

**立法會**  
***Legislative Council***

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**Panel on Environmental Affairs**

**Meeting on 19 July 2021**

**Updated background brief on measures to improve air quality  
prepared by the Legislative Council Secretariat**

**Purpose**

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

**Background**

Air pollution in Hong Kong

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 ("NO<sub>2</sub>") and sulphur dioxide ("SO<sub>2</sub>"). Currently, commercial vehicles ("CVs") including trucks, buses, light buses and taxis account for over 90% of nitrogen oxides ("NO<sub>x</sub>") 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.

Air Quality Objectives

3. Hong Kong's Air Quality Objectives ("AQOs") are benchmarked against a combination of interim and ultimate air quality targets in the World



Health Organization Air Quality Guidelines ("WHO AQGs"), and set out the standards for seven types of air pollutants including SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub>, NO<sub>2</sub>, ozone, carbon monoxide and lead. The Administration reviews AQOs at least once in every five years and has progressively tightened AQOs according to WHO AQGs where practicable. At present, half of the 12 AQOs have already adopted the ultimate targets of WHO AQGs.

#### "A Clean Air Plan for Hong Kong" published in 2013

4. In March 2013, the Administration published "A Clean Air Plan for Hong Kong", outlining the challenges faced by Hong Kong with regard to air quality and setting out in detail the various measures to tackle air pollution from land and sea transport, power plants and non-road machinery, as well as to strengthen collaboration with Guangdong to deal with regional pollution. A progress report on the implementation of the measures was published in June 2017. The relevant measures and their implementation progress are summarized in **Appendix I**. According to the Administration, by 2020, Hong Kong has attained the major goals set out in the said progress report.

#### Clean Air Plan for Hong Kong 2035

5. The Administration announced the Clean Air Plan for Hong Kong 2035 ("Clean Air Plan 2035") on 29 June 2021, setting out the vision of "Healthy Living · Low-carbon Transformation · World Class", and the challenges, goals and strategies to enhance the air quality of Hong Kong to 2035. The Clean Air Plan 2035 aims to turn Hong Kong into a more liveable city with air quality on par with major international cities by 2035 and advance towards the target of meeting in full the ultimate standards of WHO AQGs in the long run. The key measures under the Clean Air Plan 2035 are given in **Appendix II**.

#### **Major views and concerns expressed by Members**

6. The Panel on Environmental Affairs ("EA Panel") discussed air quality improvement measures at various meetings in the Sixth LegCo. Related issues were also brought up during the examination of Estimates of Expenditure in recent years. Members' major views and concerns are summarized in the ensuing paragraphs.



## Reducing vehicular emissions

### *Phasing out Euro IV diesel commercial vehicles*

7. Members generally supported the Administration's implementation of the incentive-cum-regulatory programme to phase out Euro IV diesel commercial vehicles ("DCVs") with a view to reducing vehicular emissions. However, they expressed concern that the transport trades were facing difficulties in obtaining loans for replacing their vehicles amid the economic downturn under the Coronavirus Disease 2019 ("COVID-19") epidemic and hence, called on the Administration to exercise flexibility in the implementation of the programme. There was also concern about the difficulty encountered by the vehicle repair trade in acquiring the repair techniques for Euro VI vehicle models.

8. The Administration assured Members that it would keep a close eye on Hong Kong's economic conditions and the business environment, maintain close communication with the transport trades, and exercise flexibility when implementing the incentive-cum-regulatory programme to phase out Euro IV DCVs. To assist vehicle repair workshops in acquiring the relevant information and techniques required for repairing Euro VI vehicle models, the Administration would study the feasibility of introducing practices adopted by other jurisdictions, such as requiring vehicle manufacturers/suppliers to open up repair techniques through legislation.

### *Promoting the use of electric vehicles and other new energy vehicles*

9. Members expressed support for the introduction of the Hong Kong Roadmap on Popularisation of Electric Vehicles ("EV Roadmap") to promote the use of electric vehicles ("EVs") and other new energy vehicles (such as liquefied natural gas vehicles) with a view to attaining zero vehicle emissions. They urged the Administration to set targets for the adoption of electric CVs ("e-CVs") as well as work out innovative measures with reference to the experience of neighbouring cities (such as Shenzhen) that had successfully electrified CVs on a large scale.

10. The Administration advised that the unique and demanding operating environment of Hong Kong's CVs had posed more challenges to the switch to e-CVs. The Administration would conduct more trials with the trade to test the technical and commercial viability of different types of e-CVs for use in the local environment. Subject to the development of e-CV technologies and results of the trials, the Administration would endeavour to formulate a more concrete way forward in the coming years for popularization of e-CVs.



11. Members also urged the Administration to provide more assistance to the public in overcoming the financial and technical difficulties often encountered in the installation of EV charging facilities at parking spaces of existing private residential buildings. The Administration should also continue to enhance support for the development of public charging facilities.

12. The Administration advised that the EV-charging at Home Subsidy Scheme ("EHSS") would help building owners overcome difficulties in the installation of EV charging-enabling infrastructure in their car parks, including the associated costs incurred. Since its launch in October 2020 (up to 26 April 2021), EHSS had received over 440 applications, covering nearly 100 000 parking spaces. About 68 000 parking spaces in new developments had been approved for gross floor area concessions so far and would be equipped with charging infrastructure. The current target of having at least 150 000 parking spaces in private residential and commercial buildings equipped with EV charging infrastructure, i.e. close to half of all such parking spaces in the territory, should be achievable before 2025. The Administration would study the way forward of EHSS in due course having regard to the implementation of and experience gained from the approved projects. It was expected that marketization of EV charging services would give impetus to the provision of additional public charging facilities by the private sector. The Administration would continue to promote collaboration among relevant stakeholders such as landlords and property management companies to enhance the provision of public EV charging facilities.

#### Reducing marine emissions

13. Members expressed concern about the financial impact of the Administration's plan to tighten the statutory cap for sulphur content of marine fuel (0.5% currently) and suggested that financial assistance be provided to the relevant trade, in particular small-scale operators of local vessels (such as work boats and fishing vessels) which might encounter difficulties in upgrading the engines of such vessels to meet the new marine fuel requirements.

14. The Administration advised that since early 2020, the Administration had been discussing with relevant stakeholders on potential tightening of the sulphur content limit of marine fuel, but an implementation timetable had yet to be drawn up given the current economic downturn under the COVID-19 epidemic. The Administration assured Members that it would take into account the economic impact on the trades and explore ways to encourage small-scale operators to improve the environmental performance of their vessels. Currently, ferry operators could apply for subsidies under the New Energy Transport Fund ("NETF") for testing of engines using green and innovative technologies. As at



end-2020, NETF had approved 196 trial applications, involving nine technologies applicable to conventional buses or ferries.

#### Reducing emissions from electricity generation

15. Members urged the Administration to expedite its work on various fronts for decarbonization, such as updating the fuel mix for electricity generation, with a view to achieving carbon neutrality by 2050 as stated in the Chief Executive's 2020 Policy Address. They also enquired whether the concentrations of the three types of air pollutants (i.e. SO<sub>2</sub>, NO<sub>x</sub> and PM<sub>10</sub>) covered by the ninth Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences ("TM") in Hong Kong were expected to meet the ultimate targets of WHO AQGs and other relevant air quality targets of the Guangdong-Hong Kong-Macao Greater Bay Area ("Greater Bay Area") in 2026.

16. The Administration advised that to achieve carbon neutrality by 2050, collaboration with other cities in the Greater Bay Area and/or import of zero-carbon energy would be necessary as Hong Kong had only modest renewable energy potential. The post-2030 fuel mix for electricity generation would be addressed in the updated climate action plan to be rolled out in the third quarter of 2021. Compared to the first TM, the ninth TM issued in 2021 would further tighten the emission caps of SO<sub>2</sub>, NO<sub>x</sub> and PM<sub>10</sub> by 89%, 74% and 71% respectively by 2026. While further air quality improvement measures would still be required for achieving the ultimate targets of WHO AQGs in the long run, the new AQOs to be implemented following passage of the Air Pollution Control (Amendment) Bill 2021 would be complied with by 2026 with the implementation of the ninth TM, other local measures and collaboration with the Greater Bay Area cities.

#### Enhancing regional collaboration

17. Members enquired about regional collaboration to improve regional air quality. They suggested the Administration explore the establishment of a unified mechanism with the Mainland for disseminating forewarning information about regional air pollution and related health risks.

18. The Administration advised that in line with the air quality targets set out in the National 14<sup>th</sup> Five-Year Plan, Hong Kong would work with the Guangdong Province to formulate regional air pollutant emission reduction plans and targets for 2025 and 2030. For example, the two governments would explore ways in the joint study on Post-2020 Regional Air Pollutants Emission Reduction Targets and Concentration Levels to control the annual average concentrations of PM<sub>2.5</sub> at the Greater Bay Area to below 25µg/m<sup>3</sup>, and



gradually lower the ozone level after reaching its peak. The governments of Guangdong, Hong Kong and Macao had launched a three-year joint study on Characterisation of Photochemical Ozone Formation, Regional and Super-Regional Transportation in the Greater Bay Area in 2021 to have an in-depth understanding on the formation and transportation characteristics of ozone in the Greater Bay Area. To further promote regional collaboration, the governments of Hong Kong and other cities in the Greater Bay Area would hold seminars and workshops at appropriate times to gather scientists, technical personnel and government officials to exchange knowledge of monitoring technology developments and inspect advanced monitoring instruments, so as to enhance the technical standards of air monitoring in the Greater Bay Area.

### **Council questions**

19. Members raised questions about the relevant measures to tackle air pollution in Hong Kong at various Council meetings in the Sixth LegCo. The questions and the Administration's replies are hyperlinked in **Appendix III**.

### **Latest development**

20. The Administration will brief EA Panel on the key measures of the Clean Air Plan 2035 at the meeting on 19 July 2021.

### **Relevant papers**

21. A list of relevant papers is set out in **Appendix III**.



**Major air quality improvement measures set out in the  
Clean Air Plan for Hong Kong published in 2013 and their progress**

Policies/Measures	Details and Progress
<b>Vehicular emissions</b>	
1. Phasing out aged diesel commercial vehicles ("DCVs")	Implementing an \$11.4 billion ex-gratia payment scheme to phase out pre-Euro IV (i.e. pre-Euro, Euro I, Euro II and Euro III) DCVs in phases between 2014 and 2020; and launching a \$7.1 billion ex-gratia payment scheme to phase out Euro IV DCVs. A total of 80 000 pre-Euro IV DCVs have been phased out so far.
2. Controlling emissions from in-use vehicles	Implementing a remote sensing programme to control emissions from petrol and liquefied petroleum gas ("LPG") vehicles, and a smoky vehicle control programme to control emissions from diesel vehicles. The Government will issue Emission Testing Notices to owners of vehicles with excessive emissions, requiring them to rectify the problem and pass a smoke test within 12 working days. In the past 10 years, over 60 000 Emission Testing Notices have been issued.
3. Tax incentives for environmentally friendly vehicles	Providing first registration tax ("FRT") concessions to environmentally friendly commercial vehicles with lower emissions since April 2008. Such vehicles include taxis, light buses, buses, goods vehicles, etc. About \$2 billion tax concessions have been offered since implementation.
4. Tightening emission standards for first registered vehicles	Tightening emission standards for first registered vehicles continuously. The current emission standards are as follows: Euro VI for petrol private cars, taxis, light buses, buses and goods vehicles; California LEV III for diesel private cars and Euro IV for motorcycles.



<b>Policies/Measures</b>	<b>Details and Progress</b>
5. Subsidizing installation of emission reduction devices	Providing about \$280 million of subsidy to retrofit or replace emission reduction devices which covers over 1 000 franchised buses, as well as around 14 000 and 2 900 LPG taxis and light buses respectively.
6. Setting up franchised bus low emission zones	Setting up franchised bus low emission zones in three busy corridors in Causeway Bay, Central and Mong Kok in 2015. At present, franchised bus companies are required to deploy buses meeting Euro V or above emission standards to the above road sections.
<b>New Energy Vehicles</b>	
7. Roadmap on Popularisation of Electric Vehicles	The Government announced the Hong Kong Roadmap on Popularisation of Electric Vehicles in March 2021, setting out the long-term policy objectives and plans to promote adoption of electric vehicles ("EVs"), with a view to achieving the goal of zero vehicular emissions before 2050. In the first five months of 2021, the proportion of electric private cars in newly registered private cars has further increased from 12.4% in 2020 to 18.4%, representing that more than one out of every six new private cars is electric.
8. Tax concessions for EVs and "One-for-One Replacement" Scheme	Extending FRT concessions for EVs to March 2024 and private car owner who replaces his old car with an electric private car can enjoy a higher tax concession under the "One-for-One Replacement" Scheme, addressing the concern about the growing total number of private cars. Among the new electric private cars, 91% are registered under the "One-for-One Replacement" Scheme and over \$8.4 billion tax concessions have been offered since 2015.
9. EV-Charging at Home Subsidy Scheme	Launching the \$2 billion "EV-Charging at Home Subsidy Scheme" in October 2020 to subsidize installation of EV charging infrastructure in car parks of existing private residential buildings, aiming to cover 60 000 parking spaces in three years. Since the implementation of the scheme, the



Policies/Measures	Details and Progress
	Government has received over 440 applications, covering nearly 100 000 parking spaces. The two power companies have assessed all applications and certified that the existing power supply of these car parks can support the installation of EV charging infrastructure.
10.New Energy Transport Fund ("NETF")	Setting up the \$1.1 billion NETF (formerly named Pilot Green Transport Fund) to subsidize trial and application of various green innovative commercial transport technologies. Modes of transport covered include goods vehicles, taxis, light buses, buses, vessels, motorcycles, non-road vehicles, etc. NETF has approved 230 trial applications so far.
<b>Vessel emissions</b>	
11.Marine emission control area	Hong Kong being the first port in Asia to mandate ocean-going vessels to switch to low sulphur fuel while at berth. The Governments of Hong Kong and the Guangdong Province then jointly established a Domestic Emission Control Area in the waters of the Pearl River Delta Region in 2019, and further tightened requirements for all vessels to use compliant fuel (i.e. low sulphur fuel with sulphur content not exceeding 0.5% or liquefied natural gas ("LNG")), both in sailing or at berth.
12.Control of locally supplied marine light diesel	Imposing a statutory cap of 0.05% on sulphur content of locally supplied marine light diesel under the Air Pollution Control (Marine Light Diesel) Regulation (Cap. 311Y) in 2014.
13.Use of drones to enhance enforcement efficiency	The Government has made use of drones to monitor vessel emissions in real time since 2020. Together with computer analysis of sulphur content of vessel fuel, enforcement officers can take effective actions against vessels that are suspected of breaching relevant regulation.



Policies/Measures	Details and Progress
<b>Public electricity generation</b>	
14.Elimination of coal-fired power generation	The proportion of coal in the fuel mix decreased from about half in 2015 to less than a quarter in 2020. It is expected that the existing coal-fired generating units will no longer be used for day-to-day electricity generation in the 2030s due to replacement by natural gas-fired units and non-fossil fuel energy sources.
15.Tightening the emission caps	The Government issues Technical Memoranda ("TMs") regularly since 2008 to progressively tighten the emission caps of sulphur dioxide ("SO <sub>2</sub> "), nitrogen oxides ("NO <sub>x</sub> ") and respirable suspended particulates ("PM10") for power plants. The ninth TM has been issued in 2021. Compared with the first TM, the ninth one further reduces the emission caps of SO <sub>2</sub> , NO <sub>x</sub> and PM10 by 89%, 74% and 71% respectively.
16.Offshore LNG Terminal	An offshore LNG terminal is being constructed jointly by the two power companies to supply natural gas to the power plants in Lung Kwu Tan and Lamma Island, so as to enhance diversity and security of gas supply. The terminal is expected to commence operation in 2022.
<b>Other measures</b>	
17. Control on products with volatile organic compounds ("VOCs")	VOC emissions in Hong Kong are mainly from products commonly used in everyday life, such as air fresheners, hair sprays, insecticides, printing inks and paints, etc. To control VOC emissions, the Government has been regulating the VOC content of a variety of products in phases since 2007. There are currently 172 types of regulated products.
18.Indoor air quality	Updating the Indoor Air Quality Objectives under the "Indoor Air Quality Certification Scheme for Offices and Public Places" in 2019 to further enhance indoor air quality standards. The Government also plans to provide guidelines to schools and elderly



Policies/Measures	Details and Progress
	homes in 2022 to continue promoting proper indoor air quality management.
19.Provision of real-time pollution information	Supporting a local university to develop the "Personalised Real-Time Air Quality Information System for Exposure – Hong Kong" ("PRAISE-HK"), which combines sensor technologies, big data, air quality monitoring systems and relevant scientific data to analyze and forecast air quality in Hong Kong to street level. The system also provides personalized real-time air quality information to the public. The mobile app of PRAISE-HK was launched in June 2019.
20.Supersite at Cape D’Aguilar	Setting up the first super air quality monitoring station ("Supersite") in Cape D’Aguilar in 2017. Apart from monitoring key air pollutants like other general monitoring stations, the Supersite is equipped with more advanced instruments to measure and collect real-time data of VOCs, gases and ions that may form fine particles, particles less than one micron (i.e. PM1), black carbon, etc. for scientific studies. Locating at the south-eastern tip of Hong Kong, Cape D’Aguilar is generally exposed to regional air. Hence, the data collected at the Supersite will also be used for regional joint studies.
<b>Regional Emission Reduction</b>	
21.Regional cooperation framework	Hong Kong and the Guangdong Province established in 2000 the Hong Kong-Guangdong Joint Working Group on Sustainable Development and Environmental Protection, co-chaired by Hong Kong’s Secretary for the Environment and the Guangdong Province’s Director-General of the Department of Environmental Protection. There has been cooperation on multiple fronts to improve air quality by mainly reducing air pollutant emissions from power plants, vehicles, vessels and heavily polluting industrial processes.



<b>Policies/Measures</b>	<b>Details and Progress</b>
22. Formulation of regional emission reduction targets	The Hong Kong and Guangdong Governments have been jointly setting a number of 5-year targets for air pollutant reduction and have generally met all targets. The two sides are reviewing the progress of reducing air pollutant emissions in 2020. Based on a preliminary assessment, both sides have achieved the 2020 targets.
23. Regional monitoring network	The Guangdong-Hong Kong-Macao Pearl River Delta Regional Air Quality Monitoring Network came into operation in end-2005. The network currently consists of 23 air quality monitoring stations that collect regional air quality data, as well as monitor and assess the effectiveness of air quality improvement measures.

[Source: Adapted from pages 7 to 13 of the Clean Air Plan for Hong Kong 2035 published by the Administration in June 2021.]



**Key measures under the Clean Air Plan for Hong Kong 2035**

<b>Areas</b>	<b>Measures</b>
(a) green transport	(i) taking forward measures set forth in the Hong Kong Roadmap on Popularisation of Electric Vehicles to attain zero vehicular emissions before 2050;
	(ii) expanding railway network to meet development needs; and implementing Free-flow Tolling System at government toll tunnels and Tsing Sha Control Area by 2022;
	(iii) adopting environmentally friendly transport mode in new development areas; and
	(iv) conducting trials for electric and hybrid ferries, and explore with ferry operators to progressively adopt new energy ferries by 2035.
(b) liveable environment	(i) implementing pedestrian-friendly and bicycle-friendly policies;
	(ii) updating professional practice notes to enhance air quality at public transport interchanges;
	(iii) updating Air Quality Health Index; and
	(iv) embarking on a research for the long-term health impact of air pollution on the Hong Kong population.
(c) comprehensive emissions reduction	(i) continuing to phase out old diesel commercial vehicles;
	(ii) subsidizing franchised bus companies to conduct trials for emission reduction devices;



Areas	Measures
	<p>(iii) exploring further tightening of the sulphur content limit of locally supplied marine fuels to 0.001%, and impose emission standards for new petrol-powered outboard engines; and</p> <p>(iv) tightening the volatile organic compounds ("VOCs") content limits of architectural paints before 2024 and extend the control to cleaning products.</p>
(d) clean energy	<p>(i) formulating new low-carbon electricity generation strategy under Hong Kong's Climate Action Plan;</p> <p>(ii) continuing to formulate Technical Memoranda to tighten emission limits of power plants under the new low-carbon electricity generation strategy;</p> <p>(iii) exploring means to take forward the use of liquefied natural gas ("LNG") in ocean-going vessels, and formulating technical requirements and related safety regulations and specifications for LNG bunkering in the next few years; and</p> <p>(iv) setting up an inter-departmental working group to handle work relating to the application of hydrogen energy in Hong Kong.</p>
(e) scientific management	<p>(i) adopting innovative instruments to monitor and analyze air pollutants in real time;</p> <p>(ii) conducting district-based air quality monitoring to identify pollution distributions;</p> <p>(iii) applying mini-sensors to monitor ambient and indoor air quality; and</p> <p>(iv) developing a smart air quality monitoring system with integration of the Internet of</p>



Areas	Measures
	Things, artificial intelligence, sensors and numerical models to provide more detailed district-based air quality information to the public.
(f) regional collaboration	(i) formulating regional emissions reduction targets for 2025 and 2030 with the Guangdong Province;
	(ii) conducting 3D air quality monitoring with light detection and ranging technology;
	(iii) integrating real-time VOC monitoring and conducting ozone pollution research to better understand ozone characteristics and formation; and
	(iv) encouraging exchanges among academics and talents in the Guangdong-Hong Kong-Macao Greater Bay Area to enhance technical standards.

[Source: Adapted from page 2 of the Clean Air Plan for Hong Kong 2035 published by the Administration in June 2021.]



## Measures to improve air quality

### List of relevant papers

Date of meeting	Event	Paper
28 October 2019	Policy briefing cum meeting of the Panel on Environmental Affairs ("EA Panel")	<p>Administration's paper on "2019 Policy Address - Policy initiatives of Environment Bureau: Environmental protection" (LC Paper No. <a href="#">CB(1)31/19-20(03)</a>)</p> <p>Administration's paper on "Review of the Seventh Technical Memorandum for Allocation of Emission Allowances for Power Plants" (LC Paper No. <a href="#">CB(1)31/19-20(04)</a>)</p> <p>Updated background brief on "Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)31/19-20(05)</a>)</p> <p>Minutes of meeting (LC Paper No. <a href="#">CB(1)251/19-20</a>)</p>
16 December 2019	Meeting of EA Panel	<p>Administration's paper on "Overall strategy for improving air quality" (LC Paper No. <a href="#">CB(1)233/19-20(03)</a>)</p> <p>Updated background brief on "Review of Air Quality Objectives" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)233/19-20(04)</a>)</p> <p>Motion passed under the agenda item of "Overall strategy for improving air quality" at the meeting on 16 December 2019 (LC Paper No. <a href="#">CB(1)265/19-20(01)</a>)</p> <p>Administration's follow-up paper (LC Paper No. <a href="#">CB(1)917/19-20(01)</a>)</p>



Date of meeting	Event	Paper
		<p>Administration's paper on "Further Measures to Improve Air Quality (Part 1)" (LC Paper No. <a href="#">CB(1)233/19-20(05)</a>)</p> <p>Background brief on "Measures to improve air quality" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)233/19-20(06)</a>)</p> <p>Minutes of meeting (LC Paper No. <a href="#">CB(1)396/19-20</a>)</p>
22 January 2020	Meeting of EA Panel	<p>Administration's paper on "A Series of Measures to Improve Environment and Air Quality" (LC Paper No. <a href="#">CB(1)336/19-20(04)</a>)</p> <p>Administration's follow-up paper (LC Paper No. <a href="#">CB(1)931/19-20(02)</a>)</p> <p>Updated background brief on "Measures to promote the use of electric vehicles" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)336/19-20(05)</a>)</p> <p>Minutes of meeting (LC Paper No. <a href="#">CB(1)636/19-20</a>)</p>
6 April 2020	Special meeting of FC for examination of Estimates of Expenditure 2020-2021	<p>Written questions raised by Members and the Administration's replies (Reply serial numbers: <a href="#">ENB041, 043, 059, 071, 075, 076, 087, 106, 107, 120, 127, 128, 130, 136, 146, 150, 156, 211, 224, 239, 240, 247, 252, 255, 256, 257, 258, 259, 260, 261, 262, 273, 274, 281, 288</a>)</p>
28 December 2020	Informal meeting for policy briefing of EA Panel	<p>Administration's paper on 2020 Policy Address - Policy initiatives of Environment Bureau: Environmental protection (LC Paper No. <a href="#">CB(1)358/20-21(03)</a>)</p> <p>Notes of meeting (LC Paper No. <a href="#">CB(1)894/20-21</a>)</p>



Date of meeting	Event	Paper
13 April 2021	Special meeting of FC for examination of Estimates of Expenditure 2021-2022	Written questions raised by Members and the Administration's replies (Reply serial numbers: <a href="#">ENB058</a> , <a href="#">060</a> , <a href="#">066</a> , <a href="#">067</a> , <a href="#">077</a> , <a href="#">080</a> , <a href="#">081</a> , <a href="#">082</a> , <a href="#">083</a> , <a href="#">089</a> , <a href="#">090</a> , <a href="#">097</a> , <a href="#">098</a> , <a href="#">100</a> , <a href="#">110</a> , <a href="#">111</a> , <a href="#">118</a> , <a href="#">122</a> , <a href="#">123</a> , <a href="#">127</a> , <a href="#">128</a> , <a href="#">134</a> , <a href="#">138</a> , <a href="#">143</a> , <a href="#">149</a> , <a href="#">151</a> , <a href="#">152</a> , <a href="#">153</a> , <a href="#">154</a> , <a href="#">156</a> , <a href="#">159</a> , <a href="#">160</a> , <a href="#">161</a> , <a href="#">162</a> , <a href="#">163</a> , <a href="#">167</a> , <a href="#">170</a> , <a href="#">175</a> , <a href="#">179</a> , <a href="#">181</a> , <a href="#">182</a> )
26 April 2021	Meeting of EA Panel	Administration's paper on "Hong Kong Roadmap on the Popularisation of Electric Vehicles" (LC Paper No. <a href="#">CB(1)810/20-21(03)</a> )  Updated background brief on "Promoting the use of electric vehicles" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)810/20-21(04)</a> )  Administration's paper on "Review of the Eighth Technical Memorandum for Allocation of Emission Allowances for Power Plants" (LC Paper No. <a href="#">CB(1)810/20-21(05)</a> )  Updated background brief on "Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences" prepared by the Legislative Council Secretariat (LC Paper No. <a href="#">CB(1)810/20-21(06)</a> )  Minutes of meeting (LC Paper No. <a href="#">CB(1)1027/20-21</a> )

### Hyperlinks to relevant Council questions:

Date	Council Question
20 November 2019	<a href="#">Press release</a> on Council question (written) on promoting the use of electric vehicles
27 November 2019	<a href="#">Press release</a> on Council question (written) on review of Air Quality Objectives



Date	Council Question
4 December 2019	<a href="#">Press release</a> on Council question (written) on charging facilities for electric vehicles
6 May 2020	<a href="#">Press release</a> on Council question (written) on promoting electric vehicles
20 May 2020	<a href="#">Press release</a> on Council question (written) on concentration of ozone in air
10 June 2020	<a href="#">Press release</a> on Council question (oral) on environment issues in Lung Kwu Tan  <a href="#">Press release</a> on Council question (written) on installation of electric vehicle charging facilities in private residential buildings
28 October 2020	<a href="#">Press release</a> on Council question (written) on promoting popularization of electric vehicles
9 December 2020	<a href="#">Press release</a> on Council question (written) on management of car parking spaces
16 December 2020	<a href="#">Press release</a> on Council question (written) on assisting vehicle repair trade in obtaining repair information and techniques
28 April 2021	<a href="#">Press release</a> on Council question (written) on charging facilities for electric vehicles
12 May 2021	<a href="#">Press release</a> on Council question (oral) on popularization of electric vehicles
26 May 2021	<a href="#">Press release</a> on Council question (oral) on achieving the carbon neutrality target  <a href="#">Press release</a> on Council question (oral) on promoting use of electric public light buses  <a href="#">Press release</a> on Council question (oral) on air pollution problem in Tsuen Wan and Kwai Tsing Districts



**Other relevant documents:**

<b>Government bureau/ organization</b>	<b>Document</b>
Environment Bureau Transport and Housing Bureau Food and Health Bureau Development Bureau	<a href="#">A Clean Air Plan for Hong Kong</a> <a href="#">Clean Air Plan for Hong Kong 2035</a>
Environment Bureau	A Clean Air Plan for Hong Kong <a href="#">2013-2017 Progress Report</a>
World Health Organization	<a href="#">Air quality guidelines. Global update 2005. Particulate matter, ozone, nitrogen dioxide and sulfur dioxide</a>