Confirmed Minutes of the 189th Meeting of the Advisory Council on the Environment held on 10 December 2012 at 2:30 pm

Present:

Prof Paul LAM, JP (Chairman)
Prof CHAU Kwai-cheong, JP (Deputy Chairman)
Ms Teresa AU
Mr Oscar CHOW
Prof FUNG Tung
Ms Betty HO
Mr Edwin LAU, MH
Prof LI Xiang-dong
Dr MAN Chi-sum, JP
Miss Yolanda NG
Dr Alfred TAM
Mr TSANG Kam-lam, JP
Dr Carrie WILLIS, SBS, JP
Ms Pansy YAU
Dr YAU Wing-kwong, JP
Prof Ignatius YU
Mr Andrew LAI, JP (Secretary)

Absent with Apologies:

Dr Dorothy CHAN, BBS
Mr Michael JEBSEN, BBS
Ir Dr LO Wai-kwok, BBS, JP, MH
Prof Joseph LEE
Mr Simon WONG, JP
Dr Ray YEP

In Attendance:

Ms Anissa WONG, JP	Permanent Secretary for the Environment/Director of Environmental Protection
Mr Y K CHAN	Assistant Director (Conservation), Agriculture, Fisheries and Conservation Department (AFCD)
Mr LING Chi-tack	Assistant Director of Planning/Technical Services, Planning Department (PlanD)

Ms Esther LI	Principal Information Officer, Environmental Protection Department (EPD)
Miss Evelyn LEUNG	Chief Executive Officer (CBD), EPD
Ms Joanne CHIN	Executive Officer (CBD), EPD
Ms Daicie TONG	Executive Manager (CBD), EPD

In Attendance for Item 3:

Mr Dave HO	Principal Environmental Protection Officer (Air Science), EPD

In Attendance for Item 4:

Mr Samson LAI	Assistant Director (Waste Management Policy), EPD
Dr Alain LAM	Principal Environmental Protection Officer (Waste Management Policy), EPD

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Item 1 : Confirmation of the draft minutes of the 188th meeting held on 15 October 2012

A Member proposed to add the following at the end of paragraph 28 –

"In response, a Member said that the World Health Organization (WHO) announced in mid 2012 that exhausts from diesel engines were a definite known risk to certain types of cancer. He stressed the need for AAHK to conduct a health impact assessment for the project that would include an assessment on the related increased land and marine traffic to and from the airport island arising from the increased flights, apart from assessing aircraft noise and emissions."

2. As there were no other amendments proposed by Members, the draft minutes were confirmed subject to the amendment at paragraph 1 above.

Item 2 : Matters arising from the minutes of the 188th meeting held on 15 October 2012

3. There were no matters arising from the minutes of the last meeting.

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Item 3 : Air Pollutant Emission Reduction Plan up to 2020
(ACE Paper 12/2012)

4. Mr Dave Ho briefed Members on the new air pollutant emission reduction plan up to 2020 for the Pearl River Delta (PRD) region (the Plan). The Plan included both Hong Kong and the Pearl River Delta Economic Zone (PRDEZ)), which was worked out in collaboration with the Guangdong Environmental Protection Department (GDEPD). The Plan targeted at reducing four major air pollutants, namely, sulphur dioxide (SO_2), nitrogen oxides (NOx), respirable suspended particulates (RSP) and volatile organic compounds (VOC). Emission reduction targets for 2015 and emission reduction ranges for 2020 were set for both sides. Implementation of the Plan was conducive for Hong Kong to attain the new Air Quality Objectives (AQOs) announced in 2012 as the pollution level in Hong Kong was subject to regional influence.

5. The Chairman asked whether the overall air quality in Hong Kong had deteriorated despite the emission reduction targets for 2010 had been attained. Mr Dave Ho explained that for the roadsides in Hong Kong, the air quality had been improved except for nitrogen dioxide (NO_2). Smog and haze remained to be problems in Hong Kong. They were mainly attributable to photochemical reaction of VOC and NOx with other air pollutants in the PRD region. Hong Kong would continue to work towards the emission reduction targets of the four air pollutants set for 2015 and 2020. The Guangdong (GD) Government was also committed to achieving the emission reduction targets and giving priority to tackle the ozone (O_3) and haze problems in the PRD region which would have substantial impacts on public health.

6. A Member sought clarifications on the deterioration of O_3 despite continuous reduction of other air pollutants in Hong Kong. Mr Dave Ho explained that O_3 was formed by a chain of complex, non-linear photochemical reactions involving NOx and VOC emitted in the region. The formation took place when such a mixture of pollutants was being transported downwind, causing smog and haze problems on its path. Taking Los Angeles in the United States and some European cities as examples, Mr Ho advised that improvement to O_3 problem required cooperation of different authorities/ governments in the region. In the case of Hong Kong, continuous collaboration with GDEPD would be essential to devise further measures for the PRD region to tackle O_3 pollution at the regional level. Noticeable improvements could only be achieved in the long run.

7. A Member enquired if PM2.5 could be adopted as one of the emission reduction targets for air quality monitoring. Mr Dave Ho explained that PM2.5 could be emitted as part of PM10 or formed by the reactions of key pollutants including SO_2, NOx and VOC after their emission in the ambient air (e.g. SO_2 would be oxidized in the atmosphere to become sulphate particulates which were a major PM2.5 species that affected visibility in the region; NOx could also be oxidized to become nitrate particulates or react with VOC to form other fine particulates giving rise to smog and haze problems). Hence, PM2.5 as well as PM10 could practically be controlled when the emission reduction targets of the four air pollutants were achieved. As to the measurement of PM2.5 concentration levels in the ambient air, Mr Ho said that since PM2.5 was only regularly monitored by GDEPD starting from 2012, analysis of the trend of PM2.5 concentrations could only be conducted when more data over a longer period of time were available. He advised that with time, more information on PM2.5 would be made available for analyzing and monitoring its trend.

8. A Member asked for further information on the trends of PM2.5 and VOC concentrations and suggested the data to be made public. Mr Dave Ho said that PM2.5 had reduced by some 20% since 2005, which shared a similar reduction trend of PM10. Visibility in Hong Kong had also improved as reported by the Hong Kong Observatory over the same period, reflecting a reduction in PM2.5 level. He added that the PM2.5 data had been provided on EPD's website since March 2012. Regarding the data on VOC, Mr Ho informed that there were many VOC species so it was not feasible to derive a simple trend for VOC concentrations.

9. A Member enquired about the position of the emission reduction plan up to 2020 as compared with the Air Quality Guidelines (AQGs) set out by the World Health Organization (WHO) and asked if there were specific measures aiming at reducing the O_3 level. Mr Dave Ho said that as the pollution sources and their impacts on local air quality and the practicability of control measures varied in different countries/regions, WHO had taken a practical approach to set out different air quality targets according to the ultimate and interim targets (IT) of the AQGs for various major air pollutants. The Secretary supplemented that Hong Kong's new AQOs were formulated on the basis of AQGs and their IT for various pollutants announced by WHO in 2006. To facilitate progressive reduction of air pollutants worldwide, WHO had taken a pragmatic approach to provide three levels of IT, i.e. IT-1, IT-2 and IT-3 respectively. The new AQOs were formulated with reference to the current air quality in Hong Kong as well as the proposed improvement measures. Ultimate AQG values were adopted

for three out of the seven air pollutants under the new AQOs, while the objectives for the remaining four pollutants were set at either IT-1 or IT-2 of AQGs as a start. Once the new AQOs were implemented, a review mechanism would be devised to ascertain the extent to which the new AQOs had been achieved, progress of the air management strategy, as well as the need and practicality of further tightening the AQOs on a regular basis.

10. Mr Dave Ho further informed that O_3 reduction measures should focus on reducing VOC and NOx. Vehicle emission was a major source of NOx. Measures such as retrofitting Euro II and III franchised buses with selective catalytic reduction (SCR) devices would greatly reduce their NOx emissions by more than 60%. Other measures included subsidizing early retirement of aged and heavily polluting vehicles as well as tightening the emission caps for power stations. They would contribute to the reduction of NOx. As regards VOC, Mr Ho said that the main sources were vehicle emission and consumer products such as hair spray and paints. Hong Kong had introduced regulations to control the VOC contents of a wide range of consumer products including paints and printing ink etc., and would explore extending the control to solvents. The Hong Kong and GD Governments had already required all petrol filling stations to install vapour recovery system for control of their VOC emission. He added that, in view of the findings of recent studies that liquefied petroleum gas (LPG) vehicles with worn-out catalytic converters would emit excessive VOC and NOx, the Government was taking forward a proposal to strengthen the inspection and maintenance of LPG vehicles.

11. A Member sought clarification on the prevailing emission standards for vehicles running in Mainland China and the emission control requirements for ocean-going vessels (OGVs) berthing in Hong Kong. Mr Dave Ho replied that newly registered vehicles in Mainland China had to comply with the National III emission standards which were equivalent to Euro III standards. The GD Government was a forerunner and had taken steps to promote the use of National IV emission and fuel standards in the province, although the new vehicle emission and fuel standards had yet to become the national standards. Nevertheless, he pointed out that maintaining a stable supply of the National IV motor diesel, i.e., ultra low sulphur diesel (ULSD), for the massive market demand in Mainland China would be a great challenge. As for the use of cleaner fuel for OGVs, Mr Ho said that the Government had recently launched an incentive scheme to waive half of the port facility and light dues if the OGVs switched to cleaner sulphur fuel while berthing in Hong Kong waters. Plans were also in place to provide on-shore power supply at the new Kai Tak Cruise

Terminal.

12. In response to a Member's suggestion on setting priorities on VOC emission reduction by targeting VOC species with high reactivity, Mr Dave Ho said that more studies had to be conducted to characterize the VOC species in the region to facilitate more effective control on the photochemical smog issue.

13. The Member further enquired about the basis for setting the reduction target for NOx in PRDEZ for 2020 as compared with that in 2015 as well as the efforts in Hong Kong in achieving the new AQOs. Mr Dave Ho informed that NOx emissions in PRDEZ had been notably reduced due to the upgrading and phasing out of many highly polluting industries. GDEPD would continue working towards the emission reduction targets set for 2015 and 2020. The Hong Kong and GD Governments would conduct a joint review in 2015 on the socio-economic development at the time and the progress made, with a view to finalizing the emission reduction targets for 2020. On the attainment of the new AQOs, Mr Ho advised that, if both sides could meet the emission reduction targets, Hong Kong should be able to achieve broadly the new AQOs at the ambient level by 2020. Although there would be substantial improvements in roadside air quality due to emission reduction measures for vehicles, such as retrofitting Euro II and Euro III franchised buses with SCR, tightened inspection and maintenance programme for LPG vehicles and phasing out older diesel commercial vehicles, it would however be more difficult for roadside air quality to meet the new AQOs by 2020, particularly for NO_2. Hence, the Government was still exploring additional measures to tackle the roadside NO_2 issue in the long term.

14. A Member was concerned about the adoption of different sets of WHO IT for PM2.5 (IT-1) and PM10 (IT-2) under the new AQOs. Mr Dave Ho explained that the WHO AQGs and IT for particulate matters were based on health studies using PM2.5 as an indicator. After deriving the guideline values for PM2.5, WHO set the equivalent guideline values for PM10 by applying a PM2.5 to PM10 ratio of 0.5. WHO had also advised that this ratio might be changed based on local data when setting the local standards. For Hong Kong, the ratio for PM2.5 and PM10 was close to 0.7, and hence the IT-2 for PM10 was set at 50 ug/m^3 which would be equivalent to the IT-1 for PM2.5 at 35 ug/m^3 for our local situation. He said that the Government would keep in view the development of the WHO review on the air quality standards and to conduct related review as necessary.

15. In response to a Member's enquiry on NOx emission from diesel, petrol and LPG vehicles, Mr Dave Ho said that the emission levels from diesel vehicles were in general several times higher than those from petrol vehicles. He pointed out that while LPG vehicles were designed for low emission, those with poorly maintained catalytic converters could lead to excessive NOx and VOC emissions. It was therefore necessary to strengthen the emission control for petrol and LPG vehicles including the deployment of remote sensing devices and dynamometers for testing their emissions.

16. A Member asked about the source of polluting particles in PRD region and whether the Gross Domestic Product (GDP) growth in the region in the coming years had been taken in consideration when the emission reduction targets were set. Mr Dave Ho said that the particles that affected our air quality could come from different areas of the region and even beyond the region due to the effects of meteorology and wind directions. According to an EPD study conducted by the Hong Kong University of Science and Technology, 67% of the particulates measured in Hong Kong's air could come from sources outside Hong Kong. Hence, it is necessary to collaborate with GD Government to bring down the particulate levels. Mr Ho informed that the GDP growth had already been taken into account when drawing up the reduction targets set for 2020, even though the actual economic growth in the years ahead remained uncertain. The Secretary supplemented that the emission levels of 2010 were used as the baselines for formulating the emission reduction plan for 2015 and 2020. He remarked that the challenge and commitment of GDEPD to work with Hong Kong Government to improve the regional air quality should be duly recognized in view of the rapid economic development in the PRD region, while the emission reduction targets had yet to be promulgated via the 13th National Five-Year Plan.

17. The Chairman and a Member enquired on the availability of PM2.5 data and whether the efficacy of the Plan would be affected if PM2.5 was not incorporated as one of the air pollutants being monitored. Mr Dave Ho replied that PM2.5 data for Hong Kong was available on EPD website and exhibited a downward trend in the past years. The data in respect of PRD region was limited as GDEPD only included PM2.5 as one of the emission reduction targets starting from 2012. Data collection for at least five years would be required for credible trend analysis. He advised that the measures adopted to reduce the four major air pollutants would consequentially reduce PM2.5. Mr Ho further clarified that although the Plan was an administrative agreement between Hong Kong and GDEPD to improve regional air quality in the long run without any

legislative effect, both Governments had been striving for continuous improvement and aimed at achieving the targets for improving air quality in the PRD region.

18. A Member commented that it was important for the Government to let the public understand that even Hong Kong could achieve the reduction targets at ambient air level, further efforts had to be made to reduce roadside pollution in the longer term.

19. Referring to a Member's enquiry on the trend of PM2.5 in Hong Kong, Mr Dave Ho summarized that the level of SO_2, PM2.5 and PM10 in general had decreased in the past few years attributable to a number of measures including the introduction of ULSD in 2000, replacement of diesel taxis with LPG vehicles, and tightening of vehicle emission standards, etc.. The levels of particulates measured at the ambient stations were close to the level of Tap Mun where there was no major local polluting source, implying a strong regional influence. Collaboration with GDEPD to devise reduction measures was crucial to further control emissions in the region. Concerning the level of NOx and NO_2, Mr Ho pointed out that the roadside pollution level for NOx had reduced by 30% in ratio. However, several reasons could lead to the increase in NO_2 level, such as excessive emission from aged vehicles, increase in direct emission from vehicles and increase in background O_3 in the region which had aggravated the conversion of nitric oxide emitted from vehicles to NO_2. Improvement measures such as retrofitting SCR devices for Euro II and III franchised buses and the inspection and maintenance programme for LPG vehicles would be useful for reducing NO_2 and NOx emissions.

20. The Chairman concluded that Members were supportive of the Plan and appealed for closer collaboration between the Hong Kong and GD Governments to achieve further progress in improving air quality in Hong Kong and PRD region.

*[**Post-meeting note**: The presentation slides together with information on the trend of key air pollutants in Hong Kong were circulated to Members for reference via email on 11 December 2012.]*

Item 4: Waste Reduction Through Municipal Solid Waste Charging: Way Forward

(ACE Paper 13/2012)

21. Mr Samson Lai informed Members that EPD had completed a public consultation exercise on municipal solid waste (MSW) charging. On the basis of the feedback received, the Government proposed to affirm the pursuit of quantity-based system as the broad direction for MSW charging in Hong Kong, and on that basis to proceed with a second-stage public engagement on the implementation details through the Council for Sustainable Development (SDC). He briefed Members on the detailed analysis and the way forward.

Experience of other cities

22. A Member enquired if the Government would also draw references from Seoul which had successfully implemented MSW charging as a means of waste reduction, and that the population density in the city in certain clusters was even higher than that in Hong Kong. Mr Samson Lai replied that in the first-stage public consultation, Seoul's experience was explained in the consultation document but public comments gathered were more focused on the Taipei experience. It was probably because Hong Kong people were more familiar with the situation in Taipei. Furthermore, the circumstances in Seoul were not comparable to that in Hong Kong. Nevertheless, the MSW charging system of Seoul as well as other cities would be taken as references in the second-stage public engagement as appropriate.

23. A Member opined that reference should be made to the best practices in the relevant selected cities instead of taking only one city as a model. This would provide a broader and more comprehensive view on various waste charging issues.

Mode of consultation

24. A Member suggested and another Member echoed that the Government should consider putting forward a guided approach after thorough research rather than floating different options for public consultation. They opined that a free-flow consultation approach might lack a clear direction on the way forward and inevitably would take a long time for the community to come to a broad consensus view on the subject. The member suggested SDC to include green groups in its public engagement exercise.

25. A Member suggested that the consultation document for the second-stage engagement exercise should be concise and easy for the public to understand. He also suggested designating an engagement session for residents

living in village houses in the New Territories where refuse collection had long been a problem. A Member proposed that tailor-made consultation documents could be prepared for engaging different sectors in the community to facilitate their comprehension and giving comments. She thought that implementation of the charging system in different sectors like village houses, single-block buildings and multi-building estates with property management would be very different.

Enhanced Support to Recycling

26. A Member opined that there was room for improvement in recycling, such as food waste and other recyclables like battery, glass and waste electrical and electronic equipment (WEEE), which had varying economic value but lacked systematic ways of collection at present. Mr Samson Lai informed that the Government had recently launched a food waste reduction campaign, namely "Food Wise Hong Kong" to promote food waste reduction, and was planning to introduce advanced food waste treatment facilities. Besides, mandatory producer responsibility schemes would be implemented progressively. With a view to enhancing public support to recycling, the Government would consider providing facilities in the community where the public could conveniently deposit their recyclable items. The Member suggested if Hong Kong would adopt a simple categorization of recyclables and non-recyclables as practised in Kaohsiung, Taiwan. The Government would collect all recyclable items for central treatment. Mr Samson Lai responded that the Kaohsiung experience represented an approach different from ours. In Hong Kong, our source separation programmes aimed to educate the public on waste reduction at source and separation of different recyclables at source. Recyclables were mixed under Kaohsiung's approach and additional sorting facilities would be required to separate different recyclables.

27. A Member remarked that the existing recycling network was insufficient both in terms of distribution channels (only 16 community centres over the territory) and categorization of wastes (recycling bins for only three types of recyclables, namely plastic, paper and metal). Another Member echoed her view, with the experience of Tai Po Environmental Association in running a community recycling centre where limited space of the centre had prevented him from collecting bulkier items, e.g. WEEE items like refrigerators.

28. A Member said that as food waste accounted for the largest portion of MSW in Hong Kong, the Government should provide channels for recycling

food waste so as to entail the MSW charging system to be well accepted and be run smoothly in the community.

Implementation and enforcement

29. In response to a Member's enquiry about the operation of refuse collection points (RCPs), Mr Samson Lai replied that their key service users were households in single-block buildings in urban districts with no property management and the village households in the New Territories. Discussions relating to the problems associated with closure or reduction in operation hours of RCPs consequent to the implementation of MSW charging would be further explored during the second-stage public engagement.

30. Replying to a Member's question on the means of collection of MSW charges from households in multi-storey buildings in Taipei's model, Mr Samson Lai clarified that all MSW generated by households in the same building (wrapped up in ordinary garbage bags) would be bundled together and put into large designated garbage bags for collection. An option would be for the MSW charges to be shared among the households concerned and reflected in the property management fees.

31. Four Members welcomed the Government's initiative to consider providing relief measures for the disadvantaged groups when MSW charging was to be implemented. A Member proposed the Government to devise a reporting system on abuse incidents. Another Member suggested to implement an incentive scheme for reporting fly-tipping cases. A Member echoed that the Government should devise a mechanism for enforcing MSW charging, and that there should be complementary measures to enhance support to recycling.

32. A Member added that the Government could consider introducing a differential charging system such that a lower charge would be levied on waste items which were recyclable. This approach would also provide an opportunity for the public to be better educated on different types of recyclables, with the ultimate aim of waste reduction at source and recycling at source.

33. A Member suggested that while the legislation of MSW charging would take some years to come into effect, the Government should take this interim period to work on public education and encourage the community to try out the charging system on a voluntary basis, e.g. private developers and property management companies could pioneer the charging model in their

multi-building estates and set the successful experience for others to follow. A Member echoed that the Government could run pilot schemes in selected public housing estates. This could set off positive rippling effects on MSW charging and encourage others in the community to follow.

34. A Member reckoned that behavioural change through education was a pre-condition for successful implementation of MSW charging. It was important for public education in this aspect to be introduced in primary and secondary schools.

35. A Member suggested the 18 District Councils be encouraged to assist in the community participation and implementation of MSW charging. A Member proposed that District Councils should each set aside a portion of the district fund for promoting recycling and waste reduction at source in its district.

Other issues

36. In response to a Member's further enquiry on the disposal charge for construction waste, Mr Samson Lai replied that for inert construction waste that was reusable, the disposal charge was $27 per tonne. Mixed construction wastes could go to sorting facilities at a disposal charge of $100 per tonne, while non-inert construction waste was subject to a higher disposal charge at $125 per tonne. Different charges were generally in line with the "polluter pays principle".

37. In answering a Member's question on reasons leading to the recent drop in MSW recovery rate as reported in the waste statistics 2011, Mr Samson Lai replied that the drop was attributable to a drop in export trade of plastic waste via Hong Kong. He would provide detailed information relating to the waste statistics after the meeting.

*[**Post-meeting note**: MSW recovery rate in Hong Kong decreased from 52% in 2010 to 48% in 2011. The decrease was mainly due to a substantial decrease in plastic waste generation. Compared to 2010, the quantity of waste plastics disposed of at landfills decreased by 0.09 million tonnes or 13%, and the quantity exported for recycling decreased by 0.73 million tonnes or 47%.]* Mr Samson Lai

38. A Member said that EPD should set out more clearly the need for the three landfills to extend their respective life span. He suggested that waste glass should be deposited at public fills as were construction wastes instead of

the landfill sites. He also remarked that there was no systematic collection of waste textile and waste wood for recycling, and these waste items were eventually ended up in the landfills. He suggested that apart from enhancing the recycling of wastes, the Government could also liaise with the power plant operators on using waste wood as fuel supplements for power stations which were well equipped with air pollutant control devices.

39. Ms Anissa Wong remarked that the community had reached a general consensus on adopting a quantity-based system for MSW charging during the first-stage public consultation. As the charging system could take different modes of operation, SDC had been engaged to conduct the second-stage public engagement on the implementation details. SDC would approach different stakeholders in the engagement exercise to collect their feedback on the practical operation of the charging system. It would also be part of the public education and hence setting the momentum for the scheme. She remarked that there was room for further enhancing the recycling rate. The key message to be delivered was that the community should work for waste reduction at source. No waste management policy could meet the demands of the public should the community continued to produce waste without due regard to environmental protection and conservation.

40. Mr Samson Lai supplemented that there should be a comprehensive recycling system with necessary collection and treatment infrastructure to underpin the implementation of MSW charging. Parallel actions were underway on different fronts to achieve this.

Item 5: Any other business

Invitations to ACE as supporting organization for external events

41. The Chairman advised that The Hong Kong Institution of Engineers (HKIE) had recently invited ACE to be a supporting organization for its ***Engineering Week*** to be held in April 2013. Members considered that in view of the ACE's advisory role to the government on environmental matters, accepting invitation of this nature might give rise to potential conflict of interest for the Council viz. the nature of the organizer and/or the event to be supported. Members noted the information paper prepared by the Secretariat on the subject and the written comments from a Member. The meeting agreed that it was generally not appropriate for ACE to be a supporting organization for external events. Invitations of this nature would not be considered favourably unless there were exceptional merits.

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Transparency of ACE and the EIA system

42. As regards a Member's request for further opening up ACE meetings, the Chairman said that as this meeting was the last one of the current term, views expressed by Members on this matter would have to be followed up by the new-term ACE which would also have its views on the matter. As such, he proposed, and Members agreed that the matter should be examined by the new-term Council. Members took note of the current practice that the Council and the EIA Subcommittee had opened up the part of meetings when the project proponent attended the presentation and question-and-answer sessions on an EIA report. The confirmed minutes of meetings, with Members' names being taken out to facilitate candid exchanges of views, had also been uploaded on the Council website for access by members of the public. The Chairman advised that the Town Planning Board had a similar practice. He invited the Secretariat to conduct a research on the opening up arrangements of other comparable advisory bodies so as to assist the new-term ACE to make an informed decision when the matter was discussed. A Member remarked that the Town Planning Board conducted close-door meetings only when the discussion involved sensitive information such as land use and outline zoning plans where premature disclosure of information might affect the interests of the concerned parties. By comparison, discussions of ACE were on environmental and conservation issues which might have far-reaching effects, including possible implications on public health that the public has a right to know. The Chairman thanked the Member for his views and advised that the comments would be taken into consideration when the matter was discussed in the new term. Secretariat

Health Impact Assessment for Proposed Third Runway

43. In relation to a Member's request for inclusion of the health impact assessment for road and marine traffic in addition to the stipulated aircraft's emissions and noise in the EIA study for the Third Runway project, the Chairman said that the matter was discussed at the Council meeting held in October 2012 when the Airport Authority briefed Members on the subject. He noted that the Member had separately raised the same matter with EPD in early December 2012. He also noted that EPD would reply to the Member direct and keep ACE in the picture. Secretariat

Sha Lo Tung EIA report

44. Regarding the EIA report on Sha Lo Tung, the Chairman said that questions/concerns from ACE Members had been provided to EPD for Secretariat

Action

follow-up. EPD had conveyed the views to the project proponent and his reply was still pending.

Invitation from the Environmental Campaign Committee

45. The Chairman informed Members that he had received an invitation from the Environmental Campaign Committee to nominate an ACE representative to join the Awards Committee on Hong Kong Awards for Environmental Excellence for a term of two years from January 2013 to December 2014. He solicited support from Members and would work out the nomination with the Secretariat after the meeting. Secretariat

End of the current term of the Council

46. As the meeting was the last one of the current term, both the Chairman and Ms Anissa Wong took the opportunity to thank Members for their valuable comments and contributions to the Council in the past two years. They also appealed to the retiring Members for their continued support for the cause of environmental protection and conservation in other channels. Two Members also thanked EPD and the Secretariat for providing solid support to the Council in the past years.

47. The Chairman closed the meeting by wishing all Members a Merry Christmas and a Prosperous and Green 2013.

Item 6 : Date of next meeting

48. The Chairman informed Members that the meeting schedule for the new-term ACE for 2013 was being compiled.

ACE Secretariat
January 2013