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Chief Council Secretary (1)1  
Council Business Division 1  
Legislative Council Secretariat  
Legislative Council Complex,  
1 Legislative Council Road, Central  
Hong Kong  
(Attn: Ms. Angel Shek)

30 January 2019

Dear Ms. Shek,

**Panel on Environmental Affairs  
List of follow-up actions**

The Panel on Environmental Affairs discussed the “Progress on Improving Roadside Air Quality” at the meeting on 19 December 2018. The supplementary information requested by the Panel members is at **Annex**.

Should you have any queries, please contact the undersigned at 2594 6401.

Yours sincerely,

(S.T. MAK)

for Director of Environmental Protection

Encl.

- (a) the estimated reduction in the emissions of nitrogen oxides and respirable suspended particulates in 2025 from the current emission levels assuming that all franchised buses would be electric buses, compared to the scenario where all Euro IV and Euro V double-deck franchised buses would be retrofitted with enhanced selective catalytic reduction devices.**

**Reply :**

At present, there are very few double-deck electric bus models available internationally. Their technology still needs further development, and their passenger carrying capacity and operational efficiency still cannot fully meet the local needs which include long daily service hours, high peak passenger loadings, the need to cope with hilly terrains, and high air-conditioning demand in hot and humid summer, etc. As such, double-deck diesel franchised buses cannot be replaced by electric ones at this stage.

Electric buses do not have exhaust emissions. If under a hypothetical scenario that the technology of double-deck electric buses is mature enough for them to replace all the double-deck diesel franchised buses (about 5 700), it is estimated that around 1 380 tons of nitrogen oxides (NO<sub>x</sub>) and 80 tons of respirable suspended particulates (RSP)<sup>1</sup> could be reduced in 2025 as compared with the scenario where all the double-deck franchised buses remain to be diesel vehicles.

To further improve roadside air quality before double-deck electric buses can be fully introduced into Hong Kong, the Government will launch a trial of retrofitting Euro IV and V double-deck franchised buses of the dominant bus models with enhanced selective catalytic reduction (SCR) systems to reduce NO<sub>x</sub> emissions from buses on the roads. Subject to the satisfactory outcome of the trial, the Government intends to retrofit about 3 900 dominant Euro IV and V double-deck franchised bus models with enhanced SCR systems, which would reduce approximately 1 070 tonnes of NO<sub>x</sub> and 70 tonnes of RSP emissions in 2025. We consider that the retrofit proposal is

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<sup>1</sup> The estimation is based on the number of diesel franchised buses (as at December 2017) from the Transport Department. Emissions from the power companies for the use of electric buses is not counted

an effective and realistic solution at the present stage. We will keep in view the development and trials of double-deck electric buses in other places and introduce models for trial with the franchised bus companies in Hong Kong when suitable models are available.

**(b) the legislation, if any, to control fugitive dust emission caused by dump trucks and to ensure the proper maintenance of truck covers, and the government department(s) involved in the enforcement of the legal requirements.**

**Reply :**

At present, dump trucks carrying materials at construction sites, on roads or at public places shall comply with the following legislations such that no materials be escaped from the dump trucks during transportation -

1) Air Pollution Control (Construction Dust) Regulation under the Air Pollution Control Ordinance (Cap. 311)

Under the regulation, where a dump truck leaving a construction site is carrying a load of construction materials, the load shall be covered entirely by clean impervious sheeting to ensure that the materials do not leak from the dump truck. Mechanical covers may also be used to cover the materials carried in the dump trucks to comply with the relevant provisions. The Environmental Protection Department is the enforcement authority for this regulation.

2) Public Cleansing and Prevention of Nuisances Regulation under the Public Health and Municipal Services Ordinance (Cap. 132)

This regulation controls the materials carried by vehicles (including dump trucks) during transportation, where no part or content thereof may fall, escape or be blown therefrom, onto the street or public place. The Food and Environmental Hygiene Department is the enforcement authority for this regulation.

3) Road Traffic (Traffic Control) Regulations under the Road Traffic Ordinance (Cap. 374)

Under the Road Traffic (Traffic Control) Regulations, the driver of a motor vehicle on a road (including a dump truck) shall ensure that any load is properly secured to and contained on or inside the vehicle. The Police is the enforcement authority for this regulation.

Under the Road Traffic Ordinance, the Commissioner for Transport has prescribed a Code of Practice (COP) for the Loading of Vehicles which requires that loose bulk load must always be covered. This COP is applicable to dump trucks carrying construction materials. A failure to observe any provisions of the COP is not in itself an offence, but any such failure may be taken into account in the relevant proceedings.

In addition, under the Road Traffic Ordinance, goods vehicles (including dump trucks) shall pass the annual vehicle examination in order to have their vehicle licences renewed. If a dump truck has installed a mechanical cover, the vehicle owner shall ensure that the cover is properly maintained without any damage in order to pass the annual vehicle examination.

If any dump truck is found not properly covering its carrying materials, members of the public can call the Government hotline 1823 to request the relevant departments to follow-up.

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