

立法會
Legislative Council

LC Paper No. CB(1)959/19-20
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by the Administration)

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Panel on Environmental Affairs

Subcommittee to Study Issues Relating to the Development of Electric Vehicles

**Minutes of the meeting on
Wednesday, 8 July 2020, 9:00 am
in Conference Room 2A of the Legislative Council Complex**

Members present : Hon CHAN Hak-kan, BBS, JP (Chairman)
Hon Frankie YICK Chi-ming, SBS, JP
Hon Elizabeth QUAT, BBS, JP
Ir Dr Hon LO Wai-kwok, SBS, MH, JP
Hon SHIU Ka-fai, JP
Hon Tanya CHAN

Member attending : Hon CHAN Han-pan, BBS, JP

Members absent : Hon Kenneth LEUNG
Dr Hon Junius HO Kwan-yiu, JP
Hon HUI Chi-fung

Public Officers attending : Agenda item II

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

Mr Owin FUNG
Deputy Director of Environmental Protection (3)

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

Mr FONG Kin-wa
Assistant Director (Waste Reduction & Recycling)
Environmental Protection Department

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

Clerk in attendance : Mr Derek LO
Chief Council Secretary (1)5

Staff in attendance : Ms Anki NG
Council Secretary (1)5

Ms Michelle NIEN
Legislative Assistant (1)5

Action

I. Matters arising from previous meeting

(LC Paper No. CB(1)832/19-20(01) — List of follow-up actions arising from the meeting on 12 June 2020

LC Paper No. CB(1)832/19-20(02) — Administration's response to the list of follow-up actions arising from the meeting on 12 June 2020

Written submissions

LC Paper No. CB(1)749/19-20(01) — Second submission from EV Policy Study Group (Chinese version only)

Action

LC Paper No. CB(1)757/19-20(01) — Submission from Clean Air Network (English version only)

LC Paper No. CB(1)831/19-20(01) — Submission from a member of the public (Chinese version only)

LC Paper No. CB(1)850/19-20(01) — Submission from Dr Jonn AXSEN (English version only)

(Post-meeting note: The Administration's consolidated response to submissions was issued to members vide LC Paper No. CB(1)878/19-20 on 20 July 2020.)

The Chairman advised that the Administration had provided supplementary information on the follow-up actions arising from the meeting on 12 June 2020.

II. To study and formulate support measures relating to electric vehicles, including recovery of used batteries, manpower training, etc.

Relevant papers

(LC Paper No. CB(1)589/19-20(01) — Administration's paper on promoting the use of electric vehicles

LC Paper No. CB(1)546/19-20(01) — Background brief prepared by the Legislative Council Secretariat)

Discussion

2. The Subcommittee deliberated (Index of proceedings attached at **Appendix**).

Follow-up action to be taken by the Administration

3. The Administration was requested to provide information on the Buildings Department's Guidelines for the Gross Floor Area ("GFA") calculations of car parking, loading and unloading areas, which related to the granting of GFA concessions for electric vehicle charging-enabling car parking spaces.

Action

(*Post-meeting note:* The Administration's supplementary information was issued to members vide LC Paper No. CB(1)879/19-20 on 24 July 2020.)

4. The Chairman declared that the Subcommittee had finished its work and the meeting would be its final one. The Clerk would proceed to prepare a report for submission to the Panel on Environmental Affairs of the Legislative Council. The Chairman called on the Administration to make reference to members' views and concerns in formulating policies on the development of electric vehicles in Hong Kong.

III. Any other business

5. There being no other business, the meeting ended at 10:14 am.

Council Business Division 1
Legislative Council Secretariat
16 September 2020

Panel on Environmental Affairs

Subcommittee to Study Issues Relating to the Development of Electric Vehicles

**Proceedings of the meeting
on Wednesday, 8 July 2020, at 9:00 am
in Conference Room 2A of the Legislative Council Complex**

Time Marker	Speaker	Subject(s)	Action Required
Agenda item I — Matters arising from previous meeting			
000941 – 001018	Chairman	Opening remarks	
Agenda item II — To study and formulate support measures relating to electric vehicles, including recovery of used batteries, manpower training, etc.			
001019 – 001208	Chairman	Remarks on the Subcommittee's work	
001209 – 002128	Chairman Administration	Briefing by the Administration on the support measures relating to the disposal of waste EV batteries of electric vehicles ("EVs") and training of repair and maintenance personnel for EVs.	
002129 – 002743	Chairman Ir Dr LO Wai-kwok Administration	<p>Ir Dr LO Wai-kwok opined that the Administration should have in place long-term plans for developing career paths for practitioners in the EV maintenance sector, including considering giving academic accreditation to them. He enquired about the follow-up actions relating to the "One-for-One Replacement" Scheme for EVs, including whether the Administration would extend the Scheme upon its expiry on 31 March 2021.</p> <p>The Administration advised that it shared the concerns of Ir Dr LO Wai-kwok and would consider his suggestions jointly with the relevant Bureaux/Departments. The Administration was reviewing the "One-for-One Replacement" Scheme and would announce the way forward in due course.</p> <p>Ir Dr LO Wai-kwok urged the Administration to announce as soon as possible its decision on extending the "One-for-One Replacement" Scheme. The Chairman advised that it was the</p>	

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		<p>Subcommittee's consensus that the Administration should announce its decision to extend the Scheme as soon as possible.</p>	
002744 – 004032	<p>Chairman Mr Frankie YICK Administration</p>	<p>Mr Frankie YICK opined that the Administration should increase the cap of the First Registration Tax ("FRT") concession for electric private cars ("e-PCs") from \$97,500 to \$120,000, or even \$150,000, in order to make the financial incentive for using EVs more attractive to vehicle owners. The Administration should also announce as soon as possible its decision on extending the "One-for-One Replacement" Scheme, which would facilitate car dealers to plan early for importing EVs and owners of conventional private cars ("PCs") to make decisions on whether to switch to e-PCs. He enquired about –</p> <ul style="list-style-type: none"> (a) whether the Administration had any plans to help liaise with car suppliers so that the latter would share information with third parties on the testing and maintenance of different brands' EVs, given that some European countries had already made open such information on a common platform; (b) whether the Administration had any measures or follow-up actions to ensure that licensed collectors of waste EV batteries would handle the batteries properly; (c) whether the Administration would implement any recycling facility for waste EV batteries and if so, the timetable for doing so; and (d) the average normal life of EV batteries. <p>The Administration advised that –</p> <ul style="list-style-type: none"> (a) they would continue to liaise with EV suppliers with a view to facilitating sharing of the information on the testing and maintenance of EVs between the 	

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		<p>EV manufacturers/dealers and the vehicle maintenance trade;</p> <p>(b) waste EV batteries had to be properly handled under the relevant legislation as they contained harmful chemicals. Most EV manufacturers or agents had currently engaged licensed collectors to collect the waste batteries of their brands' EVs. After proper preliminary treatment (e.g. sorting, discharging and insulating) and packaging, these waste EV batteries were exported to overseas countries for recycling;</p> <p>(c) as the age of most EVs in Hong Kong remained young, the number of retired EV batteries remained small at this stage. In view that EVs would become more popular in future, the Environmental Protection Department was studying how to promote the recycling of batteries, and had been maintaining close liaison with the trade and EV suppliers to explore solutions that were applicable to local situations. Simultaneously, the Electrical and Mechanical Services Department was also studying how to promote the second life of EV batteries;</p> <p>(d) despite much quicker pace of EV adoption, the Administration considered that the number of waste EV batteries in the coming few years might not constitute a sufficiently large market demand to support the setting up of a local and high-tech battery recycling facility. Hence, the recycling process would still be conducted outside Hong Kong but the waste batteries collected would have to be properly treated before export. The Administration would set out, among other things, the details of relevant measures in the roadmap on the popularization of EVs, which was tentatively scheduled for completion in the first half of 2021; and</p>	

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		<p>(e) in line with the development of EV technology and their batteries in recent years, the average normal life of EV batteries and their warranty period had increased to about eight years.</p>	
004033 – 004817	Chairman Mr SHIU Ka-fai Administration	<p>Mr SHIU Ka-fai supported the development of EVs in Hong Kong and considered that Hong Kong was lagging behind other countries in promoting the use of EVs. Support measures such as charging facilities were crucial to vehicle owners in deciding whether to switch to EVs. He enquired about the method of calculation for the granting of Gross Floor Area ("GFA") concessions for EV charging-enabling infrastructure at new private buildings.</p> <p>The Administration advised that –</p> <p>(a) the Government had tightened the requirements of GFA concessions since April 2011 so that only underground car parks in new private buildings provided with EV charging-enabling infrastructure (including provision of sufficient power supply, cabling and conduits for all parking spaces, etc.) at each parking space could be fully exempted from the GFA calculations. For new developments approved in the past nine years, over 80% of private parking spaces had provided with EV charging-enabling infrastructure;</p> <p>(b) for private charging facilities, the Government was preparing for the \$2 billion pilot scheme which aimed to subsidize installation of EV charging-enabling infrastructure in the car parks of existing private residential buildings to facilitate owners of individual parking spaces to install chargers for their EVs in future, and the scheme would be rolled out in the coming few months; and</p>	

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		<p>(c) the grant of GFA concessions to developers and the extent of such exemption would also depend on other conditions specified by the Development Bureau in the relevant guidelines issued by the Buildings Department.</p> <p>Members requested the Administration to provide information on the Buildings Department's Guidelines for GFA calculations of car parking, loading and unloading areas, relating to the granting of GFA concessions for EV charging-enabling car parking spaces.</p> <p>The Chairman advised that in some of the completed developments for which GFA concessions had been given, only charging-enabling infrastructure was installed but EV chargers were absent in the parking spaces.</p>	<p>Paragraph 3 of the minutes</p>
<p>004818 – 005740</p>	<p>Chairman Ms Tanya CHAN Administration</p>	<p>Ms Tanya CHAN commented that the GFA concession was in effect a huge benefit given to developers and that in some of the completed developments for which GFA concessions had been given, EV chargers were absent in the parking spaces. She enquired about –</p> <p>(a) the timetable for implementing a requirement for developers to install chargers for parking spaces in developments granted with GFA concessions;</p> <p>(b) whether the Administration would review the effectiveness of the GFA concessions policy to see if any enhancements were needed as it was formulated in 2011; and</p> <p>(c) whether the repair and maintenance skills for EVs could be shared with the vehicle repair and maintenance personnel.</p>	

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		<p>The Administration advised that –</p> <p>(a) as EV technology was developing fast, there had not yet been a mainstream standard charger that fits all EVs. Pre-installed chargers would become outdated in a short period of time and might not suit EV owners' preference and needs. It would be more appropriate for an individual EV owner to install the charger that best met his needs at the time of installation. Moreover, to most EV owners, the cost of installing an EV charger was not high when compared to the cost of installing EV charging-enabling infrastructure at the parking spaces; and</p> <p>(b) the key objective of the GFA concessions policy was to enable owners of parking spaces to choose and install their own chargers at their parking spaces and arrange for power connection without any constraint in respect of power supply, and installation of cables and conduits, etc.</p>	
005741 – 010657	Chairman Administration	<p>The Chairman advised that in some of the completed developments for which GFA concessions had been given, such as some shopping malls in Tsim Sha Tsui, high-priced chargers had been installed for use by EV owners in the relevant car parking spaces. He enquired about –</p> <p>(a) the current process of recycling and disposal of waste EV batteries after their collection;</p> <p>(b) whether the recycling of waste EV batteries would be centralized or conducted by individual manufacturers or agents when the number of retired EV batteries increased in future; and</p>	

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		<p>(c) the Administration's progress in liaising with the relevant EV manufacturers and dealers to open up and share the testing and maintenance menu of their respective EVs.</p> <p>The Administration advised that –</p> <p>(a) the disposal of waste EV batteries was regulated under the Waste Disposal Ordinance (Cap. 354) and its subsidiary Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). Most EV manufacturers or agents had currently engaged licensed collectors to collect the waste batteries of their brands' EVs. After proper preliminary treatment (e.g. sorting, discharging and insulating) and packaging, these waste EV batteries were exported to appropriate treatment facilities in Japan, Korea or Belgium for recycling;</p> <p>(b) in view of the absence of a sufficiently large market demand, it might not be suitable for Hong Kong to set up a local EV battery recycling facility. Some overseas EV manufacturers had engaged their own recycling companies to recycle waste EV batteries of their own brands while some countries had mandated the recycling arrangement through legislation. The Administration would consider and adopt a suitable waste EV batteries recycling policy for Hong Kong; and</p> <p>(c) the Administration had been promoting the release of maintenance information from vehicle manufacturers to the vehicle repair trade. For example, in line with the practice of the European Union, for Euro VI fuel-propelled vehicles sold in Hong Kong, manufacturers were legally required to provide their vehicle maintenance information at a</p>	

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		<p>cost. Some local car maintenance workshops shared the use of expensive maintenance equipment. The Government had also conducted seminars for vehicle manufacturers/dealers to share vehicle maintenance information and skills to local vehicle repair trades. The maintenance of EVs was currently mostly conducted by their suppliers as it involved advanced technology owned by them. To equip local vehicle repair workers with basic knowledge for EV maintenance, the Vocational Training Council provided courses on basic EV related technology, electronic and electricity installation, safety standards and maintenance skills, etc.; and</p> <p>(d) the Department of Mechanical Engineering of the University of Hong Kong was conducting a study on promotion of electrical private cars technology including their maintenance under the Environment and Conservation Fund. The Department had been maintaining close liaison with relevant stakeholders, including EV suppliers, the maintenance trade and academics to explore solutions on how the local maintenance trade could participate in EV maintenance when the number of EVs was expected to increase in future.</p>	
010658 – 011615	Chairman Ms Elizabeth QUAT Administration	Ms Elizabeth QUAT opined that it was now an appropriate time for the Administration to conduct a full review on the GFA concession policy as it had been formulated in 2011. The review should include the effectiveness of the policy and the complaints that had been received. Although the policy required developers to install cabling, conduits, etc. for connecting power to the individual car parking spaces, it did not specify the capacity of the power supplied to the parking spaces. She called on the Administration to specify the power supply	

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		<p>capacity to the parking spaces as an improvement to the policy.</p> <p>Ms Elizabeth QUAT enquired about –</p> <ul style="list-style-type: none">(a) the respective power supply capacities of the quick, medium and standard EV chargers and whether there was any international standard for such chargers; and(b) the timetable for attaining a certain percentage of e-PCs out of the total number of PCs and the relevant proportion of EV chargers available. <p>The Administration advised that –</p> <ul style="list-style-type: none">(a) the GFA concession policy was tightened in 2011 to grant concessions to developers for installing EV charging-enabling infrastructure at the car parking spaces. The size of cables was specified such that they could support power supply up to about 32 amperes for using medium chargers at car parking spaces. Owners of parking spaces could install suitable chargers at their parking spaces and arrange for power connection according to their needs. In addition, medium chargers were also installed in government car parks to enable EV owners to top up their vehicles when needed. Currently, there was no international standard for quick, medium and standard EV chargers, and suppliers could provide adaptors for EV owners to charge their own EVs; and(b) the Government was formulating a roadmap on the popularization of EVs (scheduled for completion in the first half of 2021) which would cover strategies for promoting EVs and also the establishment of charging infrastructure. The Administration would also explore a timing for banning the sale of conventional fuel-	

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		<p>propelled vehicles with a view to further promoting the use of EVs.</p> <p>Ms Elizabeth QUAT called on the Administration to make the FRT concession for EVs more effective by raising its amount and to consider other financial incentives to promote the use of EVs.</p>	
011616 – 011650	Chairman	Remarks on the completion of the Subcommittee's work and submission of report to the Panel on Environmental Affairs.	
Agenda item III — Any other business			
011651 – 011705	Chairman	Closing remarks	

Council Business Division 1
Legislative Council Secretariat
16 September 2020