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28 September 2021

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

Dear Ms SHEK,

**Follow-up Actions of the meeting of the
Panel on Environmental Affairs**

At the meeting of the Panel on Environmental Affairs on 19 July 2021, Members requested the Government to provide supplementary information during the discussion of agenda item III "Clean Air Plan for Hong Kong 2035". The relevant information (see **Annex**) is enclosed for Members' reference.

For enquiries, please contact our Mr. Ivan SHEK on 2594 6236.

Yours sincerely,

(Dave HO)
for Director of Environmental Protection

Encl.

Supplementary information provided by the Government arising from the agenda item III “Clean Air Plan for Hong Kong 2035” at the meeting of the Legislative Council Panel on Environmental Affairs on 19 July 2021

- a) The “Clean Air Plan for Hong Kong 2035” introduces measures to further control air pollutant emissions from franchised buses, public light buses and ocean-going vessels (OGVs). Details of the implementation of measures are as below.

Measures for franchised buses

The Government published the first “Hong Kong Roadmap on Popularisation of Electric Vehicles” (Roadmap) in March this year, setting out the overall policy direction of the Government to promote the use of electric vehicles in the future. The feedbacks from franchised bus companies (FBCs) are positive. One of the FBCs indicates that a few hundred single-deck and double-deck electric buses will be procured in phases by 2025 and there are plans to set up charging networks at various locations to support their electric bus fleets. The Government will actively discuss with FBCs to further promote the use of electric buses and explore the feasibility of using hydrogen fuel cell buses in Hong Kong.

In addition, the Government plans to launch a trial and subsidise FBCs to retrofit their Euro V double-deck diesel buses with enhanced selective catalytic reduction systems in 2022. The purpose of the trial is to ascertain the technical feasibility of retrofitting the air pollutant emission reduction device and its performance under local operating conditions. Subject to the outcome of the trial and resources required, we will discuss with FBCs the arrangements of retrofitting the emission reduction device onto other compatible bus models with a view to further reducing the emissions from diesel buses.

Measures for public light buses

To speed up the adoption of electric public light buses (e-PLBs) in Hong Kong, the Government has earmarked \$80 million to launch a 12-month trial that will subsidise about 40 e-PLBs running on various routes for testing their operations under local environment. The Government anticipates that the manufacturing of e-PLBs and installation of the associated charging facilities by the relevant manufacturers could start next year and the trial will commence in mid-2023 to collect data for evaluation of the performance of e-PLBs and their charging facilities, so as to formulate long term strategy on the electrification of public light buses.

Subsequent to the completion of the programme of phasing out about 80 000 pre-Euro IV diesel commercial vehicles (including public light buses) in June 2020, the Government launched a new programme in October 2020 to phase out progressively about 40 000 Euro IV diesel commercial vehicles by end 2027. The phasing out programmes help reduce the emissions from diesel commercial vehicles, including public light buses. Furthermore, the Government will continue to deploy remote sensing equipment to identify liquefied petroleum gas (LPG) vehicles (including LPG light buses) with excessive emissions and request relevant owners to repair their vehicles with excessive emissions.

Measures for ocean-going vessels

The Government will explore means to take forward the use of liquefied natural gas (LNG) in OGVs with a view to reducing their emission of air pollutant and carbon. The Government will actively study on using the offshore LNG terminal being constructed by the two power companies as a bunkering facility for OGVs, plan for LNG bunkering areas, and formulate technical requirements and related safety regulations and codes for offshore LNG bunkering in the next few years.

b) The adverse health effects caused by air pollution are mainly related to respiratory and cardiovascular diseases. According to the method developed by the Chinese University of Hong Kong under the study “Developing an Instrument for Assessing the Health and Economic Impacts of Air Pollution in Hong Kong” commissioned by the Environmental Protection Department and completed in 2016, the estimated number of premature deaths due to air pollution, based on the yearly data, has gradually decreased as a result of air quality improvements from 2015 to 2020. The number of premature deaths due to air pollution are estimated as follow:

Year	The estimated no. of premature deaths due to air pollution
2015	4 700
2016	3 900
2017	3 600
2018	2 800
2019	2 300
2020	1 300