurred could be recovered from the person as a civil debt.

27. On the reinstatement requirements, CTP/CEP/PlanD supplemented that according to TPO, the Planning Authority (i.e. the Director of Planning) could require a Reinstatement Notice recipient to reinstate the land to the condition it was in immediately before the relevant DPA became effective or to such other condition, more favourable to the recipient, as the Planning Authority considered satisfactory. The site in Sha Ling was agricultural land before the DPA became effective, and was abandoned agricultural land before the occurrence of illegal land filling. In deciding the reinstatement requirements (i.e. removal of the filled materials and grassing of the land), PlanD had taken into account the planning intention of the "Agriculture" zone and current conditions of the site as well as the environment of the surrounding areas.

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28. In respect of the Reinstatement Notices issued by PlanD from 2014 to 2017 to enforce against illegal land filling on private land, Mr CHAN Chi-chuen, Mr CHU Hoi-dick and the Deputy Chairman requested the Administration to provide the respective numbers of cases in which (a) Compliance Notices were issued by PlanD following completion of the required reinstatement works by the Reinstatement Notice recipients, (b) the Reinstatement Notices were not complied with by the expiry dates and the Administration had undertaken/would undertake the reinstatement works, and (c) prosecutions were instituted against the respective Reinstatement Notice recipients as a result of their failure to comply with the notices. The Administration undertook to provide the information as requested.

Fly-tipping of construction waste in public places and on Government land

29. Mr SHIU Ka-fai sought details on the penalties against fly-tipping of construction waste in public places, including the number of prosecutions in

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recent years and the highest fine handed down by the court. Given that the existing fixed penalty under the Fixed Penalty (Public Cleanliness and Obstruction) Ordinance (Cap. 570) was just \$1,500, Mr SHIU considered that free-riders could well afford to take the risk of illegal dumping of construction waste since the penalty cost could be more than compensated by the saving in expenses otherwise incurred for transporting the construction waste to designated reception facilities. He opined that the Administration should raise the fixed penalty to, say, \$20,000 to enhance its deterrent effect against free-riding. Mr Kenneth LAU shared similar views.

30. USEN explained that the Administration might issue fixed penalty tickets to fly-tippers or prosecute them by way of summons. In the latter case, the amount of fines would depend on the seriousness of the offences. The Administration would endeavour to better explain the impacts of fly-tipping of construction waste in the court documents so that the court might take into account and decide to hand down higher penalties to fly-tippers to reflect the seriousness of the cases. DDEP(1) supplemented that in 2017, EPD issued 75 summonses to offenders who illegally deposited construction waste in public places and on Government land. There were 73 successful prosecution cases and the highest fine handed down was \$25,000.

Use of global positioning system devices on construction waste collection vehicles

31. Mr Kenneth LEUNG enquired about the existing number of construction waste collection vehicles in Hong Kong; the progress and findings of the trials on the use of global positioning system ("GPS") devices on those vehicles for preventing and tackling illegal dumping activities; and the way forward if the trials had yielded satisfactory results, including whether the Administration would mandate the use of GPS devices on construction waste collection vehicles by legislative means.

32. USEN and the Assistant Director (Waste Management Policy) responded that there were currently some 3 500 construction waste collection vehicles using the designated government construction waste reception facilities in Hong Kong. In 2016, the Civil Engineering and Development Department engaged a consultant to conduct a second-stage trial on the use of GPS devices on construction waste collection vehicles. Results of the trial had affirmed that the GPS technology was technically mature and reliable. The Government also consulted the trades during the trial period and received positive feedback from some of the trade representatives. However, some other members of the trades expressed concerns about issues such as the confidentiality and protection of the data collected, compliance cost, and insurance coverage. To further ascertain the feasibility of adopting GPS

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devices on construction waste collection vehicles in the actual operating environment and to address the trades' concerns, the Government would take the lead by requiring its contractors to install GPS tracking devices in their construction waste collection vehicles under contracts of larger-scale public works. In the light of the experience gained, the Government would consider whether or how to promote the use of GPS devices on all relevant vehicles. Legislative backing would be necessary if the requirement was to be made mandatory.

Land filling activities in South Lantau

33. Mr CHU Hoi-dick asked whether the Administration had discussed with the South Lantau Rural Committee issues relating to the land filling activities on private lands in South Lantau which were outside DPAs, such as Pui O, in order to monitor the situation and take enforcement actions. USEN and DDEP(1) replied in the affirmative and advised that the land filling activities concerned were conducted with the permission of the landowners or lawful occupiers. Meanwhile, representatives of the South Lantau Rural Committee had reported to the Government on suspected illegal dumping activities outside private lands. In this connection, a surveillance camera had been installed at Pui O to deter illegal dumping activities there.

Problems arising from the operations of recyclers in Sham Shui Po

34. Dr Priscilla LEUNG sought details on the Administration's follow-up actions to address the environmental, hygiene and other problems arising from the operations of recyclers in Sham Shui Po, including (a) the number and working hours of additional patrol teams, and frequency of enhanced patrols, (b) the number of enforcement operations (including joint enforcement operations) carried out in recent years, (c) additional manpower, if any, allocated to the relevant government departments for the above purposes, (d) assessment of the effectiveness of the above enforcement actions, and (e) the Administration's plan, if any, regarding the provision of spaces for temporary storage and loading/unloading of recyclables in the district.

35. AD(O)3/FEHD advised that FEHD had allocated additional manpower resources for street cleansing and enforcement in Sham Shui Po, and conducted joint enforcement operations with HKPF to address the above problems. The Assistant Director (Environmental Compliance) supplemented that relevant government departments, including EPD, FEHD and HKPF, were exploring the possibility of providing locations/spaces for loading/unloading of recyclables in Sham Shui Po. With the assistance of the Sham Shui Po District Office, the Government was currently collating

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information regarding the operations of the recyclers in the district. The Government would consult the Sham Shui Po District Council and other stakeholders in the district on the proposed provision of such locations/spaces at a later stage. Dr Priscilla LEUNG requested the Administration to provide written response to her questions above.

V. Tightening the emission standards of non-road vehicles under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation

(LC Paper No. CB(1)703/17-18(05) — Administration's paper on "Proposal to Tighten Emission Standards for Non-Road Vehicles under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation"

LC Paper No. CB(1)703/17-18(06) — Updated background brief on "Emission control for non-road mobile machinery" prepared by the Legislative Council Secretariat)

Briefing by the Administration

36. USEN briefed members on the Administration's proposal to tighten the emission standards for newly approved non-road vehicles under the Air Pollution Control (Non-road Mobile Machinery) (Emission) Regulation (Cap 311Z) ("the Regulation") in line with the tightening of the emission standards for newly registered road vehicles ("the proposal"). Under the proposal, the emission standards for newly approved non-road vehicles would be tightened from Euro V to Euro VI. The Administration aimed at introducing the amendments of the Regulation to the Legislative Council in the fourth quarter of 2018 so that the proposal could be effective from 1 January 2019.

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Discussion

Measures to expedite the phasing out of existing non-road vehicles not meeting the statutory emission standards

37. Mr HUI Chi-fung enquired whether the Administration would introduce incentives or subsidies to speed up the phasing out of existing non-road vehicles not meeting the statutory emission standards. USEN replied that as the operation of non-road vehicles was confined to designated locations such as airports and container terminals, the impact of emissions from such vehicles on local air quality was far less than that of the emissions from vehicles circulating on roads. In controlling the emissions from non-road vehicles, the Administration's strategy was to tighten the emission standards for newly approved non-road vehicles progressively when compliant vehicles became a practicable option while adopting a natural phasing out policy for existing ones not meeting the statutory emission standards.

Emission standards of regulated machines

38. The Chairman observed that the existing statutory emission standards for regulated machines (such as excavators) under the Regulation were EU Stage IIIA or its equivalent standards. She enquired about the Administration's plan and timetable, if any, to also tighten the emission standards of regulated machines.

39. The Assistant Director (Air Policy) of the Environmental Protection Department advised that currently, the European Union implemented Euro Stage IV emission standards for regulated machines. During the consultation on the proposal, the Administration had discussed with the relevant stakeholders of non-road mobile machinery ("NRMM") (including suppliers and operators of regulated machines) the feasibility to also tighten the emission standards of regulated machines. However, it was noted that very few models of regulated machines in the market could comply with the Euro Stage IV emission standards. In particular, Japanese manufacturers had yet to develop their Euro Stage IV models for some regulated machine types. The NRMM stakeholders indicated that they had no objection to the tightening of the emission standards of regulated machines to Euro Stage IV in future when there was an adequate supply of compliant regulated machines on the market. Having regard to the market situation and the stakeholders' views, the Administration considered it not appropriate at this stage to set a timetable for tightening the emission standards of regulated machines. USEN said that the Administration would continue to keep in view the supply of regulated machines that could meet the Euro Stage IV emission standards and

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prepare a detailed timetable for tightening their emission standards in due course.

40. Mr HUI Chi-fung noted from paragraph 3 of the Administration's paper (LC Paper No. CB(1)703/17-18(05)) that in 2015, NRMMS emitted 7050 tonnes of nitrogen oxides ("NOx") and 570 tonnes of respirable suspended particulates ("RSP"), accounting for about 8% and 10% of the total emissions respectively in Hong Kong. Out of the some 45 900 NRMMS by the end of February 2018, there were 34 000 regulated machines, which was more than twice the number of non-road vehicles. Mr HUI was concerned whether regulated machines contributed more than non-road vehicles (i.e. the target group for the current emission standards tightening exercise) to the total emissions in Hong Kong. In this connection, he requested the Administration to provide for members' reference the breakdown of NOx and RSP emissions from local non-road vehicles and regulated machines respectively. The Administration undertook to provide the requested information.

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Conclusion

41. Concluding the discussion, the Chairman said that members supported the Administration's proposal to tighten the emission standards of newly approved non-road vehicles under the Regulation.

VI. Any other business

42. There being no other business, the meeting ended at 3:56 pm.

Council Business Division 1
Legislative Council Secretariat
30 April 2018