

立法會
Legislative Council

LC Paper No. CB(1)917/18-19
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by the Administration)

Ref : CB1/PL/EA

Panel on Environmental Affairs

Minutes of meeting
held on Monday, 28 January 2019, at 2:30 pm
in Conference Room 3 of the Legislative Council Complex

- Members present** : Dr Hon Junius HO Kwan-yiu, JP (Chairman)
Hon HUI Chi-fung (Deputy Chairman)
Hon CHAN Hak-kan, BBS, JP
Dr Hon Priscilla LEUNG Mei-fun, SBS, JP
Hon Steven HO Chun-yin, BBS
Hon Frankie YICK Chi-ming, SBS, JP
Hon CHAN Chi-chuen
Hon KWOK Wai-keung, JP
Hon Dennis KWOK Wing-hang
Dr Hon Elizabeth QUAT, BBS, JP
Hon Martin LIAO Cheung-kong, SBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon CHUNG Kwok-pan
Hon CHU Hoi-dick
Hon SHIU Ka-fai
Hon Tanya CHAN
Hon Kenneth LAU Ip-keung, BBS, MH, JP
Hon Tony TSE Wai-chuen, BBS
- Members attending** : Hon Mrs Regina IP LAU Suk-ye, GBS, JP
Hon Claudia MO
Dr Hon CHIANG Lai-wan, SBS, JP

Members absent : Hon WU Chi-wai, MH
Hon Kenneth LEUNG
Hon YUNG Hoi-yan

Public Officers attending : **For item III**

Mr WONG Kam-sing, GBS, JP
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

Dr MAK Shing-tat
Principal Environmental Protection Officer (Mobile Source)
Environmental Protection Department

Mr Sunny YEUNG
Principal Executive Officer/VALID and Licensing
Transport Department

For item IV

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

Ms Daisy LO
Assistant Director (Nature Conservation)
Environmental Protection Department

Mr Simon CHAN
Assistant Director (Conservation)
Agriculture, Fisheries and Conservation Department

Mr CHEUNG Ka-shing
Senior Wetland and Fauna Conservation Officer
Agriculture, Fisheries and Conservation Department

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

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

Miss Bowie LAM
Council Secretary (1)1

Miss Mandy POON
Legislative Assistant (1)1

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I. Information papers issued since last meeting

Members noted that the following papers had been issued since the last meeting:

(LC Paper Nos. CB(1)482/18-19(01) — Letter dated 1 January 2019
and (02) from Hon CHU Hoi-dick appealing for early discussion of the item "Review of Air Quality Objectives" by the Panel (Chinese version only) and the Chairman's reply (Chinese version only))

II. Items for discussion at the next meeting

(LC Paper No. CB(1)487/18-19(01) — List of follow-up actions

LC Paper No. CB(1)487/18-19(02) — List of outstanding items for discussion)

2. Members agreed to discuss the following items at the next regular meeting scheduled for Monday, 25 February 2019, at 2:30 pm:

(a) retrofitting of noise barriers on Long Tin Road; and

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- (b) staffing proposal for taking forward municipal solid waste charging and complementary waste reduction and recycling initiatives.

III. Promoting the use of electric vehicles

(LC Paper No. CB(1)487/18-19(03) — Administration's paper on "Promoting the Use of Electric Vehicles"

LC Paper No. CB(1)487/18-19(04) — Updated background brief on "Measures to promote the use of electric vehicles" prepared by the Legislative Council Secretariat

LC Paper No. CB(1)509/18-19(01) — Submission from Charged Hong Kong (English version only)

LC Paper No. CB(1)509/18-19(02) — Submission from EV Policy Study Group

LC Paper No. CB(1)519/18-19(01) — Submission from a member of the public (Chinese version only)

LC Paper No. CB(1)522/18-19(01) — Letter dated 23 January 2019 from Hon Tanya CHAN (Chinese version only)

LC Paper No. CB(1)524/18-19(01) — Administration's response to the letter from Hon Tanya CHAN)

(Post-meeting note: A submission from a member of the public, which was tabled at the meeting, was issued to members on 28 January 2019 vide LC Paper No. CB(1)526/18-19(01).)

Briefing by the Administration

3. In his briefing on the progress of promoting the use of electric

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vehicles ("EVs"), the Secretary for the Environment ("SEN") highlighted the new initiatives below:

- (a) review of the subsidy scope and conditions of the Pilot Green Transport Fund ("PGTF") with a view to promoting the wider use of green innovative transport technologies, including electric commercial vehicles ("e-CVs"). The Environmental Protection Department ("EPD") aimed to complete the review in 2019 and would consult the Panel after formulating the relevant proposals;
- (b) implementation of various short to medium-term measures to facilitate the development and enhancement of the charging networks for electric private cars ("e-PCs"), including (i) installing additional public medium chargers at government car parks; (ii) looking for suitable on-street parking spaces to install charging facilities as a pilot; (iii) looking for suitable locations to set up public quick charging stations for trial; (iv) enhancing the requirements on EV charging facilities for new government premises; and (v) stepping up the publicity for and promotion of installing charging facilities in private buildings; and
- (c) relaxing the eligibility criteria of ownership period and licensed period of an old private car ("PC") under the "One-for-One Replacement" Scheme for e-PCs with effect from 28 January 2019.

4. The Principal Executive Officer/VALID and Licensing of Transport Department provided more details on the relaxed eligibility criteria under the "One-for-One Replacement" Scheme as follows:

- (a) ownership period: the PC owner must have been the registered owner of the old PC for "18 months or more", instead of "three years or more", without interruption, immediately prior to the PC's de-registration; and
- (b) licensed period: the old PC, with or without interruption, must have been licensed for "at least 10 months (i.e. 304 days or more) within the 12 months immediately before its de-registration", instead of "at least 20 months (i.e. 608 days or more) within the 24 months immediately before its de-registration".

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Discussion

Policy direction and targets

5. Mr CHAN Hak-kan and Mr KWOK Wai-keung enquired whether it remained a target of the Administration that 30% of PCs in Hong Kong would be EVs or hybrid vehicles by 2020, which was stated in the Hong Kong Planning Standards and Guidelines ("HKPSG") since the last revision in 2011; and if so, what new measures would be launched to accelerate the adoption of such vehicles in order to meet the target. Mr Steven HO questioned if there was any prospect of achieving the said target, given the slow growth of registered e-PCs in recent years due to the discontinuation of the full first registration tax ("FRT") waiver for e-PCs.

6. Ir Dr LO Wai-kwok considered that the Administration should formulate long-term policies on promoting the use of EVs, and set clear targets to enable an objective assessment of the effectiveness of related measures. The Deputy Chairman expressed a similar view, and pointed out that the Democratic Party advocated the phasing out of conventional PCs running on fossil fuels, so that by 2030 all newly registered PCs would be e-PCs.

7. SEN and the Deputy Director of Environmental Protection (3) ("DDEP(3)") responded that:

- (a) the Administration's long-term goal was to promote the general adoption of new energy vehicles with a view to improving roadside air quality. However, it had not set any target for the proportions of EVs and hybrid vehicles in the local vehicle fleet. The progress of adoption of EVs and hybrid vehicles by local users would depend largely on the supply of such vehicles by overseas car manufacturers, and it was unlikely that any target set locally could significantly influence the business decisions of those manufacturers;
- (b) currently about 5% of PCs in Hong Kong were EVs or hybrid vehicles, and the ratio compared favourably with those of other advanced Asian places, including Guangzhou, Shenzhen, Seoul, Singapore and Tokyo;
- (c) with the implementation of various measures to reduce vehicular emissions, roadside concentrations of major air pollutants had dropped by around 30% over the past five years; and

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- (d) with reference to the assumptions and recommendations of a consultancy study, HKPSG was amended in 2011 setting out the scenario instead of a government target that 30% of PC parking spaces in new buildings would have EV charging facilities.

8. Mr Steven HO asked about the coordination between the Environment Bureau/EPD and other bureaux/departments on measures to promote the use of EVs. SEN advised that the Steering Committee on the Promotion of Electric Vehicles ("Steering Committee"), which was chaired by the Financial Secretary and comprised several directors of bureaux (or their representatives) in its membership, was tasked to consider EV-related issues and had helped promote cross-bureaux coordination in relevant policies.

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9. The Deputy Chairman opined that the Administration should enhance the transparency of the work of the Steering Committee. At the request of Mr CHU Hoi-dick, DDEP(3) undertook to provide a list of issues considered by the Steering Committee since its establishment, and a summary of its deliberations and conclusions (if any) on those issues.

"One-for-One Replacement" Scheme and first registration tax concession for electric private cars

10. Mr CHAN Hak-kan, Dr Elizabeth QUAT and Mr Steven HO expressed the following views:

- (a) the Democratic Alliance for the Betterment and Progress of Hong Kong ("DAB") supported policies on promoting the use of green transport, including the relaxation of eligibility criteria under the "One-for-One Replacement" Scheme;
- (b) however, due to low participation rate, the said scheme had been ineffective in promoting the use of e-PCs; and
- (c) given that FRTs payable of many e-PC models on the market remained significantly higher than the current concession cap under the scheme (i.e. \$250,000), DAB considered that a higher FRT concession should be offered for e-PCs (say a uniform 50% waiver for FRT in excess of the current concession cap) in order to encourage more PC owners to switch to e-PCs, especially those who would not choose mass-market e-PC models due to personal preferences.

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11. Ms Tanya CHAN pointed out that, according to the Administration's response to her letter of 23 January 2019 (LC Paper No. CB(1)524/18-19(01)), a total of 4 788 PCs that were de-registered after being scrapped from February to December 2018 had met the requirements of the "One-for-One Replacement" Scheme. However, there were only 329 applications under the scheme in the same period, which appeared to indicate that the scheme was not attractive enough. She therefore shared the view that the Administration should consider increasing the FRT concession for e-PCs.

12. The Deputy Chairman also considered that the "One-for-One Replacement" Scheme had failed to achieve the policy objective of promoting the use of EVs. He was of the view that a higher FRT concession should be offered for mainstreaming e-PCs. Nevertheless, the FRT concession should not be too high lest it be abused for the purchases of luxury e-PCs. Apart from the above, he suggested that the Administration should consider providing more types of financial incentives to promote the use of EVs, such as lower parking and toll fees for EVs.

13. Ir Dr LO Wai-kwok welcomed the relaxation of eligibility criteria under the "One-for-One Replacement" Scheme. Mr Kenneth LAU expressed concern about the slow growth in the number of registered e-PCs.

14. In response to members' views and concerns above, SEN said that:

- (a) the number of newly registered e-PCs was on an increasing trend recently. In the last four months of 2018, about 70 e-PCs were newly registered each month on average;
- (b) the laboratory-tested driving ranges of more affordable e-PC models (i.e. those in the medium or lower price ranges) could reach 300 km to 400 km, thus fairly meeting Hong Kong drivers' general needs;
- (c) of the eight vehicle brands that were selling e-PCs in Hong Kong, seven brands were offering some models of which the FRTs could be fully waived under the "One-for-One Replacement" Scheme. The Administration was given to understand that more e-PC models at affordable prices would be introduced in Hong Kong in the coming few years; and
- (d) given the above, the Administration did not see at this stage strong justifications for raising the FRT concession cap under the scheme, which had already struck a balance between promoting

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the use of mass-market e-PCs and avoiding providing unwarranted concession to buyers of luxury e-PCs.

- Admin 15. Ms Tanya CHAN requested the Administration to provide supplementary information as follows: (a) of the 4 788 old PCs mentioned in paragraph 11 above, how many vehicle owners concerned had bought a new petrol/diesel PC to replace the old one; and (b) whether the Administration had studied the reasons why the PC owners referred to in (a) above had not chosen e-PCs for replacing their old PCs despite the FRT concession offered during the period, and if yes, the findings.

Adoption of electric vehicles by transport sectors

16. Ir Dr LO Wai-kwok and Dr Elizabeth QUAT expressed disappointment about the small number of licensed e-CVs and considered that the Administration should set a clear target in this regard. Ir Dr LO and Mr Tony TSE enquired about the Administration's plan to step up the efforts to promote the use of e-CVs. In addition, Mr TSE sought details on the progress or outcomes of the 75 approved trials of e-CVs (as at the end of December 2018) under PGTF.

17. As public transport services were the major means of transport for the majority of the public, Mr CHU Hoi-dick considered that the Administration should give priority to promoting the use of EVs by the public transport trades.

18. SEN and DDEP(3) advised that:

- (a) the major purpose of the Administration's measures to promote the use of EVs or other new energy vehicles was to improve roadside air quality. As commercial vehicles ("CVs") accounted for the majority of local vehicular emissions, these vehicles had been a major target of the relevant measures;
- (b) the 75 approved trials of e-CVs under PGTF involved various types of vehicles, including taxis, light buses, single-deck buses and goods vehicles. Results of the completed trials showed that due to limited driving ranges and long charging time, most of the e-CV models tested out could not fully cope with the requirements of the local transport sectors; and
- (c) at the same time, it was found that some electric light goods vehicle ("e-LGV") models could meet the operational needs of some operators who required relatively lower daily mileages and

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payloads. The Administration would consider under the review of PGTF how to further encourage those operators to switch to e-LGVs.

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19. At the request of Mr Tony TSE, the Administration would provide supplementary information on the examples of green transport technologies for CVs that were tested out under PGTF and found to be suitable for adoption locally.

20. While commercial application of electric buses was still at an experimental stage in Hong Kong, Mr Kenneth LAU enquired about the Administration's strategies for achieving its ultimate policy objective of having zero emission buses running across the territory, and the implementation timetable of related measures.

21. SEN responded that the Administration had fully subsidized franchised bus companies to purchase 36 single-deck electric buses for trial on some routes. The preliminary trial results indicated that the general adoption of single-deck electric buses would hinge on the ability of such buses in coping with the intensive operational mode of franchised buses in Hong Kong, which was characterized by hilly terrains, high air-conditioning demand, etc. About 95% of franchised buses in Hong Kong were double-deck buses, and it would be even more challenging to develop double-deck electric buses that suited Hong Kong's needs. The Administration would continue to maintain close communications with franchised bus companies and EV manufacturers with a view to improving the designs of single-deck electric buses as well as exploring the possibility of introducing double-deck electric buses to Hong Kong.

22. Mr CHU Hoi-dick asked if the electric bus models tested out in the above trial scheme were selected by the franchised bus companies or the Administration. The Assistant Director (Air Policy) ("AD(AP)") responded that those electric buses were procured by the franchised bus companies through open tenders. While the Administration monitored the tendering procedures to ensure their compliance with established standards, it had not imposed any restriction on the brand of electric bus.

23. Mr CHAN Chi-chuen pointed out that according to media reports, there was rapid deterioration in the performance of the batteries of some electric taxis tested out under PGTF. He enquired whether the Administration had conducted examination of the electric taxi model concerned to verify the information on driving range, battery's service life, etc., claimed by the EV manufacturer before approving the trials.

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24. AD(AP) explained that the information on the EVs' performance, including driving range, provided by the EV manufacturer was derived from its standard laboratory testing cycles without the use of air conditioning during testings. The actual performance of the EVs might vary under real-world driving conditions, which were different from the manufacturer's testing conditions.

Charging networks for electric vehicles

25. Mr CHAN Hak-kan opined that the public charging network for EVs should be greatly expanded so as to give a strong impetus to the adoption of e-PCs by PC owners. However, the Administration's policies on the development of public EV charging network appeared to be inconsistent over the years. Dr Elizabeth QUAT also called on the Administration to ensure a sufficient supply of public EV charging facilities.

26. Mr KWOK Wai-keung sought elaboration on the policy direction regarding the provision of public EV charging facilities. He said that some early adopters of EVs might have chosen to use EVs with the belief that the Administration would be firmly committed to promoting the development of ancillary facilities for EVs, and it would be unfair to those people if the Administration subsequently changed its policy direction.

27. Ir Dr LO Wai-kwok remarked that the Hong Kong Productivity Council had recently developed a mobilized charger for EVs. He suggested that the Administration should support further research and development on the technology and explore suitable applications thereof.

28. SEN and DDEP(3) responded that the Administration's policy direction had always been that e-PC owners should perform daily charging of their e-PCs by using charging facilities at their homes, workplaces or other suitable places. Various measures had been implemented along these lines to promote the installation of EV charging facilities in new and existing buildings. At the same time, the Administration agreed that there was a need to provide a certain amount of public charging facilities on a supplementary basis, so that EVs could top up their batteries at times of occasional needs. As explained in the Administration's paper (LC Paper No. CB(1)487/18-19(03)), various stepped-up measures would be implemented to further promote the development of both private and public EV charging facilities. The Administration would continue to explore the installation of EV charging facilities on different types of government car parks that were open for public use, as well as the application of new EV charging technologies.

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29. Mr Tony TSE noted that the Administration had plans to expand the requirement of "setting up EV medium chargers for not less than 30% of indoor parking spaces" to cover new outdoor government car parks. He enquired about the target number of medium chargers to be installed (if there was a target) and the timetable for installing the new chargers.

30. DDEP(3) responded that EPD was coordinating with other departments on revising the relevant government circulars/guidelines. As regards the provision of outdoor EV charging facilities for public use, the Administration had just started looking for suitable on-street parking spaces to install charging facilities as a pilot. As a number of factors, including the potential impact on nearby traffic, would need to be carefully considered, the Administration was not yet in a position to provide the estimated number of charging facilities to be installed under the initiative.

31. Dr Elizabeth QUAT suggested that the Administration should offer one-stop service to building owners, property management companies and owners' corporations to support the installation of EV charging facilities in existing buildings; and implement more facilitation measures such as relaxation of plot ratio to enable the installation of additional equipment for increasing a building's power supply, as well as a subsidy scheme for relevant modification works carried out in buildings.

32. SEN responded that the Administration would continue to render support to the parties concerned, including property management companies, on installation of EV charging facilities in existing private buildings. The Administration had also been exploring with the two power companies how to reduce the cost of installing EV charging facilities and increase the power supply to individual buildings without the need to carry out major modifications in the buildings.

33. Mr Tony TSE asked whether the Administration would consider requiring developers to provide EV chargers (instead of EV charging-enabling infrastructure only) in private car parks of new buildings under the gross floor area concession mechanism. DDEP(3) advised that the Administration had studied the suggestion and considered it not viable. Nevertheless, it would continue to explore suitable methods to further encourage owners of existing buildings to install EV chargers in their car parks.

Promoting the use of hybrid vehicles

34. Mr Steven HO said that he was a hybrid PC user. Given that it would take considerable time for Hong Kong to complete a transition from

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conventional vehicles to new energy vehicles, he suggested that the Administration should consider promoting the use of hybrid vehicles in the interim by reinstating the partial FRT concession for hybrid vehicles.

35. Mr Frankie YICK said that some vehicle owners were discouraged from switching to EVs due to the difficulties in installing EV chargers at their parking spaces, despite the FRT concession offered. He therefore agreed that the Administration should provide more financial incentives at this stage to promote the replacement of conventional vehicles by hybrid vehicles (including both PCs and CVs), which had better fuel economy than conventional vehicles and hence could help reduce roadside air pollution to some extent.

36. SEN responded that as Hong Kong was a high-density city, the Administration considered it more appropriate to offer tax incentives for EVs only, which had no tailpipe emissions, as far as PCs were concerned. As regards CVs, the Administration would consider the feasibility of further promoting the use of hybrid vehicles, alongside other types of new energy vehicles, through PGTF. DDEP(3) highlighted that under the review of PGTF, the Administration would explore means to encourage the wider use of technologies that had been proved by the trials to be relatively mature and suitable for adoption locally. For instance, it would consider whether subsidy should be provided for procuring the products for use and not for trial.

Other issues

37. Dr Elizabeth QUAT suggested that the Administration should formulate policies on promoting the local recycling and reuse of EV batteries. SEN advised that the Administration had been discussing with EV suppliers how to enhance the management of retired EV batteries, and would report to the Panel on the outcomes of the discussion in due course.

38. The Chairman suggested implementing a quota system for PCs with reference to Singapore's vehicle quota system in order to contain the size of the PC fleet and tailpipe emissions from PCs. SEN said that he would relay the suggestion to the relevant bureaux/departments.

Motion

39. The Chairman referred members to the following motion moved by Ms Tanya CHAN as amended by Mr Steven HO:

"為進一步改善空氣質素，本會促請特區政府參考其他地方推動電動車的策略，制定淘汰汽油車的時間表及電動車普及率的

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目標，並透過增加電動車稅務優惠、提供混能車部份稅務優惠，及大幅增加公共充電器及資助私人物業擁有人提供充電器等策略，鼓勵市民轉用電動車及油電混能車，以減輕路邊排放，改善空氣質素。"

(Translation)

"To further improve air quality, this Panel urges the Government of the Hong Kong Special Administrative Region to draw reference from the strategies of other places for promoting the use of EVs; set a timetable for phasing out petrol vehicles and targets on the take-up rate of EVs; and encourage the public to switch to EVs and hybrid vehicles through strategies such as offering additional tax concessions for EVs, providing partial tax concessions for hybrid vehicles, increasing substantially the number of public chargers and subsidizing the provision of chargers by private property owners, so as to reduce roadside emission and improve air quality."

40. The Chairman put the motion to vote. Seven members voted for the motion and none voted against it or abstained. The Chairman declared that the motion was carried.

(Post-meeting note: The wording of the motion passed and the Administration's written response were issued to members on 29 January and 7 March 2019 respectively, vide LC Paper Nos. CB(1)527/18-19(01) and CB(1)679/18-19(01).)

IV. Enhanced management of wild pigs

(LC Paper No. CB(1)487/18-19(05) — Administration's paper on "Enhanced Management of Wild Pigs"

LC Paper No. CB(1)487/18-19(06) — Background brief on "Management of wild pigs in Hong Kong" prepared by the Legislative Council Secretariat)

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Briefing by the Administration

41. With the aid of a video and a power-point presentation, the Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department ("AD(C)/AFCD") briefed the Panel on its proposed enhancement measures to manage wild pigs.

(Post-meeting note: A set of the power-point presentation materials was circulated to members on 28 January 2019, vide LC Paper No. CB(1)524/18-19(01).)

Pilot Capture and Contraception/Relocation Programme

Effectiveness of GonaConTM and other sterilization methods

42. Ms Tanya CHAN enquired about the number of mature female wild pigs the Administration intended to administer with GonaConTM (a contraceptive vaccine developed for mammals but had yet to be registered for use on wild pigs) for controlling their fertility under the pilot Capture and Contraception/Relocation Programme ("CCRP") and the duration of the programme. Ms Claudia MO enquired about the details of on-site surgical sterilization for wild pigs, the feasibility of which was currently under study by the Agriculture, Fisheries and Conservation Department ("AFCD"), and the effective period for each dosage of GonaConTM administered.

43. AD(C)/AFCD advised that AFCD started the two-year pilot CCRP in late 2017. Under the programme, AFCD captured wild pigs with tranquilizer dart guns, administered GonaConTM or conducted surgical sterilization, and relocated them to the remote countryside areas. AFCD would take into account the condition of each captured wild pig in determining the suitable sterilization method. An overseas study revealed that an injection of GonaConTM could be effective for at least four to six years on captive wild pigs. AD(C)/AFCD said that between October 2017 and December 2018, AFCD conducted about two capture operations every month. During the 37 operations conducted in the said period, AFCD had captured a total of 130 wild pigs, among which 48 were administered with GonaConTM and six received surgical sterilization treatment. As it might not be practicable for AFCD to hold the captured wild pigs in captivity at its facilities after sterilization, AFCD was studying the feasibility of conducting minimally invasive sterilization treatment on the wild pigs on-site. The Administration would review the effectiveness of CCRP in late 2019 when the pilot programme ended. The Chairman requested the Administration to make public the outcome of the said review when available, and to deploy sufficient manpower resources for implementing the pilot CCRP and other

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measures for management of wild pigs.

Relocation of wild pigs after capture

44. Ms Tanya CHAN and Mr Steven HO sought information on the specific areas where nuisance-causing wild pigs were relocated to after capture/sterilization and how the Administration monitored their movements after the relocation. The Chairman asked whether microchip had been implanted in the relocated wild pigs for identification/tracking of individuals and/or their contraceptive vaccination records. Mr Steven HO expressed concern about the risks posed to the personal safety of residents and farmers as well as their property and crops in the areas where the wild pigs were relocated to.

45. AD(C)/AFCD advised that microchip was implanted into the captured wild pigs and assured members that nuisance-causing wild pigs captured were relocated to the remote countryside away from residential areas and farmlands, such as Tai Lam Country Park. AFCD would enhance existing efforts on monitoring the population, distribution and movement of wild pigs using camera traps and global positioning system tracking technology. The Under Secretary for the Environment ("USEN") advised that the Administration would not disclose the exact locations to which the wild pigs were relocated in order to avoid arousing interest among members of public to locate the wild pigs. The Administration would continue to step up publicity and public education to enhance the awareness of the public on the risks and impacts of feeding on wildlife including wild pigs and discourage such actions.

46. Mr Steven HO expressed dissatisfaction about the Administration's refusal to disclose specifically where the nuisance-causing wild pigs had been relocated to. He was of the view that the measures taken by the Administration should commensurate with the risks and seriousness of the emerging nuisance caused by wild pigs. Mrs Regina IP observed that construction activities in different parts of the territory might have encroached on the habitats of wild pigs and led to a surge in sightings of them in urban/residential areas, which had posed threats to the public in various aspects. Mrs IP urged the Administration to implement more effective measures to control the population of wild pigs and reduce nuisance caused by the species.

47. USEN pointed out that in considering suitable measures to manage wild pigs in Hong Kong, the Administration would take into account the dense population of Hong Kong, public safety concerns and maintenance of biodiversity, etc. In the meantime, the Administration would continue with

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the pilot CCRP and euthanize high-risk wild pigs, i.e. wild pigs which (a) had attacked people; and/or (b) were accustomed to searching for food around built-up areas, or to approaching and snapping food from people, and also got irritated easily.

Civilian hunting teams

48. Noting that hunting operations by the two civilian hunting teams under the authorization of both the Hong Kong Police Force ("HKPF") and AFCD had been suspended since 2017, Ms Tanya CHAN enquired whether any resources could be spared and redeployed to the pilot CCRP and other measures to manage wild pigs. She also sought details on how the Administration had managed the actions of the civilian hunting teams to ensure public safety during hunting operations, especially in public or residential areas.

49. USEN advised that since 2017, hunting operations by the two civilian hunting teams had been suspended to address public safety concerns. As all members of the hunting teams were volunteers, no public expenditure had been incurred by the hunting operations in question. AD(C)/AFCD advised that hunting was widely adopted overseas to combat problems created by wild pigs. In Hong Kong, as wild pigs were common and caused nuisance mainly in rural areas in the past, the civilian hunting teams had been formed to carry out hunting operations in those areas. A member of the civilian hunting team must be granted a special permit under section 15 of the Wild Animals Protection Ordinance (Cap. 170) and be a holder of a licence granted by Commissioner of Police under section 4 of the Firearms and Ammunitions Ordinance (Cap. 238). When AFCD received a report of nuisance involving wild pig(s), AFCD would investigate and implement suitable measures to safeguard public safety and property. Only when those measures were exhausted and found to be ineffective would AFCD request for hunting operation by the civilian hunting teams. Having assessed the scene and confirmed to arrange hunting operations, the hunting team would inform AFCD in writing, which would relay the information to the relevant department(s) and the District Office concerned. The hunting team must also apply to the Police Station concerned at least two working days in advance, furnish the details of the impending operation to and obtain prior written approval from HKPF for the hunting operation. The District Office concerned would then inform local villagers or residents of the hunting operation details to safeguard public safety. AD(C)/AFCD supplemented that the Administration nowadays tended to resort to measures other than hunting to manage wild pigs because incidents involving wild pigs usually happened in urban areas.

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50. Ms Claudia MO called on the Administration to disband the two civilian hunting teams. Mr Kenneth LAU, however, expressed support for the resumption of hunting operations by civilian hunting teams where appropriate and necessary, and suggested the Administration consider setting up official hunting teams to better ensure that all hunting operations were carried out according to prescribed requirements and procedures.

51. USEN and AD(C)/AFCD advised that compared to hunting where an average of less than one wild pig was hunted per operation, three wild pigs were captured on average in each operation of the pilot CCRP, indicating a higher capture efficiency of the latter. USEN said that the Administration had no plan at this stage to resume hunting operations by the civilian hunting teams before completion of review of the pilot CCRP.

Handling of high-risk individuals

52. Ms Claudia MO conveyed the concerns of the Hong Kong Wild Boar Concern Group about the Administration's criteria for adopting euthanasia to handle nuisance-causing wild pigs. She suggested that the Administration should euthanize only those wild pigs which got irritated easily and/or had attacked people.

53. Mr CHAN Chi-chuen commented that foraging for food should not form part of the criteria for euthanizing individual wild pigs, taking into account other factors such as the interaction between people and wild pigs and changes in the species' natural habitats as a result of human activities.

54. USEN advised that there were seven cases of injury arising from wild pig attacks in 2018 and hence there was an increasing concern on public safety. He pointed out that the public's feeding could change the habits of wild pigs and induce regular and frequent appearance of wild pigs in urban/residential areas. As far as foraging for food was concerned, the Administration resorted to euthanasia only on wild pigs which were accustomed to snapping food from people and got irritated easily.

Population of wild pigs in Hong Kong

55. Mr CHAN Chi-chuen enquired whether the Administration had any statistics on the number of wild pigs in Hong Kong.

56. USEN and AD(C)/AFCD said that the Administration did not have such statistics due to the technical difficulty to compile them because wild pigs were generally solitary or in small groups, secretive, very widespread and had large home range. AD(C)/AFCD added that in Hong Kong, the vast

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majority of wild pigs lived in country parks where they fed on vegetation. In the past, the Administration had made use of infrared cameras to capture images of wild pigs in country parks for recording their presence and estimating their numbers, but due to certain technical constraints, the statistics obtained were not reliable. In recent years, while there were more sightings of wild pigs in urban/residential areas or the number of complaints/reports on wild pigs received by AFCD had soared, it would be premature to conclude that the population of wild pigs had expanded. The Administration was currently pursuing other techniques and studies in obtaining a more accurate number of wild pigs in Hong Kong and aimed to make available the information to the public by late 2019.

Reducing food attraction

57. Mr Steven HO commented that there was lack of legal deterrence against feeding of wild pigs in Hong Kong. He asked whether the Administration had ever prosecuted people for such acts. Dr Elizabeth QUAT considered that the Administration should amend the relevant legislation with a view to imposing heavier penalty for feeding of wildlife in general. Noting that the Administration had introduced garbage bins with new designs conducive to reducing raids by wild pigs at certain locations in Sai Kung, Dr QUAT enquired about the Administration's plan of providing such garbage bins at other places, in particular barbecue sites.

58. USEN said that it was technically difficult to establish an offence of feeding wild pigs. If feeding activities had given rise to hygiene problem, the offenders would be liable to a fixed penalty of \$1,500 under the Fixed Penalty (Public Cleanliness and Obstruction) Ordinance (Cap. 570) and prosecutions had been made in this regard. He advised that AFCD had been collaborating with the Food and Environmental Hygiene Department to develop refuse collection facilities conducive to reducing raids by wild pigs.

Public education

59. In response to Dr Elizabeth QUAT, USEN advised that AFCD had launched a series of publicity and education programmes, including promotion in the social media such as YouTube and Facebook page, as well as organizing fun days and roving exhibitions to educate the public about the impact of feeding on wildlife and discourage undesirable human-wildlife interactions.

60. At 4:19 pm, the Chairman extended the meeting for 15 minutes.

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Motions

61. The Chairman referred members to the following three motions which were moved by the following members:

(a) Motion by Mr CHU Hoi-dick

"本委員會要求政府，永久解散民間野豬狩獵隊，以免對公眾安全構成威脅。"

(Translation)

"This Panel requests the Government to disband permanently the civilian wild pig hunting teams to avoid posing threats to public safety"

62. The Chairman put the motion to vote. Two members voted for the motion, seven members voted against the motion, and no member abstained. The Chairman declared that the motion was negated.

(b) Motion by Ms Tanya CHAN

"本會促請漁護署正式解散民間野豬狩獵隊，增加撥款為野豬避孕、絕育，並加強公眾教育，協助市民了解野豬習性以減少不必要的恐懼和衝突。"

(Translation)

"This Panel urges the Agriculture, Fisheries and Conservation Department to disband officially the civilian wild pig hunting teams, increase provision for the contraception and sterilization of wild pigs, and step up public education to facilitate public understanding of the habits of wild pigs, so as to reduce unnecessary fear and conflicts."

63. The Chairman put the motion to vote. Two members voted for the motion, seven members voted against the motion, and no member abstained. The Chairman declared that the motion was negated.

(c) Motion by Mr Steven HO

"兵者不祥之器，非君子之器，不得已而用之"。建議政府應保留民間狩獵隊，在野豬問題失控或存在相對大的風險時再次出

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動。然而本會促請政府應在絕育計劃等方面投入更多資源及人手，以避免野豬滋擾問題失控。"

(Translation)

""Those sharp weapons are instruments of evil omen, and not the instruments of the superior man; he uses them only on the compulsion of necessity". The Government is suggested to retain the civilian hunting teams, which should resume operations when the wild pig problem is running out of control or the risk is relatively high. That said, this Panel urges the Government to deploy additional resources and manpower for, among other things, the contraception programme, so as to prevent the problem of wild pig nuisance from going beyond control."

64. The Chairman put the motion to vote. Five members voted for the motion, two members voted against the motion, and no member abstained. The Chairman declared that the motion was carried and requested the Administration to provide a written response to it.

(Post-meeting note: The wording of Mr Steven HO's motion passed and the Administration's written response were issued to members on 29 January 2019 and 20 March 2019 respectively, vide LC Paper Nos. CB(1)527/18-19(02) and CB(1)746/18-19(01).)

V. Any other business

65. There being no other business, the meeting ended at 4:34 pm.

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Legislative Council Secretariat
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