

立法會

Legislative Council

LC Paper No. CB(1)233/19-20(06)

Ref.: CB1/PL/EA

Panel on Environmental Affairs

Meeting on 16 December 2019

Background brief on measures to improve air quality prepared by the Legislative Council Secretariat

Purpose

This paper provides background information on measures to improve air quality in Hong Kong. It also gives a brief account of the major views and concerns expressed by Members when related issues were discussed by relevant committees of the Legislative Council ("LegCo").

Background

2. Hong Kong has been facing two major air pollution issues, namely local street-level pollution and regional smog problem. For street-level pollution, vehicular tailpipe emissions are the key source of roadside air pollutants which mainly include respirable suspended particulates ("PM10"), fine suspended particulates ("PM2.5"), nitrogen dioxide ("NO₂") and sulphur dioxide ("SO₂"). Currently, commercial vehicles and franchised buses account for about 95% of PM10 and nitrogen oxides ("NO_x") emissions of the local vehicle fleet, whereas smog is caused by a combination of pollutants from motor vehicles, marine vessels, industry and power plants both in Hong Kong and in the Pearl River Delta ("PRD") region.

3. The Administration has been implementing a number of measures to improve local air quality, including reviewing at specified intervals the Air Quality Objectives ("AQOs") and the technical memorandum for allocation of emission allowances for power plants ("TM"), with a view to exploring possible scope for tightening AQOs and specified emissions under TM from power plants, promoting green road transport, tightening control of volatile organic compounds ("VOCs") as well as emissions from marine vessels and non-road mobile machinery. The details of these ongoing initiatives are given in **Appendix I**.

4. In the Chief Executive's 2018 and 2019 Policy Addresses, the Administration has proposed a host of new measures to improve local air quality and strengthen cooperation with the relevant authorities of Guangdong to tackle regional air pollution problems. The major initiatives are set out in the ensuing paragraphs.

Reducing emissions from vehicles

Phasing out Euro IV diesel commercial vehicles

5. The Administration launched in March 2014 an incentive-cum-regulatory programme to progressively phase out about 82 000 pre-Euro IV diesel commercial vehicles ("DCVs") ("pre-Euro IV programme") by the end of 2019, with \$11.4 billion set aside as ex-gratia payment to the affected vehicle owners. To further enhance the control, the Administration plans to launch another incentive-cum-regulatory programme in 2021 to phase out about 40 000 Euro IV DCVs ("Euro IV programme") by the end of 2023. It is estimated that the new programme would reduce NO_x and PM₁₀ by about 1 250 tonnes and 70 tonnes (about 15% and 25%) respectively of total vehicular emissions by 2024.

Tightening emission standards for first registered motorcycles to Euro IV

6. In the light that the European Union, Japan as well as the Mainland have implemented Euro IV or equivalent emission standards for motorcycles ("MCs"), and Hong Kong now has adequate local supply of Euro IV compliant MC models (i.e. 130 models type-approved by the Transport Department), the Government plans to amend the relevant legislation to tighten emission standards for first registered MCs to Euro IV starting from 2020.

Tightening emission requirements of franchised bus low emission zones and retrofitting Euro IV and Euro V franchised buses with enhanced selective catalytic reduction systems

7. Since 31 December 2015, the Administration has set up franchised bus low emission zones at three busy road sections,¹ allowing only low emission franchised buses (i.e. buses meeting Euro IV or above emission standards, or Euro II and III buses retrofitted with selective catalytic reduction ("SCR") devices and diesel particulate filters) to run through the zones. To further improve the roadside air quality within these zones, the Administration plans to require franchised bus companies ("FBCs") to deploy low emission

¹ The three franchised bus low emission zones are located at Yee Wo Street in Causeway Bay, the junction of Des Voeux Road Central and Pedder Street in Central, and the junction of Nathan Road and Lai Chi Kok Road in Mong Kok.

buses meeting Euro V or above emission standards to routes running through the zones from 31 December 2019.

8. The Administration fully subsidized FBCs to retrofit 1 030 Euro II and III double-deck buses with SCR systems to bring their emission performance to Euro IV or above levels. The programme ended in end 2017. Drawing reference from overseas experience, the Administration will fully subsidize FBCs to conduct a trial of retrofitting enhanced SCR systems on about 60 Euro IV and V double-deck dominant bus models to reduce the NOx emissions of these types of buses, with a view to confirming its technical feasibility and emission reduction performance under local environment. Subject to satisfactory trial results, the Administration intends to fully subsidize FBCs to retrofit about 3 900 eligible Euro IV and V double-deck buses (comprising about two third of the whole franchised bus fleet) with enhanced SCR systems.

Formulating a trial scheme on electric public light buses

9. To promote the development of electric public light buses ("e-PLBs") and overcome the constraints of application of e-PLBs in Hong Kong such as hilly terrains, long daily mileage and long duration of charging, the Administration engaged the Hong Kong Productivity Council as a consultant in March 2019 to formulate the basic technical requirements and specifications of e-PLBs and associated charging facilities for launching a trial scheme on such buses. The Administration's preliminary assessment is that PLBs running on fixed routes, i.e. green minibuses, will have a greater potential to first switch to e-PLBs.

Installation of electric vehicle charging-enabling infrastructure in car parks of existing private residential buildings

10. In view of the general improvement in the driving range of common electric private cars ("e-PCs") available in the market recently, the Administration's policy direction is that e-PC owners should charge their cars at home, workplaces or other suitable places on a routine basis; and public charging network serves to provide top-up charging in the case of occasional needs while on the road. Accordingly, to facilitate a gradual popularization of e-PCs, the Administration considers it crucial to promote installation of electric vehicle ("EV") charging facilities in new and existing private residential buildings. Recognizing that some owners of car parks of existing private residential buildings may encounter difficulties in installation of EV charging facilities, the Administration intends to formulate a pilot subsidy scheme involving a commitment of \$2 billion to subsidize car park owners of existing private residential buildings meeting prescribed criteria to install EV charging-enabling infrastructure.

Review of the Pilot Green Transport Fund

11. The Administration put in place a \$300 million Pilot Green Transport Fund ("PGTF") in March 2011 to encourage the transport sector to test out green innovative transport technologies. The public transport sector (including taxis, PLBs, buses and ferries), goods vehicles (including special purpose vehicles) operators and charitable/non-profit making organizations providing transport services are eligible to apply.² The Administration is conducting a review on the current scope of PGTF, with a view to further promoting wider use of new energy transport technologies by the transport sector and encouraging further use of technologies that PGTF proved suitable for local adoption. The Administration aims to complete the review in 2019.

Reducing emissions from vessels

12. To reduce emissions from marine vessels, the Administration plans to launch a pilot scheme on electric ferries serving in-harbour routes of the Victoria Harbour. Details of the pilot scheme will be formulated in 2020. In addition, the Administration will explore further tightening of the maximum sulphur content of the locally supplied marine light diesel from the prevailing limit of 0.05% to 0.01% so as to encourage vessels to use cleaner fuels.

Regional cooperation on improving air quality

13. Hong Kong and Guangdong have been jointly operating a PRD Regional Air Quality Monitoring Network.³ As the monitoring results show that the ozone ("O₃") problem still needs to be improved, the Administration is working with the relevant authorities of Guangdong and Macao to incorporate VOCs, which undergo photochemical reaction under sunlight with NO_x to form O₃, as a routine monitoring parameter in the PRD Regional Air Monitoring Network to better understand the causes of O₃ pollution and help develop effective control strategies. In addition, the Administration has proposed to allocate a funding of \$300 million to extend the Cleaner Production Partnership

² As at end-August 2019, 168 trial applications (102 on EVs, 58 on hybrid vehicles and 8 applicable to buses and ferries) were approved, involving about \$147 million of subsidies.

³ The Environmental Protection Department of Hong Kong and Guangdong Provincial Environmental Monitoring Centre established the PRD Regional Air Quality Monitoring Network in 2005 and the Network was enhanced with the participation of Macao in 2014. There are now 23 automatic air quality monitoring stations in the PRD region.

Programme to March 2025.⁴ The programme encourages Hong Kong-owned factories in Hong Kong and Guangdong to adopt cleaner production technologies, with a view to continually improving the regional environment, in particular air quality.

Major views and concerns expressed by Members

14. At the policy briefing-cum-meetings on 22 October 2018 and 28 October 2019, the Panel on Environmental Affairs ("EA Panel") discussed, among others, the Administration's initiatives set out in the 2018 and 2019 Policy Addresses to improve air quality respectively. Relevant issues were also brought up at various EA Panel meetings and during examination of the Estimates of Expenditure in recent years. Members' major views and concerns are summarized in the ensuing paragraphs.

Timetable for phasing out Euro IV diesel commercial vehicles

15. Some members suggested the Administration defer the deadline for phasing out the last batch of Euro IV DCVs from end of 2023 to end of 2025 so as to minimize the adverse impact on the trade's operations. There was a view that the ex-gratia payment levels for scrapped vehicles under the Euro IV programme should be higher than those of the pre-Euro IV programme as Euro IV DCVs generally cost more than the pre-Euro IV ones. Members urged the Administration to maintain close communication with all relevant stakeholders, including vehicle maintenance workshops, on the implementation details of the Euro IV programme. The Administration advised that it would conduct a public consultation on the Euro IV programme, and would strike a balance between providing sufficient incentives to DCV owners and ensuring prudent use of public money when considering the levels of ex-gratia payments.

Promoting the use of electric vehicles and other new energy vehicles

16. Members generally considered that the adoption of EVs, which had no tailpipe emission, would be able to improve air quality enormously but the Administration's policies on promoting the use of EVs were inconsistent and inadequate. In particular, they criticized that the financial incentives for private car ("PC") owners to switch to e-PCs were insufficient. Members also urged the Administration to expand the EV charging network and upgrade public EV chargers expeditiously.

⁴ The Environmental Protection Department launched the Cleaner Production Partnership Programme in April 2008 in collaboration with the then Economic and Information Commission of Guangdong Province (currently known as the Department of Industry and Information Technology of Guangdong Province). As at the end of February 2019, over 3 100 funding projects were approved.

17. The Administration advised that the Environment Bureau ("ENB") had been conducting a review of EV-related policies and measures jointly with other relevant bureaux/departments. A key issue covered in the review was how to further promote the development of ancillary facilities such as chargers for EVs. The Administration was looking for suitable locations to set up public quick charging stations for e-PCs for trial.⁵ As regards financial incentives for the adoption of e-PCs, the Administration advised that currently, the first registration tax concession for e-PCs was capped at \$97,500 (effective until 31 March 2021). Besides, a "One-for-One Replacement" Scheme was launched in February 2018 to allow PC owners who arranged to scrap and deregister their own eligible old PC (PC with an internal combustion engine or e-PC) and then first register a new e-PC to enjoy a higher FRT concession of up to \$250,000. Under this scheme, a buyer of a mass-market e-PC (with a taxable value not higher than \$377,500) would not need to pay any first registration tax.

18. Regarding the pilot scheme to subsidize the installation of EV charging-enabling infrastructure in car parks of existing private residential buildings, some Members opined that this would mainly facilitate the adoption of e-PCs but not e-CVs. Given that about 60 000 parking spaces would be provided with EV charging-enabling infrastructure under the scheme, some Members queried whether the average subsidy of about \$33,000 for each parking space would be sufficient. Some other Members were concerned that it would be difficult for the owners' organizations of the buildings concerned to reach a consensus on carrying out the required modification works. Besides, such modification works might not be practicable if the permissible plot ratios of the buildings had been fully utilized.

19. The Administration responded that as the replacement of conventional PC by new energy vehicles had become a global trend, the number of e-PCs in Hong Kong was expected to increase significantly in the next decade or so. As a result, there was a need to upgrade the infrastructure of some existing private residential buildings to make them EV charging-enabling, so that EV owners could install chargers at their parking spaces in those buildings in future. The objective of the said pilot scheme was to assist building owners in resolving the technical and financial problems often encountered in installing EV charging-enabling infrastructure in car parks of private residential buildings, including the challenge of reaching a consensus among building owners on the sharing of the costs involved. Moreover, as the EV charging-enabling infrastructure, such as plant rooms, in car parks of both new and existing buildings were disregarded from gross floor area calculation, full utilization of the permissible plot ratio of an existing building would not be an issue.

⁵ A quick charger with a power output of at least 50 kW can provide 50 km to 100 km of driving range for e-PCs in 15 to 30 minutes.

Scope of the review of Pilot Green Transport Fund

20. Members welcomed the Administration's plan to review PGTF including its subsidy levels and limits on the number of applications for each type of technology related to green transport. They suggested expanding the funding scope, further relaxing the eligibility criteria for applicants and shortening the time needed for vetting and approving applications.

21. The Administration responded that basically, the current conditions for approving subsidies for PGTF trials, i.e. trials of technologies that stood a good chance of coping with the local operational requirements and could be adopted by the relevant transport sectors for wider use upon successful trials, would be retained. The Administration would review if improvements could be made in various areas such as extending the subsidy scope to vehicle types that had not been included currently, subsidy levels, testing time required for subsidized EV technologies, applicants' eligibility, etc. The review would also explore means to encourage wider use of technologies that had been proved by trials to be relatively mature and suitable for adoption locally.

Reduction of air pollutants emitted by navigation

22. Referring to the Hong Kong Air Pollutant Emission Inventory Report published by the Environmental Protection Department in recent years, Members were concerned that navigation emitted the largest quantities of pollutants in terms of SO₂, NO_x, PM₁₀ and PM_{2.5}, and stressed the need to reduce emissions from ferries and other marine vessels. Members asked about the scope of the pilot scheme on new energy ferries and the estimated amount of subsidy to be offered to ferry operators for the procurement of new energy ferries.

23. The Administration responded that since 1 July 2015, it had mandated ocean going vessels, which accounted for 95% and 68% of the emissions of SO₂ and PM₁₀ respectively from the marine sector, to use low sulphur fuel while at berth at Hong Kong waters. The Air Pollution Control (Fuel for Vessels) Regulation (Cap. 311AB) implemented since 1 January 2019 further required all vessels to use compliant fuel within Hong Kong waters. Compared with the 2015 emission levels, implementation of the said Regulation was expected to reduce SO₂ and PM₁₀ by about 6 300 tonnes and 710 tonnes from marine vessels in 2020.

24. As regards the pilot scheme on new energy ferries, the Administration advised that it would be implemented jointly by ENB and the Transport and Housing Bureau, which would be responsible for in-harbour routes and outlying island routes respectively. Additional in-harbour routes opened or re-opened in

future, if any, would also be covered by the pilot scheme. ENB was discussing with the ferry operators to identify suitable electric ferry models. As the sizes and costs of electric ferries to be procured had yet to be determined, the Administration considered it premature at this stage to make any estimation of the subsidy level.

Collaboration between Hong Kong and Guangdong Province on improving air quality

25. Members asked how the Administration would collaborate with the relevant authorities of the Guangdong Province in tackling the O₃ and suspended particulates problems in the PRD region. There was a suggestion that an air quality notification mechanism might be put in place to require relevant authorities in the region to notify each other when the air quality was below standard. Given that Hong Kong would establish a three-dimensional ("3-D") air pollution monitoring network, some Members asked if 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 network.

26. The Administration responded that the relevant authorities of Hong Kong and Guangdong had been collaborating on improving regional air quality including launching a study on post-2020 regional air pollutant emission reduction targets and concentration levels for both places. An emission reduction plan beyond 2020 would be formulated under the study. Currently, both places had set up a real-time system for online publishing of air quality data so that relevant government departments and members of the public could obtain through the system the latest information on air pollution situations and prevention measures that should be adopted when air pollution was serious. Moreover, the Guangdong Provincial Government was setting up its own 3-D air pollution monitoring network. It was envisaged that the data obtained by the networks of both places could complement their joint efforts in VOC monitoring to tackle the O₃ problem as well as support the setting of post-2020 emission reduction measures and targets for the PRD region.

Council questions

27. At the Council meetings of 22 February 2017, 7 February 2018, 27 February 2019 and 22 May 2019, Hon CHAN Chi-chuen, Hon Charles Peter MOK, Hon CHAN Hak-kan and Hon Elizabeth QUAT raised questions relating to improvement of local air quality. The questions and the Administration's replies are hyperlinked in **Appendix II**.

Latest development

28. At the meeting on 16 December 2019, the Administration will brief EA Panel on the proposed further measures to improve air quality, which covers a number of relevant initiatives in the Chief Executive's 2018 and 2019 Policy Addresses.

Relevant papers

29. A list of relevant papers is set out in **Appendix II**.

Council Business Division 1
Legislative Council Secretariat
12 December 2019

**On-going initiatives to improve air quality
in Hong Kong**

	Area	Progress
1	Review of the Air Quality Objectives ("AQOs")	<p>1.1 The prevailing AQOs took effect from 1 January 2014. The Air Pollution Control Ordinance requires the Government to conduct a review of the AQOs at least once every five years, and submit the review report to the Advisory Council on the Environment ("ACE"). Assessment and review of the improvement in air quality in 2025, and the scope for tightening the AQOs were completed in December 2018. The Environment Bureau ("ENB") consulted the ACE and this Panel on the review results in March 2019. A public consultation was then launched from July to October 2019 to solicit views on the review findings. We are analysing the views received from different parties and preparing the final recommendations for consulting the ACE and this Panel again. If the AQOs are to be tightened, we shall submit an amendment bill to the Legislative Council ("LegCo") with a view to implementing the new AQOs as soon as possible.</p> <p>1.2 The Government plans to prepare for the next AQOs review in 2020, with a view to identifying further air quality improvement measures and assessing the scope for further tightening the AQOs in 2030.</p>
2	Green Road Transport	<p>2.1 Since the launch of an incentive-cum-regulatory scheme in March 2014, about 74 000 (i.e. about 90%) pre-Euro IV diesel commercial vehicles ("DCVs") have been scrapped under the scheme as at end- August 2019. The Government has stopped the renewal of vehicle licences for pre-Euro DCVs from</p>

	Area	Progress
		<p>1 January 2016, Euro I DCVs from 1 January 2017 and Euro II DCVs from 1 January 2018, and will stop the renewal of vehicle licences for Euro III DCVs from 1 January 2020.</p> <p>2.2 To further improve the roadside air quality, the Government is sparing no efforts to explore the implementation details to progressively phase out about 40 000 Euro IV DCVs. We will consult the trade in due course.</p> <p>2.3 The Government has fully subsidised franchised bus companies ("FBCs") to procure 36 single-deck electric buses (28 battery-electric buses and eight supercapacitor buses) for trial. 26 battery-electric buses and six supercapacitor buses have commenced a two-year trial. The remaining electric buses are expected to be put into service progressively between the second half of 2019 and early 2020.</p> <p>2.4 The Government will fully subsidise FBCs to conduct a trial of retrofitting around 60 Euro IV and V diesel double-deck buses of major bus models with enhanced selective catalytic reduction ("SCR") systems, so as to test the technical feasibility of the retrofitting work, and to confirm the emission reduction performance of the enhanced SCR systems of different suppliers under the local driving and operational conditions. We have set up a task force comprising the FBCs, the Environmental Protection Department ("EPD"), the Transport Department ("TD") and local experts. The EPD is now working with the TD and the FBCs in drafting the specifications and detailed arrangements of the trial.</p>

	Area	Progress
		<p>2.5 The Government has been actively promoting wider use of electric vehicles ("EVs") by offering first registration tax concessions for EVs, allowing 100% profits tax deduction for acquiring EVs, providing subsidy for trials of EVs under the Pilot Green Transport Fund, granting concessions on gross floor area for EV charging-enabling car parks in new buildings, enhancing the public EV charging network, and establishing a dedicated team and hotline to provide relevant information and technical support in setting up chargers.</p> <p>2.6 The number of EVs in Hong Kong has grown from 184 in 2010 to 12 299 by end- August 2019 (including special purpose vehicles and Government vehicles).</p> <p>2.7 The Government would continue to enhance the charging network for EVs. Apart from the standard chargers located at the TD car parks which will be demolished, and some 100 chargers which have both standard and medium charging functions, standard chargers at the car parks of the TD and the Government Property Agency ("GPA") that are open for public use have all been upgraded to medium chargers. The Government will allocate \$120 million to extend the public EV charging networks at government car parks in the coming three years, including installation of additional medium chargers at car parks managed by the TD, the GPA, the Leisure and Cultural Services Department, and the Tourism Commission which are open to the public. The number of public chargers in government car parks is expected to be increased to around 1 700 by 2022.</p>

	Area	Progress
		<p>2.8 The Government has tightened the vehicle emission standards for first registered vehicles (except for diesel private cars, buses with a design weight of not more than nine tonnes, light buses with a design weight of more than 3.5 tonnes, motorcycles and tricycles) from Euro V to Euro VI in phases according to vehicle classes from 1 July 2017; the emission standards for first registered diesel private cars were also tightened from California LEV II to LEV III from 1 October 2017. We are making preparation to tighten the vehicle emission standards of first registered motorcycles to Euro IV and the vehicle emission standards of first registered light buses (design weight of more than 3.5 tonnes) and buses (design weight of not more than nine tonnes) to Euro VI in phases starting from the second half of 2020.</p> <p>2.9 Since 1 September 2014, we have been deploying remote sensing equipment to identify petrol and liquefied petroleum gas vehicles with excessive emissions. The owners of vehicles emitting excessively are required to repair their vehicles within a prescribed period to rectify the excessive emission. As at end-August 2019, about 3.75 million vehicle counts were monitored under this programme. The Government issued about 20 000 emission testing notices and cancelled about 700 vehicles licences.</p> <p>2.10 The Government will continue to closely monitor international and local development trend of new energy vehicles for considering the next step.</p>

	Area	Progress
3	Review of the Seventh Technical Memorandum ("TM") for Power Plants and Tabling the Eighth TM	3.1 The Government issued the Seventh TM on 15 November 2017 under the Air Pollution Control Ordinance. The Seventh TM specified the emission caps of power plants from 2022 onwards. The Government completed the review of the Seventh TM and plans to table a new TM ("the Eighth TM") at the LegCo within this year for negative vetting. As compared with the emission caps set under the Seventh TM, the Eighth TM will further tighten the emissions of sulphur dioxide ("SO ₂ "), nitrogen oxides ("NO _x ") and respirable suspended particulates ("PM10") for the electricity sector from 2024 onwards.
4	Emission Control of Marine Vessels	4.1 The Air Pollution Control (Fuel for Vessels) Regulation came into effect on 1 January 2019, requiring vessels to use compliant fuel (including fuel with sulphur content not exceeding 0.5%) within the waters of Hong Kong.
5	Emission Control of Non-Road Mobile Machinery	5.1 Starting from 1 January 2019, the Government has tightened the statutory emission standards of newly approved non- road vehicles in phases to Euro VI, in line with the latest emission standards for newly registered road vehicles.
6	Regional Collaboration	<p>6.1 The Government will continue to collaborate with the Guangdong Government to conduct scientific air quality studies, as well as introduce air quality improvement measures under the Regional Air Quality Management Plan. The focus of the measures will be on reducing emissions from power plants, vehicles, vessels and heavily polluting industrial processes.</p> <p>6.2 The Guangdong and Hong Kong Governments are conducting a joint study</p>

	Area	Progress
		<p>on post-2020 regional air pollutant emission reduction targets and concentration levels, with a view to formulating emission reduction targets beyond 2020.</p> <p>6.3 The monitoring results of the Pearl River Delta ("PRD") regional air quality monitoring network show that the concentrations of pollutants such as SO₂, nitrogen dioxide ("NO₂") and PM10 have decreased significantly in recent years. However, the ozone problem still needs to be improved. We are working with the Governments of Guangdong and the Macao Special Administrative Region to gradually implement the routine monitoring of Volatile Organic Compounds ("VOCs") in the PRD regional air quality monitoring network in order to better understand the causes of ozone pollution ⁶ and help develop effective preventive control strategies.</p> <p>6.4 Targeting at the high air pollution days in the PRD region, the Guangdong and Hong Kong Governments will seek to hold air quality forecasting meetings at the technical level so as to jointly study the development and causes of high air pollution days and formulate and adopt appropriate preventive measures in advance.</p>

[Source: Adapted from Annex to the Administration's paper on "2019 Policy Address – Policy Initiatives of Environmental Bureau: Environmental Protection" (LC Paper No. CB(1)31/19-20(03))]

⁶ Ozone is not directly emitted from pollution sources, but is formed by photochemical reaction of VOCs and NO_x under sunlight. NO_x has been one of the monitoring parameters in the PRD regional air quality monitoring network.

Measures to improve air quality

List of relevant papers

Date of meeting	Event	Paper
22 May 2017	Meeting of the Panel on Environmental Affairs ("EA Panel")	Administration's paper on "Improvement of roadside air quality" (LC Paper No. CB(1)949/16-17(03)) Minutes of meeting (LC Paper No. CB(1)1369/16-17) Administration's follow-up paper (LC Paper No. CB(1)1375/16-17(02))
17 April 2018	Special meeting of the Finance Committee ("FC") for examination of Estimates of Expenditure 2018-2019	Written questions raised by Members and the Administration's replies (Reply serial numbers: ENB 107, 125, 139, 186, 237)
22 October 2018	Policy briefing cum meeting of EA Panel	Administration's paper on "2018 Policy Address - Policy initiatives of Environment Bureau: Environmental protection" (LC Paper No. CB(1)10/18-19(01)) Minutes of meeting (LC Paper No. CB(1)276/18-19)
19 December 2018	EA Panel meeting	Administration's paper on "Progress on Improving Roadside Air Quality" (LC Paper No. CB(1)319/18-19(04)) Administration's paper on "Establishing a Three-dimensional Air Pollution Monitoring Network" (LC Paper No. CB(1)319/18-19(06)) Minutes of meeting (LC Paper No. CB(1)720/18-19) Administration's follow-up paper (LC Paper No. CB(1)537/18-19(02))

Date of meeting	Event	Paper
9 April 2019	Special meeting of FC for examination of Estimates of Expenditure 2019-2020	Written questions raised by Members and the Administration's replies (Reply serial numbers: ENB 055, 078, 081, 105, 144, 161, 281)
28 October 2019	Policy briefing cum meeting of EA Panel	Administration's paper on "2019 Policy Address - Policy initiatives of Environment Bureau: Environmental protection" (LC Paper No. CB(1)31/19-20(03))

Hyperlinks to relevant Council questions:

Date	Council Question
22 February 2017	Press release on Council question (written) raised by Hon CHAN Chi-chuen
7 February 2018	Press release on Council question (oral) raised by Hon Charles Peter MOK
27 February 2019	Press release on Council question (written) raised by Hon CHAN Kak-kan Press release on Council question (written) raised by Hon Elizabeth QUAT
22 May 2019	Press release on Council question (written) raised by Hon CHAN Chi-chuen Press release on Council question (written) raised by Hon CHAN Hak-kan