

**Confirmed Minutes of the 120th Meeting of
the Advisory Council on the Environment
held on 8 November 2004 at 2:30 p.m.**

Present:

Prof. LAM Kin-che, J.P. (Chairman)
Prof. Peter HILLS
Prof. HO Kin-chung, B.B.S
Dr. NG Cho-nam, B.B.S
Mrs. Mei NG, B.B.S
Prof. POON Chi-sun
Mr. Otto L. T. POON, B.B.S.
Mr. Markus SHAW
Ms. Iris TAM, J.P.
Prof. WONG Tze-wai
Ms. Jessie WONG (Secretary)

Absent with Apologies:

Mr. Peter Y. C. LEE
Prof. LUNG Ping-yee, David, S.B.S., J.P.
Prof. WONG Yuk-shan, B.B.S., J.P.

In Attendance:

Dr. Sarah LIAO, J.P.	Secretary for the Environment, Transport and Works
Mr. K K KWOK, J.P.	Permanent Secretary for the Environment, Transport and Works (Environment)
Ms. Doris CHEUNG	Deputy Secretary for the Environment, Transport and Works (Environment)1
Mr. Roy TANG	Deputy Secretary for the Environment, Transport and Works (Environment)2
Mr. Rob LAW, J.P.	Director of Environmental Protection
Mr. C C LAY	Assistant Director (Conservation) Agriculture, Fisheries and Conservation Department
Mr. Jimmy LEUNG	Assistant Director/Technical Services Planning Department
Miss Konnie KONG	Acting Secretariat Press Officer, Environment, Transport and Works Bureau (ETWB)
Ms. Polly LEUNG	Principal Information Officer Environmental Protection Department (EPD)
Miss Petula POON	Chief Executive Officer (E), ETWB
Miss Sarah NG	Executive Officer (E), ETWB

In Attendance for Agenda Item 3 :

Mr. Raistlin LAU	Principal Assistant Secretary for the Environment, Transport and Works (Environment) 1, ETWB
Dr. Malcolm BROOM	Assistant Director (Waste and Water), EPD
Dr. Samuel CHUI	Assistant Secretary for the Environment, Transport and Works (Environment) 1A, ETWB
Mr. David WONG	Principal Environmental Protection Officer (Sewage Infrastructure Planning), EPD
Mr. CHUI Wing-wah	Chief Engineer/Habour Area Treatment Scheme, Sewage Services Branch, Drainage Services Department

In Attendance for Agenda Item 5 :

Mr. TSE Chin-wan	Principal Assistant Secretary for the Environment, Transport and Works (Environment) 3, ETWB
Mr. Raymond LEUNG	Principal Environmental Protection Officer, Air Division, Environmental Protection Department

In Attendance for Agenda Item 6 :

Mr. Anthony KWAN	Assistant Director of Planning/Metro, Planning Department
Mr. Raymond LEE	District Planning Officer/Kowloon, Planning Department
Ms. Iris TAM	Study Director, City Planning - Maunsell Joint Venture
Mr. Eric MA	Deputy Study Director, City Planning - Maunsell Joint Venture
Ms. Jacinda CHOW	Senior Planner, City Planning - Maunsell Joint Venture
Dr. Tim CRAMP	Environmental Team Leader, City Planning - Maunsell Joint Venture

Action

Agenda Item 1 : Confirmation of the draft minutes of the special meeting on Harbour Area Treatment Scheme Stage 2 and the 119th meeting held on 6 September 2004 and 11 October 2004 respectively

2. The two sets of draft minutes were confirmed without amendment.

Agenda Item 2 : Matters Arising

Para. 10 Report on the 88th Meeting of the Environmental Impact Assessment Subcommittee

3. The Chairman informed the meeting that the Secretariat had conveyed the concerns expressed by individual Members on the indirect social and economic impacts, and the land lease issue of the proposed project on “Renewable Energy by a Wind Turbine System on Lamma Island” to the Economic Development and Labour Bureau and the Lands Department respectively for consideration.

Para. 53 Latest position of regional air quality

4. The Chairman informed Members that the latest position of regional air quality would be discussed under agenda item 5 of the meeting.

Agenda Item 3: Consultation on Harbour Area Treatment Scheme (HATS) Stage 2

Way Forward for the HATS Stage 2

(ACE Paper 20/2004)

Findings of Trials and Studies Relating to the HATS Stage 2

(ACE Paper 21/2004)

Minutes of the special meeting on the HATS Stage 2

5. The Chairman welcomed the presentation team to the meeting. Dr. Sarah Liao said that she was thankful to the Council for hosting the open meeting on HATS Stage 2 in the early stage of the consultation exercise. The meeting was very successful as it provided an open forum for participants from different sectors of the community including the academics, the representatives of green/concern groups, students and teachers, and the general public, to express their views on the HATS Stage 2. The meeting had also shown that sewage management was not a simple subject because there were various technological options and none of them would be perfect. Therefore, the Government had to choose the best available and the most cost-effective option that would be accepted by the community.

6. Dr. Liao pointed out that the major concerns expressed on HATS Stage 2 could be grouped under the following areas -

- the acceptability of chlorination disinfection;

- centralization of sewage treatment vs. decentralization of sewage treatment;
- phased implementation approach;
- choice of biological treatment technology;
- need for nutrient removal; and
- sludge handling.

7. Dr. Liao informed the meeting that on top of those six issues, the public concern over the future sewage charges was another challenge for the Government. She stressed that it was important to uphold the polluter-pays principle in pursuing the HATS Stage 2 project because the resources of the Government were limited. If that important principle was not followed, the Government would end up providing substantial subsidies to sewage services at the expense of other policy areas. With a view to enabling the public to better understand the financial implications of the HATS Stage 2 on them, the Bureau had worked out the estimated increase in sewage charges upon the implementation of disinfection, Stage 2A and 2B of the project respectively. The Government would also review the existing sewage charging policy and consult the public in due course. Dr. Liao hoped that Members' deliberation on those six major issues could facilitate the Government in taking forward the project as soon as possible.

(Note: Dr. Liao left the meeting at this juncture.)

8. Mr. Raistlin Lau briefed Members on the latest position of the public consultation on HATS Stage 2. He emphasized that the Government was fully committed to Stage 2B and would do the necessary preparatory work including site reservation, land investigation, and environmental impact assessment (EIA), and would involve the parties concerned in working out the mechanism for triggering Stage 2B. Since Stage 2B was more complicated and the public had expressed concern about its high operating costs and the consequential impact on sewage charges, the Government had to be prudent in its planning and implementation.

Acceptability of chlorination disinfection

9. In response to the queries on chlorination disinfection raised at the special meeting on 6 September, Mr. Raistlin Lau pointed out that after reviewing the scientific literature and with reference to various major sewage treatment works in the world that were using the chlorination/de-chlorination method, the Government initially did not see any major problem in adopting chlorination disinfection. Nonetheless, the Government would conduct a comprehensive EIA to ascertain the impact of the chlorination/de-chlorination methodology on the environment.

10. A Member considered that the community would support disinfection so as to ensure the safety of seafood. He stressed that it was essential to convince the public that chlorination was effective and not harmful. On the other hand, he hoped that some ecological studies as well as cost-benefit analysis would be included in the EIA study. A Member hoped that the Government could address the concerns over the impact of chlorination disinfection on the environment through the detailed EIA study so that the public could have stronger confidence in it. If possible, the EIA study should also explore other alternatives. Another Member shared that member's views and considered that the EIA should assess the toxicity of chlorination and its impact on the environment. A Member queried the cost-effectiveness of investing \$700 million in the disinfection facilities and spending \$70 million annual recurrent cost just for reopening some beaches with low utilisation. He was also worried about the environmental impact arising from the chlorination process as mentioned by some academics attending the special meeting in September. Another Member said that the Government should be more specific and specify how and when chlorination would be used, and explain the need and the effectiveness to the public. He objected to the use of chlorination simply for ensuring the safety of seafood.

11. In response to Members' concerns, Mr. Raistlin Lau emphasised that the Administration had reviewed a lot of scientific literature on the use of chlorination on both biologically treated effluent and effluent subject to Chemically Enhanced Primary Treatment (CEPT). The Administration could share those materials with the member concerned after the meeting, if necessary. As regards the low usage rates of the beaches in Tseun Wan, Mr. Lau said that it was a circular argument as some members of the district councils did argue that the utilisation rates were low only because the condition of those beaches had been very poor. Nonetheless, he said that the Administration had an open mind and would take into account the views of the public expressed during the consultation exercise and then review the recommendations set out in the consultation document. He also stressed that the detailed EIA study on chlorination disinfection should be able to provide more information and help forge a consensus. A Member enquired about the immediate effect if disinfection was not adopted bearing in mind that a large quantity of effluent treated under Stage 2A would be discharged at Stonecutters Island. In response, Mr. Lau said that it would be very difficult to ascertain whether the water quality at the Western Harbour and the Tsuen Wan beaches would further deteriorate if disinfection was not adopted but the fact that the untreated sewage discharged from the northern and western parts of Hong Kong Island would at least receive proper treatment under Stage 2A should probably help improve the water quality in those areas.

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12. With reference to a member's concern about a gap in ecological monitoring, Dr. Samuel Chui clarified that a lot of ecological monitoring, both baseline and post-project monitoring, had been done for HATS Stage 1. The monitoring data had been uploaded to the website <www.cleanharbour.gov.hk> for public information. To address Members' concerns about the EIA study on chlorination disinfection, Dr. Chui said that a series of effluent toxicity tests using local species would be conducted to assess the ecological impact of chlorination disinfection. With such data available, there should not be any gap in ecological monitoring. The Chairman agreed that such tests would be useful in allaying the public's concerns about chlorination disinfection.

13. The Chairman concluded that to address Members' concerns over chlorination disinfection, a comprehensive EIA study should be conducted to assess thoroughly the impact of chlorination/de-chlorination on the ecology, and to explore other alternative technologies, if possible.

Centralization vs. decentralization

14. In response to the Chairman's question, Mr. Raistlin Lau said that decentralization of sewage treatment required much longer lead time because the Government would likely need to spend a long time to consult and convince the local communities concerned and to sort out the land issues. The centralization option involved shorter lead time and would be more cost-effective, as well as more environmentally and socially acceptable.

15. A Member queried whether a fair comparison had been made between the site at Stonecutters Island and other new sites. In response, Mr. Raistlin Lau pointed out that the existing site at Stonecutters Island could be readily expanded to accommodate the other add-on facilities which would mean faster implementation of the further stages of the HATS Stage 2. The Government had conducted a series of studies and explored four options for siting the sewage treatment facilities. Option A was considered the most viable because it was technically sound, socially acceptable, environmentally friendly and the most cost-effective. Mr. Lau also clarified that Hong Kong was adopting a distributive sewage treatment system. There were in fact a number of smaller localised sewage treatment plants in various parts of the territory. The latest one to be commissioned in 2005 would be the Ngong Ping Sewage Treatment Works. The proposal to provide centralized treatment at Stonecutters Island under HATS Stage 2 was sensible and logical having regard to the fact that the central harbour area of Hong Kong was a very densely populated area with limited land for accommodating sewage treatment works. International cities like Singapore and Vancouver also adopted a similar approach. The use of deep tunnels to collect sewage from

various part of Hong Kong Island was essential, and it was the only option that could overcome serious traffic problems. Mr. W W Chui added that the decentralized option could not totally eliminate the need of the deep tunnels unless one sewage treatment plant was to be provided to each and every local district. Should caverns be used to house the decentralized treatment plants, the resultant reduction in tunnel construction costs could not offset the cost increase due to construction of the caverns. Besides, the total land required for the decentralized option was larger than that for the centralized option. If land costs were to be taken into account, the decentralized option would involve even much higher costs than the centralization option.

16. A Member supported centralization of sewage treatment from the environmental point of view because construction-related impacts under the decentralization option would be quite substantial. He also informed the meeting that the HATS Monitoring Group had fully discussed and thoroughly examined the centralization and decentralization options. Another Member agreed that the Stonecutters Island was the only feasible site which could accommodate the new facilities required for the centralization of sewage treatment.

17. In response to a member's concern about the future maintenance costs of the deep tunnels, Mr. K K Kwok said that based on experience around the world and that of the Stage 1 project, the deep tunnels were practically maintenance-free.

18. The Chairman concluded that having regard to the different views expressed on the centralization and decentralization of sewage treatment, the Council supported the centralization option. He suggested the Government indicate the tangible and intangible costs of the HATS Stage 2 project so as to provide a comprehensive and holistic picture on the costs involved.

Phased implementation approach

19. The Chairman said that the phased implementation approach provided flexibility for the project. Since there was public concern on whether the Government was firmly committed to Stage 2B, he suggested that the Government should set up a monitoring mechanism to help determine when to trigger Stage 2B. A Member considered that the announcement of an indicative timetable for Stage 2B would help demonstrate the Government's commitment. A Member was disappointed about the phased implementation approach and considered that Hong Kong should catch up with the norm of other major cities by providing secondary treatment. Two Members agreed that Stage 2A should proceed first and that it was essential to set up a

mechanism that would help determine when to trigger Stage 2B.

20. A Member declared interest as his company was a contractor of the HATS Stage 1 project. He proposed that in order to demonstrate the Government's commitment to Stage 2B, the EIA study to be conducted should cover both Stage 2A and 2B. He also expressed concern about the water quality if only Stage 2A would be implemented. In response, Mr. Raistlin Lau confirmed that the EIA study would cover both Stage 2A and 2B. He also clarified that the commissioning of Stage 2A would enable the water quality in most parts of the harbour to meet most of the relevant water quality objectives and the harbour as a whole should be safe for its various intended uses.

21. Mr. K K Kwok explained that the Government had to implement HATS Stage 2 with due regard to various competing priorities. The most pressing need was to collect the untreated sewage by implementing Stage 2A without delay. He said that different sectors of the community would have different aspirations and the Government had to strike a balance somehow. The Government was undoubtedly committed to Stage 2B and planned to take forward Stage 2A without delay so that more time would be available for determining the timing and the technology for implementing Stage 2B. As a means to indicate commitment, the Government would do all necessary preparatory work for Stage 2B and provide progress reports to the Council for information.

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22. In response to the concerns expressed by two Members on the triggering point for Stage 2B, Dr. Malcolm Broom pointed out that secondary treatment would be required eventually to remove the unacceptable impact of sewage due to population growth in the longer term. Mr. Raistlin Lau added that water quality and population growth would be the two major factors determining the commencement of Stage 2B.

23. In response to a Member's question on whether the Government's commitment to Stage 2B was conditional or unconditional, Mr. K K Kwok said that the Government had agreed in principle to provide secondary treatment. However, there would be a continuous monitoring process, and the commencement of Stage 2B would have to take into account all relevant factors including the build-up rate of the sewage flow, changes in water quality, results of Stage 2A, and aspirations of the community.

24. In response to a Member's question on the availability of contingency plans in case of speedy population growth, exceedance of water quality objectives, etc, Mr. K K Kwok emphasized that the Government would monitor the situation closely and keep the Council informed by means of

progress reports.

25. The Chairman concluded that the Council had no objection to the phased implementation approach but the Government should take necessary steps to demonstrate its commitment to Stage 2B, including the setting up of a monitoring mechanism.

Sludge handling

26. A Member considered that sludge management and sludge disposal were more a solid waste problem and could be dealt with separately by the Waste Subcommittee. Another Member took a different view and considered the sludge issue part and parcel of the HATS Stage 2 project.

27. A Member queried whether the Government had over-estimated the quantity of sludge to be produced by the HATS Stage 2. She also expressed concern about the problems arising from the removal and transportation of such a large quantity of sludge. In response, Dr. Samuel Chui explained that the total sludge estimate was the sum of two components. The first component was the amount of sludge produced during the CEPT process. As the ultimate volume of sewage to be handled by Stage 2 would double the current level. The total amount of sludge produced would increase from 600 to 1,200 tonnes per day. The second component was the sludge produced during the additional biological treatment process. Based on the data collected from Compact Sewage Treatment Technology Trials, the largest amount of sludge produced during the Biological Aerated Filter (BAF) process could be around 1,200 tonnes per day. Therefore, the total amount of sludge to be generated under HATS Stages 1 and 2 would add up to 2,400 tonnes per day. He considered the estimate reasonable for planning purpose.

Sewage charge

28. In response to the Chairman's expression of the Council's support towards the polluter-pays principle and the question on the level of increase in sewage charges to be brought about by the commissioning of HATS Stage 2, Mr. K K Kwok informed Members that assuming the existing charging policy remained unchanged, the average sewage charge for a four-person household would increase from \$11 per month to \$14 and \$21 after implementing Stage 2A and 2 B respectively.

Other issues

29. A Member enquired about the feasibility of further extending the outfall at Stonecutters Island and whether that could be included in the EIA

study. In response, Dr. Malcolm Broom said that the extension had to be long enough so as to provide a dilution effect but that might mean reverting to the long outfall option discussed under the Strategic Sewage Disposal Scheme. Mr. K K Kwok added that though the suggestion might involve technical problems, the Administration would further consider it including its cost-effectiveness.

30. In response to a Member's concern about total water management and whether there was any demonstration on water reuse, Mr. Raistlin Lau pointed out that there were a number of on-going demonstration projects on water reuse in various parts of the territory. An example was the Ngong Ping Sewage Treatment Works which would be commissioned in 2005. He said that the Government could consider whether it would be viable to reuse the effluent from HATS. However, he observed that the effluent would likely require additional treatment before it could be reused safely and the cost of providing the necessary infrastructure for making available such effluent for reuse would be very high. The Chairman hoped that the Government would take the lead in water reuse. Mr. Lau said that the Government was fully committed to the concept of total water management but did not consider it advisable to further complicate the already complex consultation on HATS Stage 2. Another Member pointed out that reuse of the treated effluent in the context of the HATS system would involve desalination and many fundamental changes to the sewage treatment system. The Chairman proposed and Members agreed to discuss total water management at a separate meeting in future.

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31. The Chairman thanked the presentation team for updating Members on the consultation and he made the following remarks to round up the discussion –

- there were clear aspirations in the community for a clean harbour, which would lead to a good marine environment;
- there was urgency in implementing the project;
- it was essential for the Government to demonstrate its firm commitment to HATS Stage 2 by actions;
- the EIA study to be conducted should cover both Stage 2A and 2B and include monitoring and risk assessments;
- the Council generally endorsed the phased implementation approach; and
- the Council looked forward to receiving regular progress reports from the Administration on the project.

Agenda Item 4 : Report on the 89th Meeting of the Environmental Impact Assessment Subcommittee

(ACE Paper 34/2004)

32. The Chairman briefed Members on the report of the Subcommittee. Members noted the Subcommittee's views and suggestions on the EIA report and agreed to endorse the EIA report.

Agenda Item 5: Strategies for Air Pollution Control

(ACE Paper 35/2004)

33. The Chairman welcomed the presentation team to the meeting. Mr. C W Tse briefed Members on the strategies for air pollution control.

34. In response to a Member's enquiry on the inventory of emission sources, particularly those in Pearl River Delta (PRD) which caused the regional air pollution problem, Mr. CW Tse said that the Joint Study Report of Air Quality in PRD included problem analysis, detailed emission inventory, the locations of emission sources, and the proportion of emissions from power plants and from industrial establishments, etc. The full version of the report was available on the EPD website.

35. In reply to a Member's enquiry on the transport policy that would help alleviate air pollution problems, Mr. Roy Tang informed the meeting that the Government policy was to make railway the backbone of the transport system in Hong Kong. The Government would continue to expand the railway system with a view to increasing the split between road-based and rail-based transport from the current 70/30 to 60/40 in ten years' time. Since 1999, the Government had introduced a number of initiatives in reducing the number of buses traveling on the road. Those initiatives included reducing the number of buses stopping on major trunk roads, encouraging bus companies to introduce the bus-bus interchange scheme so that empty buses would not go into the Central/Admiralty area, upgrading the bus fleet and re-packaging the bus routes, etc. The Chairman said that he was pleased with the Bureau's transport strategies in tackling the air pollution problems. He considered that unless more forward-looking transport strategies were in place also in the Mainland, the local efforts in reducing the emissions from power plants and factories could be vitiated in view of the rapid increase in vehicles there.

36. A Member expressed concern about air pollution caused by the use of diesel fuel for power generation in factories in the north of Guangdong Province due to inadequacy of power supply there. In response, Mr. Roy Tang informed Members that taking the opportunity of the electricity market review in 2008, ETWB was working with the Economic Development and Labour Bureau (EDLB) on introducing an environmental shopping list for providing cleaner energy and cleaner air. Issues under active discussion

included the introduction of an overall emission cap on power plants, the access to the grid system by renewable energy, and how to utilize energy generated from the “waste-to-energy” facilities. Mr. C W Tse supplemented that Hong Kong and Guangdong were jointly implementing a number of measures to tackle the regional air pollution problems. Measures implemented by the Guangdong Government included the purchase of electricity from power stations in western provinces that used cleaner technology, prohibition on the construction of coal-fired power stations in PRD, construction of four Liquefied Natural Gas (LNG) power plants for operation in 2006, as well as retrofitting large power plants with flue gas desulphurization units and low nitrogen oxides burners.

37. A Member welcomed the proposal to impose an emission cap on local power plants. Another Member asked about the suggested conditions and targets to be included in the Scheme of Control Agreements. Two Members considered that the energy codes drawn up by the Electrical and Mechanical Services Department should be made mandatory. The Chairman asked whether LNG power plants could be set up in Hong Kong. In response to Members’ concerns, Mr. Rob Law said that the statutory control over the emissions of power stations was under his purview. He was liaising with the China Light & Power (CLP) Company over the renewal of the licence for the Castle Peak Power Station. He was looking at capping the overall emission of the power station, finding means for greater use of gas, and considering CLP’s proposal of building a LNG terminal.

38. A Member expressed concern that with the completion of the petro-chemical plant in Huizhou, Hong Kong’s air quality might further deteriorate. Another Member suggested visiting the plant and obtaining more information about it, if possible.

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39. A Member considered that the Air Quality Objectives (AQOs) should be reviewed. He also enquired about the changes in the emission levels of nitrogen oxides, respirable suspended particulates and volatile organic compounds as set out in paragraph 12 of the paper. In response, Mr. C W Tse made reference to the guidelines on AQOs issued by the World Health Organisation and explained that a set of internationally adopted AQOs did not exist. The European Union and the US were reviewing their AQOs and the results would be available by the end of 2005. The Government would closely monitor the latest development and make reference to the results of those reviews. In addition, EPD would take into account relevant researches and local circumstances to decide whether a review of AQOs in Hong Kong was necessary. In fact, the AQOs in Hong Kong were more stringent than those in the US in a number of parameters. He would provide a summary table showing the AQOs of the two places for Members’

information after the meeting. As regards the emission inventory set out in paragraph 12 of the paper, Mr. Tse said that comprehensive information on the trend of changes since 1990 was available on the EPD website.

40. The Chairman expressed concern about the air quality in Hong Kong and hoped the Government would collect data on PM2.5 with a view to setting up a standard on PM2.5 in future. In response, Mr. Tse said that EPD had been monitoring the level of PM2.5 for several years and because of improvement measures being implemented, the level of PM2.5 was coming down steadily.

41. Noting that EPD staff participated in a study conducted by Planning Department about the feasibility of an air ventilation assessment, a Member enquired whether EPD colleagues could be involved in ventilation assessment process such as wind tunnels studies. In response, Mr. C W Tse said that EPD would be interested in any measure that might help improve the environment and the air quality. He and his staff would be pleased to discuss the matter further with the Member after the meeting.

ETWB

42. In reply to a Member's question on emissions caused by cross-border vehicles, Mr. C W Tse informed the meeting that the Guangdong Government introduced the Euro II vehicle standard in 2004, at least a year ahead of the national target set by the Central Government. EPD would have further discussion with the Guangdong Government with a view to persuading them to adopt Euro III vehicle standard earlier. As regards the use of illegal diesel by cross border vehicles, Mr. Tse said that the Customs and Excise Department had stepped up enforcement. The use of illegal diesel had dropped by 80% compared with two years ago.

43. In response to another Member's enquiry about ETWB's collaboration with EDLB on the electricity market review in 2008, Mr. Rob Law assured the Council that he was under statutory obligations to ensure that CLP would emit the minimum emission as far as practicable no matter what considerations other Bureau might have.

44. In response to a Member's enquiry about the emission trading scheme, Mr. C W Tse informed the meeting that support had been obtained from the State Council and the State Environmental Protection Agency for setting up a pilot scheme in Guangdong in three years' time. The two Governments were studying how the scheme would be set up and whether any legal support and enforcement mechanism would be required.

45. In response to another Member's questions on emissions from air and marine transport, Mr. C W Tse informed Members that EPD and the

Marine Department were working on a plan so that vessels visiting Hong Kong had to comply with the requirements of the International Maritime Organization. On the other hand, aircraft emissions were controlled under international law. According to surveys conducted by EPD, aircraft were not a major contributor to air pollution. Nonetheless, the Bureau was working with the Airport Authority to assess the actual impact of air transport.

46. The Chairman concluded that the Government had demonstrated its commitment to tackling air pollution. He was pleased with the plan to impose a cap on the emissions of power stations in Hong Kong. In addition, he considered it essential to promote renewable energy.

47. The Chairman proposed and Mr. K K Kwok agreed that AQOs would be further discussed at a separate meeting and that the Bureau would organize a public workshop/open meeting on air quality in future.

ETWB

Agenda Item 6 :Kai Tak Planning Review – Stage 1 public participation: Community’s vision for Kai Tak
(ACE Paper 36/2004)

48. The Chairman welcomed the presentation team to the meeting. Mr. Anthony Kwan introduced the Kai Tak Planning Review and Ms. Iris Tam briefed Members on the details of the Planning Review.

49. A Member declared interest since Hong Kong Polytechnic University had been commissioned by the Civil Engineering and Development Department to conduct a study on the Kai Tak Nullah.

50. In reply to a Member’s questions on greening and transport strategies for the Kai Tak area, Mr. Anthony Kwan said that the Kai Tak Planning Review had not adopted a greening ratio. However, one of the study objectives was to attain high urban design and landscaping qualities based on the environmentally friendly principle. As regards transport strategies, rail-based transport would be the backbone of the transport strategy for the Kai Tak area.

51. In reply to a Member’s questions about the proposed cruise terminal and the dredging needs of such facility, Mr. Raymond Lee said that according to previous studies, the proposed cruise terminal would be able to accommodate large ocean liners if finger piers were to be built on the reclamation area. Mr. Eric Ma supplemented that the need for dredging would depend on the exact location of the cruise terminal.

52. A Member expressed concern about shipping emissions and sewage discharged by ocean liners. She had reservations on the proposed cruise terminal in view of its possible impact on the environment. In

response, Ms. Iris Tam explained that previous studies had indicated that the proposed site at Kai Tak was suitable for the development of a cruise terminal.

53. In response to a Member's question, Mr. Eric Ma said that most highways would be submerged so as to reduce the impact on air quality. As regards strategic road links such as Trunk Road T2, it was a territory-wide matter rather than an issue for Kai Tak alone.

54. A Member noted that some people objected to the development of Kai Tak as a housing district. He considered that Kai Tak was the last prime site in urban Kowloon which in all respects would be more suitable for housing development than most other places in the New Territory. He considered that the authorities should strategically estimate the future population level so that the need for housing development could be better assessed. Another Member shared his views.

55. In response to a Member's concern about soil contamination in the ex-airport apron area, Mr. Eric Ma informed the meeting that all de-contamination works had been completed to the satisfaction of EPD. There was no residual contamination in the area. As for the Kai Tak Nullah, further risk assessment might be required.

56. In reply to a Member's question, Mr. Eric Ma confirmed that an EIA study would be conducted for the Kai Tak area in due course.

57. Having regard to the lessons learned from the Hong Kong Stadium, a Member cautioned that if a multi-purpose stadium was to be constructed in the area, effective noise mitigation measures would be required. She suggested the study team consider other uses for the site.

58. The Chairman thanked the presentation team for briefing Members on the planning review and asked that the Council be informed of the final plan.

Agenda Item 7 : Any Other Business

Night Safari at the Kadoorie Farm and Botanic Garden

59. The Chairman informed Members that the night safari organized by the Kadoorie Farm and Botanic Garden was rescheduled for 18 December 2004 (Saturday). The activity would start at around 6:00 p.m. and last for three to four hours. The Secretariat would separately issue a circular to invite Members to join.

The
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Tentative items for discussion at the next meeting

60. The Chairman informed the meeting that the agenda for the next meeting was being drawn up and Members would be informed in due course.

The Concept Plan for Lantau

61. In response to a Member's suggestion of discussing the Concept Plan for Lantau at the next meeting, Ms Jessie Wong informed Members that the Housing, Planning and Lands Bureau/Planning Department was going to launch a public consultation on the concept plan. The Council would invite them to brief Members on the concept plan when the consultation started.

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Suggested topics for future meetings

62. Two Members suggested that the Council should discuss total water management and environmental education at future meetings.

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Agenda Item 8 : Date of Next Meeting

63. The next meeting would be held on 6 December 2004.

**ACE Secretariat
November 2004**