



Environment Bureau



Environmental Protection Department

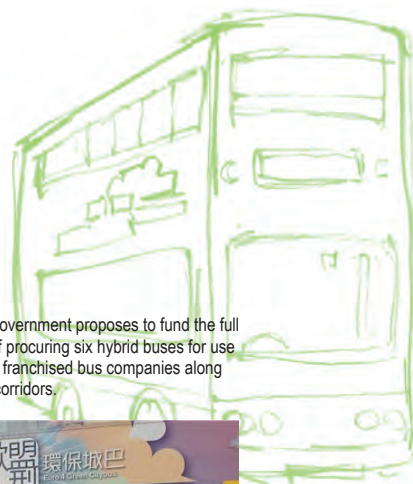
Green Hong Kong



GREEN HEADLINE

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Air quality: a major focus of Policy Address



The Government proposes to fund the full cost of procuring six hybrid buses for use by the franchised bus companies along busy corridors.

Chief Executive, Mr Donald Tsang, announced in the *Policy Address* various measures to curb environmental pollution, protect the environment and combat climate change. One of the major objectives is to improve our air quality.

Air quality in Hong Kong is gradually improving. Last year, the ambient air concentrations of major pollutants such as sulphur dioxide, suspended particulates and nitrogen dioxide dropped by 36%, 15% and 4%, respectively, compared with 2005. However, in terms of roadside air pollution, the concentration of nitrogen dioxide is still relatively high. The Government will implement the following improvement measures.

Encourage Zero Emission Buses

Franchised buses are the major cause of roadside air pollution. The ultimate policy objective of the Government is to have zero emission buses running across the territory. When the current bus franchises expire in the coming few years, the Government will impose additional requirements in the franchises for the bus companies to switch to zero emission models or the most environment-friendly ones when replacing existing fleets, taking into account the feasibility and affordability for bus operators and passengers.

In view of market availability and technical developments, hybrid buses have the potential to replace diesel buses on a large scale within



Chief Executive Donald Tsang announces a package of measures to improve air quality in the "Policy Address".



Franchised bus companies are replacing their older buses with Euro IV environment-friendly models.

a short period. Therefore, the Government proposes to fund the full cost of procuring six hybrid buses for use by the franchised bus companies along busy corridors to test the operational efficiency and performance of these vehicles under Hong Kong conditions and to collect operational data. If the bus companies wish to test other greener models such as electric buses, the Government will provide them with the same financial support.

At present, over 60% of franchised buses are Euro II and Euro III models. Because of their large numbers, it is not easy to phase them out completely in the coming few years. In view of this, the Government and franchised bus companies are conducting a trial to retrofit Euro II and Euro III buses with catalytic reduction devices to meet the higher nitrogen oxide emission standards of the Euro IV model. Subject to satisfactory trial results, the Government will

fully fund the retrofitting of these devices on all Euro II and Euro III buses. Bus companies will have to bear the subsequent operational and maintenance costs.

Furthermore, the Government plans to designate pilot low-emission zones in busy districts such as Causeway Bay, Central and Mong Kok. The Government will initially increase, as far as possible, the ratio of low-emission franchised buses running in these zones from next year, with the ultimate target of allowing only low-emission buses operating in these zones by 2015.

Land and sea transport is the second largest source of air pollution and greenhouse gas emissions. To encourage the transport sector to test out green and low-carbon transport means and technology, the Government plans to set up a \$300 million Pilot Green Transport Fund this year to provide subsidies for the sector. ■



Green Knowledge

“ Hong Kong's per capita carbon emission is about 6 tonnes, which is much less than those of Australia, US, UK, Japan and Singapore. ”



Multi-pronged approach to tackle Climate Change



Buildings account for about 90% of HK's electricity consumption, therefore the promotion of green building practices can effectively reduce carbon emissions.

The Chief Executive announced an action plan to combat climate change in the "Policy Address". "Our emission reduction strategy emphasises the wider use of cleaner and low-carbon energies and fuels in power generation," Donald Tsang said.

The Government proposed optimising the fuel mix for power generation, significantly reducing reliance on fossil fuels, phasing out existing coal-fired generation units, and increasing the use of non-fossil, cleaner and low-carbon fuels, including renewable energy and imported nuclear energy.

The Government proposed that by 2020, natural gas should account for about 40% of our fuel mix for power generation, coal no more than 10%, renewable energy about 3-4%, and the remainder will come from imported nuclear energy. Furthermore, we will endeavour to enhance energy efficiency, promote green buildings, advocate electricity saving, facilitate low-carbon transport and develop facilities to turn waste into energy.

By implementing this strategy, the carbon intensity in Hong Kong will be reduced by 50-60% by 2020, compared with the 2005 level. Greenhouse gas emissions will be decreased by 19-33% compared with 2005. Emissions per capita will also be lowered from 6.2 tonnes to 3.6-4.5 tonnes, far lower than the levels of the United States, the European Union and Japan.

The Government will be continuously involved in international negotiations as well as supporting a free exchange of ideas. Hong Kong is delighted to host a Workshop for C40 cities from 5-6 November 2010 in Hong Kong. The themes of the workshop are green building and electric vehicles. The event is organized



Secretary for the Environment Mr. Edward Yau points out that a highly efficient public transport system is one of the main reasons for our low per capita carbon emission.

by the Environmental Campaign Committee, Civic Exchange, and C40 Cities Climate Leadership Group.

The Government has launched the [Public Consultation on Hong Kong's Climate Change Strategy and Action Agenda](#) and the public can provide their views before 10 December 2010.

In an interview with Green Hong Kong Bulletin, Secretary for the Environment Mr Edward Yau said compared to other developed cities, Hong Kong's per capita carbon emission is low, and a highly efficient public transport system is one of the main reasons.

"The compact city design in Hong Kong leads to a more energy-efficient public transport system and a low private car ownership rate," Mr. Yau said.

Mr. Yau added that power plants were the major source of emissions in Hong Kong. For example, in 2008, power plants accounted for 67% of total emissions. The Policy Address announced that no more than 10% of our elec-

tricity will eventually come from coal-fired power generation in order to substantially reduce emissions.

It is worth noting that close to 90% of our city's electricity consumption is related to buildings. In other words, electricity consumed by buildings contributes to about 60% of Hong Kong's GHG emissions. In view of this, the Government will step up measures to promote energy efficiency. Besides, around 5% of emission comes from waste management. The Integrated Waste Management Facilities will be developed in phases to reduce greenhouse gas emissions and the burden for landfills. The project will also convert waste into energy.

To promote greater co-ordination of efforts within the Government to tackle climate change, an Inter-departmental Working Group on Climate Change (IWGCC), led by the Environment Bureau, was set up in 2007. It comprises representatives from five bureaux and 16 departments. ■



Extra \$500 million for ECF



↑ The Government earmarked a further \$500 million for the ECF and gave top priority to environment and conservation



↑ Mr Edward Yau says HK\$700 million of ECF was spent on the promotion of public education and applied green technology.

Chief Executive, Mr Donald Tsang, revealed in this year's Policy Address that the Government had earmarked a further \$500 million for the **Environment and Conservation Fund (ECF)** to encourage more organizations to undertake research and technology demonstration projects on environment and conservation matters. This contribution is an addition to the Government injection of \$1 billion into the Fund in 2008.

The Environment and Conservation Fund Ordinance (Cap. 450), which established the Environment and Conservation Fund, was enacted in June 1994. The fund became operational in August 1994.

The total Government contribution to the fund was \$235 million up till 2008 when the chief executive pledged an extra \$1 billion. The stepping up of financial support showed that the Government has awarded a top priority to environmental protection and conservation.

The "On-site Meal Portioning Projects in Schools", one of the projects financed by ECF, has helped reduce food waste and disposal lunch boxes in schools, Mr. Edward Yau, Secretary for the Environment, told LegCo on October 13.

He points out that, in the past few years, ECF has raised public education on the protection of the environment and achieved stunning results with the introduction of applied green technology. At least 70 per cent of the \$1 billion financial injection has already been spent on carrying out work in these areas. ■



Emissions from power plants to be cut substantially

The Government published the "Second Technical Memorandum for Allocation of Emission Allowances in Respect of Specified Licences" in the Gazette on October 15, 2010. It aims to substantially reduce emissions of three air pollutants - sulphur dioxide (SO₂), nitrogen oxides (NO_x) and respirable suspended particulates (RSP) - from the power generation sector by 2015 and beyond. The reductions will help further improve regional air quality.

The new technical memorandum (TM), issued under the Air Pollution Control Ordinance, will cap the annual emissions of SO₂ at 12,482 tonnes, NO_x at 27,552 tonnes, and RSP at 831 tonnes from the power generation sector by 2015 and beyond. As a result, emissions of the three pollutants will be reduced by 50%, 35% and 34%, respectively, compared with the levels set out in the first TM.

"In setting the new emission caps, we have taken into account the scope for emission reduction by both power companies upon the adoption of the best practicable means through maximising the use of existing natural gas-fired electricity generation capacity and prioritising the use of coal-fired electricity generation units with emission abatement equipment for meeting the emission caps set in the first TM," said a spokesman of the Environmental Protection Department.

In 2008, the emissions of SO₂, NO_x and RSP from the power sector accounted for 88%, 44% and 28% of the city's total emissions of these pollutants, respectively. The tightened emission allowances will help improve the air quality of Hong Kong and the Pearl River Delta Region," he added. ■





Biodiesel helps reducing vehicle emissions

Imagine all the leftover food such as noodles, rice, French fries and burgers that you would customarily throw away could be used to power your car. It is not only possible in a science fiction film; it is happening in real life. This technology has already been developed in the laboratory although some fine-tuning is needed before it can be more widely applied in the real world.

In Hong Kong, biodiesel, which is a renewable fuel produced from vegetable oils, animal fats, and waste cooking oil, is increasingly being used as an energy source to power diesel vehicles to reduce the dependence on fossil fuels.

Almost all motor vehicles in Hong Kong rely on fossil fuels such as petrol, diesel and liquefied petroleum gas. About 16% of our greenhouse gas emissions come from these fuels.

Biodiesel is a form of renewable energy and its increased usage can help reduce the risk of global warming and our dependence on fossil fuels.

To keep up with the pace of the international trend and technological improvements, the Government has proposed in the [Public Consultation on Hong Kong's Climate Change Strategy and Action Agenda](#) that our reliance on fossil fuels for motor vehicles may be further reduced by 2020. To achieve this, petrol and diesel would have to be blended with 10% of ethanol and biodiesel, respectively. In particular, the Government will look into the possibility of better utilising waste cooking oils to help produce more biodiesel locally.

In the international arena, the European Union has already mandated that its overall transport fuel mix should comprise 10% of renewable energy (mainly biofu-

els) by 2020. This would certainly boost world production of biofuels and enable Hong Kong to have direct access to an adequate supply of biofuels by 2020.

In 2007, the Government announced a duty-free policy for biodiesel to encourage its use for motor vehicles. It also established a set of statutory product requirements for biodiesel, used by motor vehicles, and statutory labelling requirements for selling of motor vehicle biodiesel, under the Air Pollution Control (Motor Vehicle Fuel) (Amendment) Regulation 2009. It is intended to help boost consumer confidence in biodiesel.

Furthermore, the Government is actively considering the use of biodiesel in its motor vehicle fleets.



Drivers are reminded to check whether their vehicles are compatible with the use of biodiesel. There should be a label, prescribed under the Regulation, to show such compatibility. If there is no label, the biodiesel content should not exceed 5% of the total fuel used and this should apply to all vehicles. Even if there is a label, to be on the safe side, drivers should still check the biodiesel content on the label carefully or consult a vehicle dealer beforehand. ■

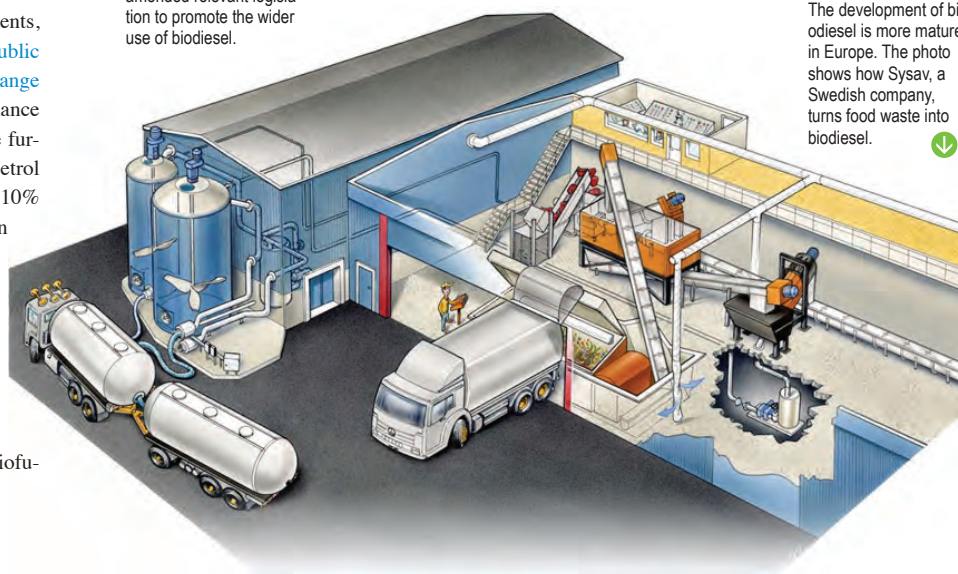
Use of biodiesel elsewhere

Many countries are providing petrol or diesel, blended with ethanol and pure biodiesel, for motor use. In the EU, many member states have set mandatory targets for biofuels in motor fuel retail sales. For example, the target set for the United Kingdom is 3.25% in 2010/2011. In Europe, food waste can be easily converted into biodiesel.

Some provinces in the Mainland require ordinary petrol to be blended with 10% ethanol before being sold. Biodiesels, of various blend levels, are available in many APEC economies such as Australia, Canada, Indonesia, Japan, the Republic of Korea, Thailand and the United States.

↑ The Government has amended relevant legislation to promote the wider use of biodiesel.

↓ The development of biodiesel is more mature in Europe. The photo shows how Sysav, a Swedish company, turns food waste into biodiesel.





\$540 million subsidy to put more eco-friendly commercial vehicles on the road



Commercial vehicles like non-franchised public buses are a major source of emissions.



The Government fully supports the Take a "Brake" Low Carbon Action, a green initiative to let the car take a day's break to reduce carbon emission. Secretary for the Environment, Edward Yau, (third from left in the front row) joined the officiating ceremony in September.

Profits tax deduction for capital expenditure on eco-friendly vehicles

In order to improve roadside air quality, the government has invested considerable efforts in public education backed by the introduction of new regulations. Starting from June 18, 2010, businesses that have purchased eco-friendly motor vehicles may deduct the cost of the capital expenditure under profits tax. The new tax concession is applicable in the year of assessment 2010/11 and thereafter.

This tax concession covers the following three categories of environment-friendly vehicles:

- 1 "Tax Incentives Scheme for Environment-friendly Commercial Vehicles" and "Tax Incentives Scheme for Environment-friendly Petrol Private Cars"
- 2 Hybrid electric vehicles
- 3 Electric vehicles

Vehicles are the second largest source of air pollution in Hong Kong. Among them, diesel commercial vehicles are the worst offenders.

Compared with Euro IV vehicles, Euro II models have lower emissions standards, emitting seven times more respirable suspended particulates and twice as much nitrogen oxides.

To improve the city's air quality, the Government is offering a one-off grant, under a \$540 million subsidy scheme, to owners of Euro II diesel commercial vehicles to help them replace their models with less polluting ones. The scheme runs from July 1, 2010 till June 30, 2013.

The incentive scheme covers commercial vehicles including light, medium and heavy goods vehicles, private and public light buses, as well as private and public non-franchised buses. Under the scheme, "Euro II" vehicles are classified by their dates of first registration as shown in the table. There are at present more than 27,300 licensed Euro II diesel commercial vehicles operating in Hong Kong.

From July 1, owners who are willing to replace their Euro II diesel commercial vehicles

with new commercial models that comply with the latest emission standards for registration of new vehicles, i.e. the Euro IV emission standard, will receive a one-off grant ranging from \$17,000 to \$203,000 per vehicle. The level of grant depends on the vehicle type.

EPD had earlier rolled out a similar plan for pre-Euro and Euro I vehicles and the scheme lasted till the end of March 2010. About 23,000 or 40% of targeted vehicles were phased out under the scheme, a spokesman said.

Definition of Euro II Vehicles

| Vehicle Class [1] | Permitted Gross Vehicle Weight | Date of First Registration (both dates inclusive) |
|----------------------|--|---|
| Goods Vehicles | Not more than 3.5 tonnes | 1st Oct 1998 to 31st Dec 2001 |
| | More than 3.5 but not more than 4 tonnes | 1st Oct 1998 to 30th Sep 2001 |
| | More than 4 tonnes | 1st Apr 1997 to 30th Sep 2001 |
| Non-franchised Buses | N.A. | 1st Apr 1997 to 30th Sep 2001 |
| Diesel Light Buses | Not more than 3.5 tonnes | 1st Oct 1998 to 31st Dec 2001 |
| | More than 3.5 but not more than 4 tonnes | 1st Oct 1998 to 31st Jul 2003 |
| | More than 4 tonnes | 1st Oct 1998 to 30th Sep 2001 |

[1] Vehicle class, permitted gross vehicle weight and date of first registration are defined by the vehicle registration document issued by the Transport Department.





EPD's Minimising Waste, Maximising the Future recycling bin exhibition



← Lau Kin-gi draws a globe as the core of a flower to illustrate that if everyone made good use of resources and recycled waste, the world would be as beautiful as a flower.

At first glance they look like oversized gift boxes. But in fact, they are modern recycling bins designed by prominent artists, celebrities and local designers to raise public awareness on waste separation. The unique collection of recycling bins was recently on display at an exhibition organized by the Environmental Protection Department (EPD).

The exhibition, which ran from August 13 till 15 at Times Square in Causeway Bay, drew considerable public attention. Some of the creators of these bins are among the most recognizable faces in Hong Kong. They include award-winning actor Simon Yam and members of the Wai Yin Association, the official body for former Miss Hong Kong Pageant contestants. Other designers are Tommy Li, Dorian Ho, Dorothy Tang, Siuhak, Chocolate Rain, Lester Lee and Lau Kin-gi.

The theme of Simon Yam's design is "Follow your heart", which underlines the importance of listening to one's heart because the best motivation must come from within. His design illustrates that motivation is an essential prerequisite for the pursuit of environmental protection objectives.

The Wai Yin Association's design was conceived by actress Angie Chiu, fellow actress Hoyan Mok and television personality Mandy Cho. The aim of their design theme "Try our best to create a better future" is to instill a sense of mission to encourage people to try their utmost to separate waste for recycling to benefit the environment.



↑ Recycling bins designed by prominent artists, designers and artistes on display in an exhibition at Times Square.

Four-year-old Lau Kin-gi is the youngest designer, who had earlier won a medal in the 38th International Children's Exhibition of Fine Arts Lidice. For the recycling bin design, Kin-gi drew a globe to form the inner core of a flower to convey the message that if everybody made good use of our limited resources and recycled waste, the world would be a beautiful habitat for us all.

The exhibition was part of EPD's "Minimising Waste, Maximising the Future" ongoing

waste reduction campaign that aims at promoting green living and better use of resources through a series of activities with the business sector and various organisations.

The waste reduction campaign, launched on May 23, has already inspired six local cafe groups to form the Green Cafe Alliance to encourage customers to use less disposable cutlery. The alliance has conducted a number of city-wide roadshows to share green tips with the public and promote waste reduction. ■



Regulatory control on clinical waste to be introduced

Waste has to be handled properly, otherwise it may pose potential health risks to the public. As the health risks associated with clinical waste are even higher, they must be handled with care at all times. The Government has commenced the legislative process to implement licensing control on the handling of clinical waste, which is expected to begin in early 2011.

On June 18, 2010, the **Waste Disposal (Clinical Waste) (General) Regulation**, the **Waste Disposal (Charge for Disposal of Clinical Waste) Regulation** and the **Waste Disposal (Amendment) Ordinance 2006 (Commencement) Notice 2010** were gazetted.

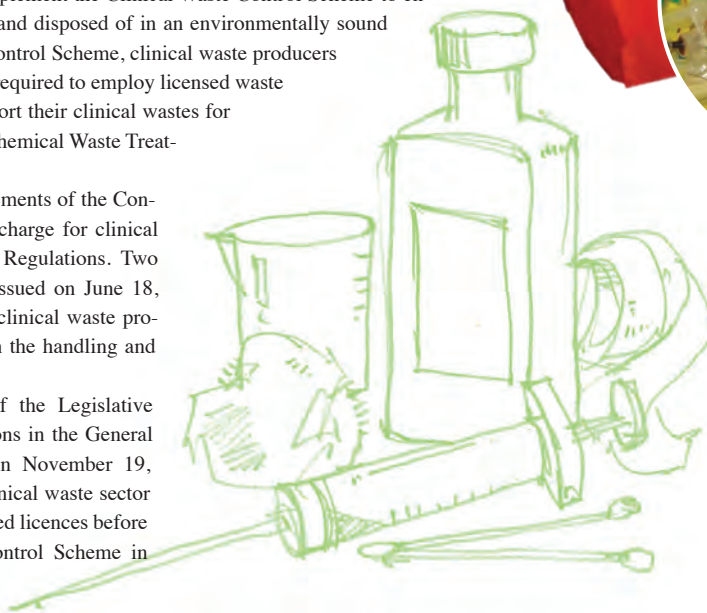
In brief, Clinical Waste refers to the waste generated in connection with dental, medical, nursing or veterinary practice, as well as related research and laboratory practice. There are different categories of clinical waste, which include used or contaminated sharps, laboratory waste, animal and human tissues, infectious materials, dressings.

Clinical waste is potentially dangerous because it may contain infectious materials and sharps such as needles and scalpels. It is therefore important to exercise special caution in the handling and management of clinical waste in order to minimize its potential danger to public health or pollution to the environment.

The Government aims to implement the Clinical Waste Control Scheme to ensure clinical waste is handled and disposed of in an environmentally sound and safe manner. Under the Control Scheme, clinical waste producers (e.g. hospitals and clinics) are required to employ licensed waste collectors to collect and transport their clinical wastes for treatment and disposal at the Chemical Waste Treatment Centre.

Details of regulatory requirements of the Control Scheme and the disposal charge for clinical waste are set out in the two Regulations. Two Codes of Practice were also issued on June 18, 2010 to provide guidance for clinical waste producers and waste collectors on the handling and management of clinical waste.

Subject to the approval of the Legislative Council, the licensing provisions in the General Regulation will take effect on November 19, 2010, allowing those in the clinical waste sector ample time to obtain the required licences before the commencement of the Control Scheme in early 2011. ■



Put sharps into Sharps Box



Pack Sharps Box in red plastic bag



Yellow plastic bag for Group 3 waste



Cleaning cart after use





Waste separation at source



Metals



Waste Paper



Plastics



The Source Separation of Waste Programme has made significant progress since its introduction more than five years ago. The domestic waste disposal rate has dropped by about 15% from 2004 to 2009. Riding on the back of the programme's success, the Environment Bureau and the Environmental Protection Department (EPD) are now promoting waste separation and recycling in rural areas.

A forum on Source Separation of Waste and an award presentation ceremony, held on August 20, were attended by more than 400 representatives from different sectors of the community.

In her opening speech at the event, Permanent Secretary for the Environment/Director of Environmental Protection, Ms Anissa Wong, thanked the public for its active support and participation in waste recycling and recovery. She said public efforts had helped to increase the domestic waste recovery rate from 14% in 2004 to 35% in 2009. Over the same period, domestic waste and municipal solid waste disposed of at landfills decreased by 15% and 3.8%, respectively.

Ms Wong pointed out: "Source separation of waste is becoming a common practice for more and more families in Hong Kong. The EPD is working to step up the implementation of the Source Separation of Waste Programme and

will extend it to rural areas and older districts. Foreign domestic helpers certainly play an important role in this programme because of their household duties, and thus the EPD will focus more on them."

Representatives from property management companies, housing estates and institutions shared their experience in promoting source separation of waste, waste recovery and recycling of plastic resources at the forum. Those with outstanding performance in source separation last year were presented with awards and commendation certificates.

More than 1,500 housing estates, covering

three quarters of the population, have signed up to join the Source Separation of Waste Programme since its inception in January 2005. In October 2007, the EPD extended the programme to cover industrial and commercial buildings and now over 600 of them come under the scheme.

To guarantee the ongoing development of the programme, the Environment and Conservation Fund will support housing estates, industrial and commercial buildings to install waste recovery facilities through fund subsidies. Meanwhile, the Environmental Campaign Committee will continue to supply free waste separation bins to residential, industrial and commercial buildings to support their waste separation efforts and boost the overall waste recovery rate. ■



Permanent Secretary for the Environment/Director of Environmental Protection, Ms Anissa Wong, speaks at the forum on Source Separation of Waste.

Spread to rural areas

One of the Government's priorities for this and next year is to promote "The Source Separation of Waste Programme". The number of waste separation bins and collection points in rural areas will be increased from around 360 to around 920. The Heung Yee Kuk would assist in implementing plans to encourage villagers to participate in this programme.



3-coloured separation bins in countryside.

Promotional activities are being conducted in rural villages to educate villagers on source separation of waste.





Explorer Rebecca Lee uses DVD cartoon characters to raise environmental awareness

Dr. Rebecca Lee talks about her adventures in the North and South Poles.

To coincide with World Environment Day 2010, the Environmental Campaign Committee and the Polar Museum Foundation launched three sets of DVDs on June 5 to illustrate the disastrous consequences of global warming so as to raise public awareness on environmental protection.

Famous Hong Kong explorer Dr. Rebecca Lee has created two 3D cartoon characters featured in two sets of DVDs to depict the close connection between global warming and climate change in the Polar Regions. The third set, which highlights the water resource problem of the Yarlung Zongbo Grand Canyon and Mount Everest, is expected to have mass appeal.

The DVD sets will be distributed to primary and secondary schools for educational purposes.

In the DVDs, Dr. Lee, who has visited both the North and South Poles many times, shares her experience in surviving in the most extreme and harsh environments. She hopes that her personal perspectives can help boost awareness about environmental protection.



Singer Chet Lam shares his low-carbon lifestyle with young readers.



"Low Carbon Living @ Hong Kong"

To promote low-carbon living, the Environmental Campaign Committee (ECC) has launched the "Low Carbon Living @ Hong Kong" book series to encourage different sectors of the community to mitigate the effects of climate change in various aspects of daily life.

The collection, which offers tips on the reduction of carbon emissions, consists of four books in Chinese, targeting young people, homemakers, the working class and the business sector.

The book launch on September 18 was organised by the ECC and supported by Climate Group (Hong Kong) and RoadShow Media. Guests and artistes shared practical tips on low-carbon living with residents and the audience. The event received an enthusiastic response from the participants.

Two books in the series - one targets younger readers and the other homemakers - were rolled out at the launch ceremony. The themes of the other two, which focus on a low-carbon economy and a green city life, are expected to appeal to the business sector and the general working population. They will be in print by November this year. ■



Hong Kong hosts C40 Workshop November 5-6



The HKSAR Government actively supports the C40. Mr. Edward Yau, the Secretary for the Environment attended the C40 Workshop in Berlin in June.

Cities produce around 70% of global carbon dioxide emissions. Therefore, when it comes to the battle against climate change, the war will literally be won or lost in the world's urban centres.

As an international city, Hong Kong is delighted to host a Workshop of the C40 Cities Climate Leadership Group from November 5 to 6, 2010. The Workshop, to be held at the Hong Kong Convention and Exhibition Centre, will discuss the challenges and opportunities of creating modern, low carbon, high quality, liveable metropolitan centres. The C40 Cities Climate Leadership Group, under the theme of "Low Carbon Cities for High Quality Living", is an important component in the fight against climate change.

The aim of the C40 Hong Kong Workshop is to raise awareness about the urgency, scale, and opportunities of climate change for large urban centres; showcase local, international, public and private initiatives in cities to promote the concept of a low-carbon economy and build capacity among experts and professionals through international exchanges that promote best practices, expertise and experience.

Participants include mayors and officials of all C40 member cities and affiliate cities, Mainland China cities that focus on low carbon initiatives, and experts and professionals from the key stakeholder groups that are working on low carbon city projects.

Around 600 participants will share the experiences with the leaders of Hong Kong and 25 other Participating Cities, including Berlin, London, Moscow, New York, Tokyo and Toronto. The leaders of 5 affiliate cities and 2 Non-C40 cities will also attend the Workshop.

Mr. David Miller, Chairman of C40 and Mayor of Toronto, and Mr. Michael Bloomberg, Designated Chairman of C40 and Mayor of New York, will each deliver a keynote speech while Chief Executive Mr. Donald Tsang, Chief Secretary Mr. Henry Tang and Secretary for the Environment Mr. Edward Yau will share the Hong Kong experience with the international audience. Speeches from the representative of the National Development and Reform Commission and a number of mainland cities are expected to be the highlights of the workshop. ■

The programme of the Workshop is organised around two themes:

1 Built Environment

(with a special focus on the best practices of energy efficiency on retrofitting existing buildings and new buildings)

The Suite of Retrofitting Options: 'Low Hanging Fruit' vs. fundamental change; options analysis: costs vs. carbon savings, and payback periods.

'Community-building' – Including the discussion on energy efficiency audit, standard and rating.

The Future of New Build: Policy and regulation; technologies and materials; innovative systems; and the challenge of the future.

Financing for Low Carbon Building: Models in different cities.

2 Green Transport

(with a special focus on electric vehicles – EVs)

Infrastructure: What is the city's role in ensuring safe installation of charging infrastructure? Should cities ensure adequate fast-charging infrastructure? How should EVs and the Smart Grid intersect?

Incentive: What incentives are being offered around the world? How should cities get the biggest impact for the best value? How to incentivise the consumers?

The Supply Side of the EV Market

Hong Kong is the Host City of the Workshop. The two-day event is being organised by the Environmental Campaign Committee of the HKSAR Government, Civic Exchange, and the C40 Cities Climate Leadership Group. It is generously supported by the HKSAR Government's Environment & Conservation Fund.

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