

# 立法會

## *Legislative Council*

LC Paper No. CB(1)1182/18-19

Ref : CB1/PL/EA

### **Report of the Panel on Environmental Affairs for submission to the Legislative Council**

#### **Purpose**

This report gives an account of the work of the Panel on Environmental Affairs ("the Panel") during the 2018-2019 Legislative Council ("LegCo") session. It will be tabled at the meeting of the Council on 3 July 2019 in accordance with Rule 77(14) of the Rules of Procedure of the Council.

#### **The Panel**

2. The Panel was formed by a resolution passed by the Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to environmental and conservation matters. The terms of reference of the Panel are given in **Appendix I**.

3. The Panel comprises 22 members, with Dr Hon Junius HO Kwan-yiu and Hon HUI Chi-fung elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

#### **Major Work**

##### Waste management

##### *Complementary measures in relation to municipal solid waste charging*

4. The Administration introduced the Waste Disposal (Charging for Municipal Solid Waste) (Amendment) Bill 2018 ("the Bill") to LegCo at the Council meeting of 14 November 2018 for the implementation of municipal solid waste ("MSW") charging to drive behavioural changes in order to achieve

waste reduction and contribute to carbon emission reduction.<sup>1</sup> To complement implementation of the proposed MSW charging scheme under the Bill, the Administration has adopted a multipronged strategy comprising a number of new and existing measures. The Administration briefed the Panel on those complementary measures at the meeting on 26 November 2018.

5. Members noted that, as announced in the 2018 Policy Address, the Administration would provide additional recurrent resources to strengthen its work on waste reduction and recycling, with an additional provision of around \$300-400 million for the financial year 2019-2020 to start with, which would be further increased to no less than \$800-1,000 million from the financial year when MSW charging was to be implemented. The amount of this annual provision would be commensurate with the estimated gross revenue to be generated from MSW charging in the initial period so as to achieve the effect of "dedicated-fund-for-dedicated-use".

6. Members in general did not object to the policy direction of implementing measures that could help reduce waste and relieve pressure on landfills, and allocating more resources in this regard. However, they remained concerned about the following issues:

- (a) how the proposed MSW charging scheme, as a major tool to achieve such goals, could be enforced effectively and whether there would be sufficient manpower resources for enforcement, having regard to the ineffectiveness of past enforcement actions against illegal disposal of construction waste as well as fly-tipping in general;
- (b) punitive measures (including imposition of MSW charges) alone might not be able to achieve the intended policy objectives of deterring waste generation. Incentives should be provided as well to encourage the public to practise waste reduction and recovery. Besides, product manufacturers or suppliers should shoulder more responsibility for reducing waste; and
- (c) whether sufficient measures/facilities for waste recovery and recycling (in particular for food waste and waste plastics) would be timely put in place to complement implementation of MSW charging.

7. The Administration advised that it planned to put in place a six-month phasing-in period after the commencement of MSW charging if the Bill was

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<sup>1</sup> The Bill is under scrutiny by a bills committee of LegCo.

passed. During this period, the Administration would mainly issue warnings to non-compliant cases, but would also conduct enforcement actions in case the nature and magnitude of the offence called for enforcement. During and after the phasing-in period, frontline staff of the Food and Environmental Hygiene Department ("FEHD") would conduct visual screening at waste reception points and reject non-compliant waste. The Environmental Protection Department ("EPD") and FEHD planned to expand the installation of internet-protocol cameras to cover at least 170 locations in 2019 for monitoring compliance. Inspection and enforcement actions would be conducted at fly-tipping black spots, a list of which would be drawn up based on intelligence and complaints received, etc. The actual manpower requirements will be reviewed having regard to a number of factors including the compliance situation.

8. The Administration pointed out that community involvement projects related to MSW charging had been carried out in various types of premises such as shopping malls, housing estates and rural villages. The generally positive outcomes of these projects boded well for the effectiveness of MSW charging in reducing waste and promoting recycling. The Administration would continue to develop complementary measures progressively to further promote clean recycling. Currently, all waste glass containers collected in the territory by the glass management contractors were recycled or reused locally. There had been ongoing efforts to build up Hong Kong's capacity for turning food waste into energy. The Administration was also exploring the feasibility of turning recovered waste plastics into raw materials for further processing in Hong Kong or export to other markets. Moreover, the Administration had proposed to provide free collection service for waste plastics from non-commercial and non-industrial sources, and would install reverse vending machines for the recovery of plastic beverage containers under a pilot scheme to be implemented.

9. The Administration stressed that all sectors in the community shared the responsibility for reducing waste. According to the experiences of other places, MSW charging could enhance consumers' awareness in choosing environment-friendly products and packaging, thereby driving manufacturers/suppliers to reduce waste in the processes of product manufacturing, packaging and retailing.

#### *Mid-term review of the Recycling Fund*

10. The \$1 billion Recycling Fund was launched in October 2015 to support the sustainable development of the recycling industry. At the meeting held on 29 April 2019, the Administration briefed the Panel on the implementation progress of the Fund, the findings and recommendations of the mid-term review of the Fund conducted in 2018, and related enhancement and facilitation measures.

11. Members expressed concern about the low utilization of the Fund and the substantial number of withdrawn applications. According to the approved proposal for setting up the Recycling Fund, a cash flow of around \$200 million a year was expected for the 2017-2018 to 2019-2020 financial years. However, up to March 2019, only \$152 million of funding had been approved. It was also noted that among the 526 applications received by the Fund as at the end of March 2019, 217 applications (or 41.3% of all applications) were withdrawn before consideration by the Advisory Committee on Recycling Fund ("RFAC") or after approval. Members enquired whether the Administration would consider relaxing the application criteria and funding limit for each applicant, and implementing measures to assist applicants to prepare/refine their proposals.

12. The Administration advised that before the mid-term review, RFAC had implemented measures to streamline the application procedures and requirements in order to encourage more recyclers to apply for the Fund, as well as to reduce applicants' administrative workload associated with the implementation of approved projects under the Fund. Having regard to the review findings and stakeholders' suggestions, RFAC had rolled out further enhancement measures in January 2019. Among other things, a higher level of rental support was provided to project applicants and rental subsidies would be offered to recyclers who planned to relocate their operations to more suitable or desirable locations. Moreover, the scope of eligible applicants was enlarged to cover other important and relevant stakeholders, mainly the incorporated owners and property management companies. Since the implementation of the post-review enhancement measures, there was an increasing trend in the number of applications received, from an average of 36 cases in each of the previous batches to 59 cases in the recent batch received from 1 December 2018 to 28 February 2019. RFAC also planned to extend the project duration and raising the maximum cumulative number of approved projects as well as the funding cap each enterprise was eligible to under the Enterprise Support Programme of the Fund; and to extend the partnership with the Hong Kong Productivity Council ("HKPC") (i.e. the Fund's secretariat and implementation partner).

13. Regarding members' concern about the high administrative and monitoring costs of the Recycling Fund (i.e. \$99.9 million would be paid by the Fund to HKPC for its services during the Fund's five-year operational period), the Administration explained that a major reason for engaging HKPC as the Fund's secretariat and implementation partner was to leverage on its expertise. As HKPC had the capability to perform both programme management and technical assessment, the Administration would not need to hire a separate technical consultant for the purpose. Among the \$99.9 million to be paid to HKPC, only about \$45 million (or about 4.5% of the \$1 billion Fund) was

administrative expenditure. For the proposed extended engagement with HKPC, EPD planned to bear the additional costs of about \$49.9 million involved using its resources, so that the remaining balance of the Fund could be left intact for supporting the recycling industry and other relevant stakeholders.

### Air quality

#### *Improving roadside air quality*

14. At the meeting held on 19 December 2018, the Administration briefed members on the following new initiatives for improving roadside air quality:

- (a) phasing out Euro IV diesel commercial vehicles ("DCVs");
- (b) trial of retrofitting Euro IV and Euro V double-deck franchised buses with enhanced selective catalytic reduction systems, which could bring the emission performance of those buses to Euro VI level;
- (c) tightening the emission standards of first-registered motorcycles, light buses (design weight of more than 3.5 tonnes) and buses (design weight of not more than 9 tonnes); and
- (d) review of the scope of the Pilot Green Transport Fund ("PGTF") with a view to promoting the wider use of green innovative transport technologies that had been proved to be relatively mature and suitable for adoption locally.

15. Members considered that the Environment Bureau ("ENB")/EPD should strengthen its coordination with the Transport and Housing Bureau and the Transport Department so that the environmental protection principles could be better integrated into the transport policy; and the Administration should promote the use of public transport as far as possible to reduce reliance on private cars. Members also commented that the Administration's various measures to improve roadside air quality had been implemented haphazardly that failed to provide an effective solution to roadside air pollution. They considered that greater adoption of electric vehicles ("EVs"), which had no tailpipe emission, would be able to improve roadside air quality enormously.

16. The Administration advised that promoting the use of public transport had been a central plank of its transport policy, and ENB would continue to discuss with the Transport and Housing Bureau and the Transport Department the measures to improve roadside air quality. As commercial vehicles accounted for about 95% of the total vehicular emissions of respirable

suspended particulates and nitrogen oxides in Hong Kong, these vehicles were a major target of such measures. At the same time, the Administration encouraged private car owners to switch to electric private cars through first registration tax ("FRT") concessions, on the premise that the concessions would not fuel the growth of the private car fleet.

17. The Administration further advised that it would continue to explore electric commercial vehicle models that were suitable for adoption locally through PGTF, and would conduct a review of the scope of PGTF with a view to further facilitating the use of new energy vehicles (including electric ones) by the trades. The Steering Committee on the Promotion of Electric Vehicles, which was chaired by the Financial Secretary and comprised representatives from the Government and the transport trades, would also continue to explore measures to promote the use of EVs in Hong Kong. Moreover, ENB had been conducting a review of EV-related policies and measures jointly with other relevant government bureaux/departments.

18. The Administration had taken note of the following views and suggestions from individual members on the proposed programme to phase out Euro IV DCVs:

- (a) Euro IV DCVs currently in use were mostly purchased during the period from 2007 to 2012, and they normally had a service life of 13 to 15 years. To minimize the impact on the trades' operations, the replacement deadline of the last batch of Euro IV DCVs should be the end of 2025 instead of the proposed 2023;
- (b) the ex-gratia payment levels for scrapped DCVs should be higher than the levels under the existing programme for phasing out pre-Euro IV DCVs, as Euro IV DCVs generally cost more than the pre-Euro IV ones;
- (c) there were insufficient vehicle body builders to cope with the spikes in assembly of compliant vehicle bodies near the deadlines for application of ex-gratia payments for phasing out pre-Euro IV DCVs. The proposed programme for phasing out Euro IV DCVs should therefore be paced carefully; and
- (d) the Administration should maintain close communication with all relevant stakeholders, including vehicle maintenance workshops, on the implementation details of the proposed programme.

### *Review of Air Quality Objectives*

19. Section 7A of the Air Pollution Control Ordinance (Cap. 311) stipulates that the Secretary for the Environment is required to review the Air Quality Objectives ("AQOs") at least once every five years beginning on 1 January 2014 (i.e. from 1 January 2014 to 31 December 2018) or each successive five-year period. ENB embarked on the review in mid-2016 and briefed the Panel on the outcome of the review at the meeting on 25 March 2019. The Administration plans to introduce a related legislative proposal into LegCo in January 2020.

20. Members noted that the Administration proposed that the AQOs for sulphur dioxide ("SO<sub>2</sub>") and fine suspended particulates ("PM<sub>2.5</sub>") be tightened as follows:

- (a) the 24-hour AQO for SO<sub>2</sub> be tightened from Interim Target-1 ("IT-1") level to Interim Target-2 ("IT-2") level, i.e. from 125 micrograms per cu m (" $\mu\text{g}/\text{m}^3$ ") to 50  $\mu\text{g}/\text{m}^3$ ; and
- (b) the annual AQO for PM<sub>2.5</sub> be tightened from IT-1 level (35  $\mu\text{g}/\text{m}^3$ ) to IT-2 level (25  $\mu\text{g}/\text{m}^3$ ); and the 24-hour AQO for PM<sub>2.5</sub> be tightened from IT-1 level (75  $\mu\text{g}/\text{m}^3$ ) to IT-2 level (50  $\mu\text{g}/\text{m}^3$ ) with the number of allowable exceedances in a year increased from nine to 35;

in which the interim targets referred to those promulgated by the World Health Organization ("WHO")'s "Air Quality Guidelines Global Update 2005" ("the WHO Guidelines"). The Administration advised that there was no scope to tighten the AQOs for respirable suspended particulates ("PM<sub>10</sub>") and ozone ("O<sub>3</sub>") to the next higher standards under the WHO Guidelines, as the projected concentrations of the two pollutants in 2025 would not be able to meet the higher standards according to air quality assessment results.

21. Members expressed concern that the proposed increase in the number of allowable exceedances for the proposed 24-hour AQO for PM<sub>2.5</sub> would counteract the tightening of concentration limit to IT-2. Noting that according to the data compiled by a green group, the proposed new standard for PM<sub>2.5</sub> had already been met in the whole territory of Hong Kong in 2018, some members called on the Administration to adopt a more ambitious target for PM<sub>2.5</sub>. There was also a concern as to whether the Administration might deliberately adopt less stringent standards with a view to ensuring that designated projects could comply with AQOs.

22. The Administration explained that:

- (a) the air quality management policy of Hong Kong was to achieve the Air Quality Guidelines under the WHO Guidelines ("the WHO AQGs") in the long run to protect public health, through implementation of a range of measures to reduce emissions from various sources;
- (b) to progressively achieve the WHO AQGs as the ultimate goal, interim goals were set for developing short-term air quality improvement plans. These interim goals were reflected in the AQOs for some pollutants, which were set with reference to the interim targets promulgated by the WHO Guidelines; and
- (c) apart from serving as a benchmark for consideration of designated projects under the environmental impact assessment process, AQOs could also facilitate the assessment of the progress in air quality improvement. The tightening of AQOs could help ensure that the levels of air pollution control on future designated projects would be strengthened correspondingly.

23. The Administration further explained that the proposed allowable exceedances were to cater for non-compliance during pollution episodes caused by locally uncontrollable circumstances such as regional air pollution or extreme weather. The approach was in line with the WHO Guidelines and had been adopted in other places such as the European Union, where the number of allowable exceedances for the 24-hour PM10 standard was also set at 35 times per year. The Administration pointed out that the proposal for tightening the 24-hour AQO for PM2.5 was formulated having regard to the 2025 air quality assessment results, which were based on the territory-wide air quality modelling outcome. According to the modelling outcome, the highest number of exceedances against IT-2 level for PM2.5 would be 33. The Administration therefore proposed setting the number of allowable exceedances at 35 to give some buffer.

#### *Three Dimensional Air Pollution Monitoring System*

24. The Administration plans to establish a three-dimensional ("3-D") air pollution monitoring network using light detection and ranging ("LiDAR") technology for tracking pollution transport over Hong Kong. The Administration briefed the Panel on a related funding proposal at the meeting on 19 December 2018.



25. Members sought explanation on how the data obtained by the proposed LiDAR systems could contribute to the improvement of Hong Kong's air quality. They also asked whether the Administration would collaborate with the Guangdong authorities in tackling O<sub>3</sub> and suspended particulates problems in the region, including whether the Guangdong authorities would set up their own 3-D air pollution monitoring network using similar equipment to collect data complementary to that obtained by Hong Kong's LiDAR systems.

26. The Administration explained that currently, it used computer models to estimate how the emissions of air pollutants would affect air quality. The computer modelling was based on estimated emission data of various air pollution sources and calibrated using ground-level air pollutant concentration and meteorological data gathered by air quality monitoring systems, meteorological monitoring stations, etc. As O<sub>3</sub> and suspended particulates could be formed in the atmosphere, the accuracy of the computer models was limited without data on air pollutant concentration at higher altitude and pollutant transport information. The proposed LiDAR systems could provide such information, which could be assimilated into the existing air quality modelling system to improve air quality prediction ability and accuracy. With a better understanding on how O<sub>3</sub> and suspended particulates were formed and transported in the region, the Administration would be able to devise more targeted measures for reducing emissions at source.

27. The Administration stressed that the governments of Hong Kong and Guangdong had been collaborating on improving regional air quality, including setting emission reduction targets for 2020 and jointly operating a Pearl River Delta Regional Air Quality Monitoring Network. The Guangdong Provincial Government was also setting up a similar 3-D air pollution monitoring network in its province. It was envisaged that the data obtained by the 3-D air pollution monitoring networks of both places could complement the ongoing joint efforts in monitoring volatile organic compounds to tackle the regional O<sub>3</sub> problem, as well as support the setting of post-2020 emission reduction targets and measures for the region.

#### *Promoting the use of electric vehicles*

28. At the meeting held on 28 January 2019, the Administration reported to the Panel the progress of promoting the use of EVs and possible measures for the development and enhancement of the charging network for electric private cars. The Administration highlighted the following new initiatives:

- (a) review of PGTF with a view to promoting the wider use of technologies that had been proved to be relatively mature and suitable for adoption locally;

- (b) implementation of various short to medium-term measures to facilitate the development and enhancement of the charging networks for electric private cars, including (i) installing additional 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 promotion of installing charging facilities in private housing estates; and
- (c) relaxing the eligibility criteria of ownership period and licensed period of an old private car under the "One-for-One Replacement" Scheme for electric private cars with effect from 28 January 2019.<sup>2</sup>

29. Members in general considered that the existing measures were not sufficient to bring about significant growth in the number of registered electric private cars and electric commercial vehicles in Hong Kong. The Panel passed a motion urging the Administration 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 more 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.

30. Members questioned the effectiveness of the "One-for-One Replacement" Scheme in view of its low participation rate. It was noted that while a total of 4 788 private cars that were de-registered after being scrapped from February to December 2018 had met the requirements of the "One-for-One Replacement" Scheme, there were only 329 applications under the scheme in the same period.

31. The Administration advised that:

- (a) its 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

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<sup>2</sup> The "One-for-One Replacement" Scheme, which was launched in February 2018, allowed private car owners who arrange to scrap and deregister their own eligible old private car (private car with an internal combustion engine or electric private car) and then first register a new electric private car to enjoy a higher FRT concession of up to \$250,000.

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 the private cars in Hong Kong were EVs or hybrid vehicles, and the ratio compared favourably with those of other major Asian places;
- (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
- (d) the Hong Kong Planning Standards and Guidelines was amended in 2011 setting out the target that 30% of private car parking spaces in new buildings would have EV charging facilities.

32. As regards FRT concessions for electric private cars, the Administration advised that the number of such cars newly registered was on an increasing trend recently. Of the eight vehicle brands that were selling electric private cars 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 electric private car models at affordable prices would be introduced in Hong Kong in the coming few years. 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 the use of mass-market electric private cars and avoiding the provision of unwarranted concession to buyers of luxury electric private cars.

33. The Administration also stressed that its policy direction had always been that electric private cars owners should perform daily charging of their cars 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. Various stepped-up measures would be implemented to further promote the development of both private and public EV charging facilities.

## Nature conservation

### *Enhanced management of wild pigs*

34. Nuisance related to wild pigs has been proliferating in Hong Kong in recent years. At the meeting on 28 January 2019, the Administration sought members' views on its proposed enhancement measures to address the nuisance.

35. Members noted that one major measure under trial since 2017 to abate the nuisance caused by wild pigs was the Capture and Contraception/Relocation Programme ("CCRP"). The programme involved capturing nuisance-causing wild pigs for contraception and/or relocation to remote countryside areas to alleviate the nuisance with immediate effect. While the Agriculture, Fisheries and Conservation Department ("AFCD") would continue the pilot CCRP and explore other practical means to address nuisance caused by wild pigs, some wild pigs might still pose imminent risks to public safety particularly those which (a) had attacked people; 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. Given the safety concerns and potentially serious consequences of wild pig attacks, the Administration would euthanize wild pigs which met one or both of the above criteria, in order to safeguard public safety.

36. Members in general urged the Administration to implement effective measures to control the population of wild pigs in Hong Kong and reduce nuisance caused by the species to the public. Members 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. There was a concern about the potential 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.

37. The Administration assured members that wild pigs captured under CCRP were relocated to the remote countryside away from residential areas and farmlands. AFCD would enhance existing efforts on monitoring the population, distribution and movement of wild pigs using camera traps and global positioning system tracking technology. To avoid arousing interest among members of the public to locate/feed the wild pigs, the Administration would not disclose the exact locations to which the wild pigs were relocated.

38. Members noted that before 2017, if wild pigs caused injury to human beings and/or damaged properties and if other management measures were found to be ineffective, they would be removed by hunting operations by the two civilian hunting teams under the authorization of both the Police and AFCD. Hunting operations had been suspended since 2017 to address the growing

concern of some local individuals/organizations about animal welfare and the safety constraints for conducting hunting operations in public or residential areas.

39. Some members called on the Administration to disband the civilian hunting teams while some other members considered that hunting operations by civilian hunting teams could be resumed where appropriate and necessary, and suggested that the Administration might consider setting up official hunting teams to better ensure that all hunting operations were carried out according to prescribed requirements and procedures. After discussion, the Panel passed a motion urging the Administration to retain the civilian hunting teams, which should resume operations when the wild pig problem was running out of control or the risk was relatively high. The Panel also urged the Administration to deploy additional resources and manpower for CCRP, among other measures.

40. The Administration 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. Hence, 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. The Administration advised that it would continue to consider suitable measures to manage wild pigs in Hong Kong, taking into account public safety concerns and maintenance of biodiversity, etc.

#### Energy efficiency and conservation

41. At the meeting on 27 May 2019, the Administration briefed the Panel on its efforts to promote energy efficiency conservation ("EE&C") as well as renewable energy ("RE") through innovation and technology ("I&T").

42. Members noted that the Electrical and Mechanical Services Department ("EMSD") launched the E&M InnoPortal in June 2018. This platform listed the service needs of various government departments, public organizations and the E&M trade. Through an automatic notification function of the platform, universities and start-ups would be informed of the potential engagement or procurement opportunities, and could then propose related I&T solutions for matching. After a year's active promotion (including through media briefings, seminars and outreaching), the E&M InnoPortal had collected more than 140 service needs and 95 solutions, covering a wide range of innovative technologies. Trials on over 50 of these solutions were being conducted, 11 of which were on EE&C and RE.

43. Members suggested the Administration enhance publicity of the E&M InnoPortal to the I&T industry, trade unions and the general public at large. At the meeting, the Administration had also taken note of members' suggestions to step up efforts to promote the following:

- (a) wider use of EVs (including electric taxis and light buses) by expanding the charging network such as installing chargers at the dedicated auto-liquefied petroleum gas filling stations or near taxi stands;
- (b) best practices on green data centre management; and
- (c) wider adoption of district cooling systems in new development areas, and other energy-efficient installations (e.g. light-emitting diode lighting systems) at facilities and buildings of both the public and private sectors.

#### Other issues

44. During the session, the Panel was also consulted on the following public works/establishment proposals:

- (a) making permanent a supernumerary directorate post in ENB to take forward tasks in relation to the promotion of renewable energy and long-term development of the electricity market;
- (b) staffing proposal for taking forward MSW charging and complementary waste reduction and recycling initiatives;
- (c) retrofitting of noise barriers on Long Tin Road;
- (d) upgrading of Cheung Chau sewage treatment and disposal facilities, provision of public sewerage systems for villages in Sai Kung, and upgrading of West Kowloon and Tsuen Wan sewerage;
- (e) construction of San Shek Wan sewage treatment works at South Lantau, provision of sewerage networks in South Lantau and Tolo Harbour, and rehabilitation of underground sewers in Kowloon; and
- (f) upgrading of Yuen Long Effluent Polishing Plant.

Meetings held

45. From 11 October 2018 to June 2019, the Panel held a total of 9 meetings. The Panel has scheduled two meetings for 2 July and 18 July 2019.

Council Business Division 1  
Legislative Council Secretariat  
21 June 2019

**Legislative Council**

**Panel on Environmental Affairs**

**Terms of Reference**

1. To monitor and examine Government policies and issues of public concern relating to environmental matters (including those on energy), conservation and sustainable development.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy areas prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.



**Panel on Environmental Affairs**

**Membership list for 2018-2019 session\***

**Chairman** Dr Hon Junius HO Kwan-yiu, JP

**Deputy Chairman** Hon HUI Chi-fung

**Members** 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 WU Chi-wai, MH  
Hon CHAN Chi-chuen  
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  
Ir Dr Hon LO Wai-kwok, SBS, MH, JP  
Hon CHUNG Kwok-pan  
Hon CHU Hoi-dick  
Hon SHIU Ka-fai  
Hon YUNG Hoi-yan  
Hon Tanya CHAN  
Hon Kenneth LAU Ip-keung, BBS, MH, JP  
Hon Jeremy TAM Man-ho  
Hon Tony TSE Wai-chuen, BBS

(Total : 22 members)

**Clerk** Ms Angel SHEK

**Legal Adviser** Mr Cliff IP

\* Changes in membership are shown in Annex.

## Annex to Appendix II

### Panel on Environmental Affairs

#### Changes in membership

<b>Member</b>	<b>Relevant date</b>
Hon Tommy CHEUNG Yu-yan, GBS, JP	Up to 15 October 2018
Hon Jeffrey LAM Kin-fung, GBS, JP	Up to 15 October 2018
Hon WONG Ting-kwong, GBS, JP	Up to 15 October 2018
Hon CHAN Han-pan, BBS, JP	Up to 15 October 2018
Hon LEUNG Che-cheung, SBS, MH, JP	Up to 15 October 2018
Hon Jimmy NG Wing-ka, JP	Up to 15 October 2018
Hon CHAN Chun-ying, JP	Up to 15 October 2018
Hon CHAN Kin-por, GBS, JP	Up to 16 October 2018
Hon Paul TSE Wai-chun, JP	Up to 16 October 2018
Hon Christopher CHEUNG Wah-fung, SBS, JP	Up to 16 October 2018
Hon POON Siu-ping, BBS, MH	Up to 16 October 2018
Hon WONG Kwok-kin, SBS, JP	Up to 18 October 2018
Hon HO Kai-ming	Up to 18 October 2018
Hon LAU Kwok-fan, MH	Up to 18 October 2018
Hon MA Fung-kwok, SBS, JP	Up to 23 October 2018
Hon Jeremy TAM Man-ho	Since 27 May 2019