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Legislative Council

LC Paper No. CB(1)271/2022(03)

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Panel on Environmental Affairs

Meeting on 23 May 2022

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"),[1] fine suspended particulates ("PM2.5"),[2] nitrogen dioxide ("NO_2") and sulphur dioxide ("SO_2"). Currently, commercial vehicles ("CVs") including trucks, buses, light buses and taxis account for over 90% of 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 region.

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[1] Respirable suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 10 μm or less.

[2] Fine suspended particulates means suspended particles in air with a nominal aerodynamic diameter of 2.5 μm or less.

Air Quality Objectives

3. The overall policy objective for air quality management in Hong Kong is to achieve as soon as reasonably practicable and to maintain thereafter an acceptable level of air quality to safeguard the health and well-being of the community, and to promote the conservation and best use of air in the public interest. 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"),[3] and set out the standards for seven types of air pollutants including SO2, PM10, PM2.5, NO2, 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.[4]

4. The Administration is developing a smart air quality monitoring system. Integrating with data collected at existing air quality monitoring stations, Internet of Things, artificial intelligence and numerical models, the system is expected to extend the spatial coverage of monitoring stations, thereby providing more detailed district air quality information to the public. The Administration targets to roll out a pilot project in the first half of 2023 to install micro-sensors at various locations in a designated district, with an aim to formally launch the system in 2024.

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

5. 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.[5]

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[3] At present, no country has fully adopted WHO AQGs as its statutory air quality standards.

[4] The new AQOs under the Air Pollution Control (Amendment) Bill 2021 were passed by LegCo in April 2021 and have taken effect from 1 January 2022. The Administration has commenced a new round of AQOs review to evaluate the air quality improvement by 2030. The review is anticipated to complete before end-2023. For more information of Hong Kong's prevailing AQOs, and past AQOs reviews, please visit the website of the Environmental Protection Department: Air Quality Objectives and Review of Air Quality Objectives.

[5] The progress report was hyperlinked in Appendix 3.

Clean Air Plan for Hong Kong 2035

6. 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. There were six major areas of action under the Clean Air Plan 2035, namely green transport, liveable environment, comprehensive emissions reduction, clean energy, scientific management, and regional collaboration. The key measures are given in **Appendix 1**.

Hong Kong Roadmap on Popularisation of Electric Vehicles

7. On 17 March 2021, the Administration announced the Roadmap on Popularisation of Electric Vehicles ("EV Roadmap"), which sets out the vision of "Zero Carbon Emissions • Clean Air • Smart City". Its target is to attain zero vehicular emissions before 2050, in concert with efforts to strive for carbon neutrality in the same time frame. A summary of the key measures of the EV Roadmap is given in **Appendix 2**. [6]

Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences

8. The Air Pollution Control Ordinance (Cap. 311)("APCO") empowers the Government to set emission caps for power plants for improving air quality in Hong Kong. Section 26G of APCO provides for the Secretary for the Environment ("SEN") to allocate emission allowances for three specified pollutants, i.e. SO_2, NO_x and RSP, for power plants by way of a Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences ("TM"). It is the Administration's current practice to review a TM at a frequency of no less than once every two years to enable timely revision of the emission allowances. Nine TMs were issued from 2008 to 2021.

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[6] For details of the targets, strategies and key measures of the EV Roadmap, please refer to the Administration's paper on "Hong Kong Roadmap on Popularisation of Electric Vehicles" (LC Paper No. CB(1)810/20-21(03)) issued for the meeting of the Panel on Environmental Affairs held on 26 April 2021.

Major views and concerns expressed by Members

9. The Panel on Environmental Affairs ("EA Panel") discussed the key measures of the Clean Air Plan 2035 at the meeting on 19 July 2021, and other air quality improvement measures at various other meetings. 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.

Promoting new energy vehicles

10. Members in general expressed support for implementation of the policies and measures under the Clean Air Plan 2035 and EV Roadmap 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 that had successfully electrified CVs on a large scale. There were suggestions that the Administration should expedite the adoption of new energy vehicles ("NEVs") in public transport through legislation and subsidies, and study how to facilitate the application of hydrogen energy for transport in Hong Kong.

11. The Administration advised that popularization of NEVs in place of conventional fuel-propelled vehicles was crucial to achieving the target of zero vehicular emission before 2050. Nevertheless, the unique and demanding operating environment of Hong Kong's CVs had posed more challenges to the switch to e-CVs. The Administration would continue to conduct 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 for popularization of e-CVs.

12. The Administration also advised that it would promote the general adoption of low-emission or zero-emission franchised buses in the whole territory, instead of within low emission zones only. It would collaborate with franchised bus companies ("FBCs") and other stakeholders to test out hydrogen fuel cell electric buses and heavy vehicles. The Administration was liaising with different FBCs and other operators to work out the details of the trial. To cater for the development trend and supporting facilities demand of hydrogen fuel cell electric vehicles ("EVs"), the Environment Bureau would lead an inter-departmental working group to review various implementation issues, including the supply of hydrogen energy, necessary supporting facilities, safety considerations, training of technical personnel, regulation and legislation required, etc., to meet local requirements in an orderly manner.

13. The Administration further advised that it was taking forward a pilot scheme on electric public light buses ("e-PLBs"). The technical guidelines for e-PLBs and associated charging facilities had been formulated. Having provisionally determined the routes for the trial scheme in 2021, the Administration was further studying the feasibility of the individual routes and would discuss with PLB operators concerned the detailed arrangements. At the end of 2021, the Administration had invited proposals from electric vehicle suppliers interested in supplying e-PLBs and was now vetting the proposals received. Given the lead time to develop and manufacture e-PLBs that suited Hong Kong, it was anticipated that the trial scheme would commence officially in 2023.

Phasing out Euro IV diesel commercial vehicles

14. Members generally supported the Administration's implementation of the Ex-gratia Payment Scheme for Phasing Out Euro IV Diesel Commercial Vehicles ("the Scheme"), 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 called on the Administration to exercise flexibility in the implementation of the Scheme, such as by postponing the relevant deadline for cancelling the registration of vehicles required to be phased out.[7]

15. The Administration advised that it had consulted the transport trade, relevant stakeholders and EA Panel before implementing the Scheme. Besides, the arrangements under the Ex-gratia Payment Scheme for Phasing Out Pre-Euro IV Diesel Commercial Vehicles had been adopted again so that the ex-gratia payment was delinked from the purchase of a replacement vehicle by the owner in order to give the latter more flexibility to choose whether or not and when to purchase a replacement vehicle accordingly.

Charging facilities for electric vehicles

16. Members 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 was also requested to clearly define the

[7] Under the Scheme, the deadline for cancelling the vehicle registration of Euro IV diesel CVs registered in 2007 and applying for the ex-gratia payment is 31 December 2022.

eligibility of applicants and the terms of funding under the EV-charging at Home Subsidy Scheme ("EHSS").[8]

17. The Administration advised that up to the end of February 2022, the Environmental Protection Department received over 560 applications (involving about 115 000 parking spaces) under EHSS from the 18 districts across the territory, among which 250 applications (involving about 59 000 parking spaces) were approved. An additional sum of $1.5 billion would be injected to extend EHSS. Upon completion of EHSS in 2027-2028 with the additional injection, the whole scheme was expected to support the installation of EV charging-enabling infrastructure for a total of about 140 000 parking spaces in some 700 car parks of existing private residential buildings. In order to exercise prudent use of public funding, to effectively control the financial burden of the whole EHSS and to maximize the effectiveness of EHSS, a ceiling of subsidy had been set (i.e. $30,000 per parking space, or $15 million for the entire development, whichever was lower), so as to assist more residential estates covering various districts to install EV charging-enabling infrastructure. Residential estates/buildings with a common estate name or buildings being geographically adjacent to each other and with related estate/building names would be regarded as the same development under EHSS. In continuing the implementation of EHSS, the Administration would take into account the experience and data obtained from EHSS in a timely and comprehensive manner, including the price level for the installation of EV charging-enabling infrastructure under EHSS, and might adjust the subsidy framework if necessary.

Nurturing talents for the electric vehicle industry

18. Given that the development of the EV industry involved talents in different areas, Members suggested the Administration devise comprehensive plans for nurturing EV talents, such as setting training targets for EV talents, strengthening the co-operation between the industry and vocational education institutions to attract young people to join the industry, as well as facilitating fuel-propelled vehicle workers to switch occupation.

19. The Administration advised that in accordance with the policy direction set out in the EV Roadmap, it was promoting and supporting with relevant stakeholders the training of EV technicians and mechanics. At present, the Vocational Training Council ("VTC") offered full-time training programmes on automobile maintenance. These curricula covered the professional knowledge and maintenance techniques relating to EVs, and had adopted the "Workplace Learning and Assessment" approach to enable students to learn the latest EV

[8] The Government launched EHSS in October 2020 with a funding of $2 billion to help incentivize the installation of EV charging-enabling infrastructure in car parks of existing private residential buildings.

technologies directly from their real work experience in an authentic workplace. VTC would review and upgrade its training facilities from time to time, and was planning to establish a dedicated EV training workshop to tie in with the growth of the EV industry and attract more young people to join the EV maintenance trade. For post-secondary programmes, the post-secondary institutions funded by the University Grants Committee were currently offering academic programmes in design, research and development and maintenance of EVs. In response to market needs, the Government would strengthen its collaboration with the automobile sector as well as academic and training institutions to provide suitable in-service training courses relating to EVs, which would help serving vehicle mechanics gain knowledge on EV maintenance and switch to the trade concerned.

Reducing marine emissions

20. Members expressed concern about the financial impact on the trades 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. As the Administration would take forward the adoption of Liquefied Natural Gas ("LNG") in vessels under the Clean Air Plan 2035, Members enquired about the progress of related measures.

21. 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 ("NET") Fund for testing of engines using green and innovative technologies.[9]

22. The Administration further advised that it was exploring the use of the offshore LNG terminal newly constructed by the two power companies as a bunkering facility for ocean-going vessels. The Administration would also

[9] To help improve air quality and reduce carbon emissions, thereby helping to avert global climate change, the Administration put in place a Pilot Green Transport Fund ("PGTF") in March 2011 with a funding of $300 million to subsidize the transport trade and charitable/non-profit making organizations to try out green innovative transport technologies. To further encourage trial and wider use of green innovative transport technologies, the Administration injected additional $800 million to the fund to extend its scope in 2020 and renamed PGTF as the NET Fund in September of the same year.

examine other measures to take forward the adoption of LNG in ocean-going vessels, including planning for LNG bunkering areas and formulating technical requirements and related safety regulations and requirements for offshore LNG bunkering. It would continue to liaise closely with relevant stakeholders to map out the detailed arrangements for taking the matter forward.

Enhancing regional collaboration

23. 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.

24. The Administration advised that in line with the air quality targets set out in the National 14th 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. 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

25. Members raised questions about the relevant measures to tackle air pollution in Hong Kong at various Council meetings. The questions and the Administration's replies are hyperlinked in **Appendix 3**.

Latest development

26. The Administration will brief EA Panel on Hong Kong air quality and progress of related improvement measures at the meeting on 23 May 2022.

Relevant papers

27. A list of relevant papers is set out in **Appendix 3**.

Council Business Division 1
Legislative Council Secretariat
18 May 2022

Appendix 1

Key measures under the Clean Air Plan for Hong Kong 2035

Areas	Measures
(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
	(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
	(iv) tightening the volatile organic compounds ("VOCs") content limits of architectural paints before 2024 and extend the control to cleaning products.
(d) clean energy	(i) formulating new low-carbon electricity generation strategy under Hong Kong's Climate Action Plan;
	(ii) continuing to formulate Technical Memoranda to tighten emission limits of power plants under the new low-carbon electricity generation strategy;
	(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
	(iv) setting up an inter-departmental working group to handle work relating to the application of hydrogen energy in Hong Kong.
(e) scientific management	(i) adopting innovative instruments to monitor and analyze air pollutants in real time;
	(ii) conducting district-based air quality monitoring to identify pollution distributions;
	(iii) applying mini-sensors to monitor ambient and indoor air quality; and

Areas	Measures
	(iv) developing a smart air quality monitoring system with integration of the Internet of 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.]

Existing Key Initiatives

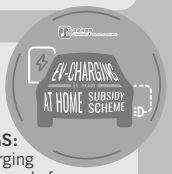
First Registration Tax (FRT) Concessions
FRT concessions and **One-for-One Replacement Scheme** for e-private cars. Accumulated concessions exceeding **$7.4 billion** in 6 years since 2015

Lower Vehicle Licence Fees
Licence fees for e-private cars are lower

Free Charging
Free EV charging services at government car parks

Tax Concessions
Full FRT waiver and profits tax deduction for e-commercial vehicles

Supporting Technological Developments
$1.1 billion New Energy Transport Fund to subsidise trials and application of green transport technologies

Private Charging Facilities


NEW BUILDINGS:
Must install charging infrastructure to apply for gross floor area concessions for car parks starting from 2011. 68 000 parking spaces have been approved

EXISTING BUILDINGS:
$2 billion EV-charging at Home Subsidy Scheme open for application since end-2020 which is expected to subsidise installation of charging infrastructure for more than 60 000 parking spaces in existing private residential buildings

Public Charging Network
NEW BUILDINGS:
Install EV medium chargers at 30% of parking spaces at new government buildings

EXISTING CAR PARKS:
Allocated **$120 million** to add 1 000+ medium chargers at government car parks by 2022

Green and Decarbonisation • Innovation and Cooperation

Multi-pronged approach to create conducive environment for popularisation of EVs

Task Force
Examine high-end development of new decarbonisation technologies globally, including new energy vehicles and fuel technology such as hydrogen fuel

Green Tech Fund
$200 million Green Tech Fund to fund R&D of green technologies, including EV projects

Smart City
Make good use of development in technologies including Internet of Things, big data and artificial intelligence

Continue to promote the adoption of autonomous driving and technologies in smart mobility

Regional Collaboration
Seize opportunities to be brought about by the EV technological development in Greater Bay Area

Electric Private Cars

No new registration of fuel-propelled private cars including hybrid vehicles in 2035 or earlier

Tax Concessions
Increased the FRT concession cap under **One-for-One Replacement Scheme** for e-private cars to **$287,500**

Extended FRT concessions and **One-for-One Replacement Scheme** to March 2024

Government Taking the Lead
EV as standard for government small and medium private cars to be procured or replaced

Public Organisations
Encourage public organisations to make reference to the government's new green procurement policy for vehicles

Electric Commercial Vehicles

Dedicated Trials
Promoting trials for electric public transport and commercial vehicles proactively, with a view to setting a more concrete way forward and timetable around 2025

Single-deck Bus
$180 million trial for single-deck e-buses to put into service progressively to test the operational performance

Double-decker
Trials for double-deckers and other types of buses under New Energy Transport Fund (NET Fund)

Public Light Bus
$80 million trial for e-public light buses to be commenced in 2023

Taxi
Explore with operators for suitable operational mode and EV models for trial

Goods Vehicle
Trial for available medium goods vehicles model under NET Fund

Other Vehicles
Funding scope of NET Fund expanded to cover motorcycles and non-road vehicles

Charging Network

Private Charging Facilities
2025 ≥150 000

With the encouragement and incentive measures, we expect more private commercial or residential parking spaces to be equipped with charging infrastructure

Examine requiring parking spaces in new private buildings to be equipped with charging infrastructure

Public Charging Facilities
2025 ≥5000 (Plan to double in the future)

Public Transport
Designate charging bays for public transport at public transport interchanges of new development areas

Quick Charging Facilities
Identify sites for a territory-wide quick charging network, including exploring the feasibility to convert petrol and LPG filling stations to charging stations

Promoting Marketisation
Fees for EV charging at government car parks to be imposed from around 2025

Marketise charging services progressively with a view to promoting its sustainable development in the long run

Travelling to the Mainland
Study proposals to facilitate EV charging in the Mainland

Maintenance Services

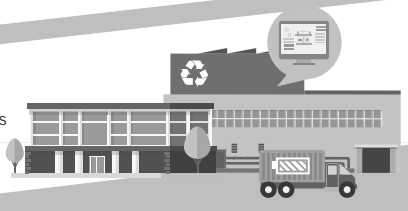
Post-secondary Training
Work closely with post-secondary institutions to provide sufficient training, re-training and education opportunities

Collaboration with the Trade
Strengthen communication with the trade and facilitate cooperation between EV suppliers and local institutes to offer additional education programmes

Battery Recycling

Eco-responsibility
Strive to legislate a Producer Responsibility Scheme for retired EV batteries in the next few years

Green Technologies
Cover second life applications of EV batteries in the priority themes under the **Green Tech Fund**



Target

Zero Vehicular Emissions

Act in concert with Hong Kong's target to achieve carbon neutrality before 2050

Regular reviews Strategies and targets will be reviewed roughly every 5 years to keep abreast of the latest situation

[Source: Page 5 of Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Environment Bureau in March 2021.]

Appendix 3

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

Date of meeting	Event	Paper
		Administration's paper on "Further Measures to Improve Air Quality (Part 1)" (LC Paper No. CB(1)233/19-20(05)) Background brief on "Measures to improve air quality" prepared by the Legislative Council Secretariat (LC Paper No. CB(1)233/19-20(06)) Minutes of meeting (LC Paper No. CB(1)396/19-20)
22 January 2020	Meeting of EA Panel	Administration's paper on "A Series of Measures to Improve Environment and Air Quality" (LC Paper No. CB(1)336/19-20(04)) Administration's follow-up paper (LC Paper No. CB(1)931/19-20(02)) Updated background brief on "Measures to promote the use of electric vehicles" prepared by the Legislative Council Secretariat (LC Paper No. CB(1)336/19-20(05)) Minutes of meeting (LC Paper No. CB(1)636/19-20)
6 April 2020	Special meeting of the Finance Committee ("FC") for examination of Estimates of Expenditure 2020-2021	Written questions raised by Members and the Administration's replies (Reply serial numbers: 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)

Date of meeting	Event	Paper
28 December 2020	Informal meeting for policy briefing of EA Panel	Administration's paper on 2020 Policy Address - Policy initiatives of Environment Bureau: Environmental protection (LC Paper No. CB(1)358/20-21(03)) Notes of meeting (LC Paper No. CB(1)894/20-21)
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: ENB058, 060, 066, 067, 077, 080, 081, 082, 083, 089, 090, 097, 098, 100, 110, 111, 118, 122, 123, 127, 128, 134, 138, 143, 149, 151, 152, 153, 154, 156, 159, 160, 161, 162, 163, 167, 170, 175, 179, 181, 182)
26 April 2021	Meeting of EA Panel	Administration's paper on "Hong Kong Roadmap on the Popularisation of Electric Vehicles" (LC Paper No. CB(1)810/20-21(03)) Updated background brief on "Promoting the use of electric vehicles" prepared by the Legislative Council Secretariat (LC Paper No. CB(1)810/20-21(04)) Administration's paper on "Review of the Eighth Technical Memorandum for Allocation of Emission Allowances for Power Plants" (LC Paper No. CB(1)810/20-21(05)) 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. CB(1)810/20-21(06)) Minutes of meeting (LC Paper No. CB(1)1027/20-21)

Date of meeting	Event	Paper
19 July 2021	Meeting of EA Panel	Administration's paper on "Clean Air Plan for Hong Kong 2035" (LC Paper No. CB(1)1113/20-21(03)) Minutes of meeting (LC Paper No. CB(1)1341/20-21)
12 October 2021	Meeting of EA Panel	Administration's paper on "2021 Policy Address – Policy initiatives of Environment Bureau: Environmental protection" (LC Paper No. CB(1)1394/20-21(01)) Minutes of meeting (LC Paper No. CB(1)1491/20-21)
10 February 2022	Meeting of EA Panel	Administration's paper on "2021 Policy Address Overview and Progress Updates — Policy Initiatives of Environment Bureau: Environmental Protection" (LC Paper No. CB(1)34/2022(01)) Minutes of meeting (LC Paper No. CB(1)175/2022)
11 April 2022	Special meeting of FC for examination of Estimates of Expenditure 2022 2023	Written questions raised by Members and the Administration's replies (Reply serial numbers: ENB009, 011, 012, 013, 018, 019, 023, 025, 026, 029, 030, 031, 032, 033, 034, 035 and 037)

Hyperlinks to relevant Council questions:

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

Date	Council question
8 September 2021	Press release on Council question (written) on emission of air pollutants by public transport modes
20 October 2021	Press release on Council question (written) on popularization of electric vehicles
27 October 2021	Press release on Council question (written) on phasing out Euro IV and V diesel commercial vehicles
16 February 2022	Press release on Council question (written) on promoting the popularization of electric vehicles
4 May 2022	Press release on Council question (written) on promoting the switch to electric taxis among the taxi trade

Other relevant documents:

Government bureau/ organization	Document
Environment Bureau Transport and Housing Bureau Food and Health Bureau Development Bureau	A Clean Air Plan for Hong Kong Clean Air Plan for Hong Kong 2035
Environment Bureau	Clean Air Plan for Hong Kong 2013-2017 Progress Report
Environment Bureau	Hong Kong Roadmap on Popularisation of Electric Vehicles