

**Confirmed Minutes of the 122nd Meeting of
the Advisory Council on the Environment
held on 17 January 2005 at 2:30 p.m.**

Present:

Prof. LAM Kin-che, J.P. (Chairman)
Mr. James GRAHAM
Prof. HO Kin-chung, B.B.S.
Prof. Howard HUANG
Prof. Paul LAM
Ms. Goretti LAU
Mr. Peter Y C LEE
Dr. NG Cho-nam, B.B.S.
Mrs. Mei NG, B.B.S.
Prof. POON Chi-sun
Mr. Markus SHAW
Ms. Iris TAM, J.P.
Mr. TSANG Kam-lam
Ms. Jessie WONG (Secretary)

Absent with Apologies:

Prof. WONG Tze-wai
Prof. WONG Yuk-shan, B.B.S., J.P.

In Attendance:

Mr. K K KWOK, J.P.	Permanent Secretary for the Environment, Transport and Works (Environment)
Mrs. Teresa WONG	Acting Deputy Secretary for the Environment, Transport and Works (Environment) ¹
Mr. Roy TANG	Deputy Secretary for the Environment, Transport and Works (Environment) ²
Dr. Mike CHIU	Acting 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 Brenda LEE	Secretariat Press Officer, Environment, Transport and Works Bureau (ETWB)
Ms. Polly LEUNG	Principal Information Officer Environmental Protection Department (EPD)
Ms. Josephine CHEUNG	Chief Executive Officer (E), ETWB
Miss Sarah NG	Executive Officer (E), ETWB

In Attendance for Agenda Item 3 :

Ms. Phyllis LI	District Planning Officer/Lantau & Islands, Planning Department
Mr. Francis CHENG	Assistant Secretary for Housing, Planning and Lands (Planning)3, Housing, Planning and Lands Bureau (HPLB)

In Attendance for Agenda Item 4 :

Mr. Patrick LEI	Principal Environmental Protection Officer (Corporate Services), EPD
Mr. LUI Ping-hon	Principal Environmental Protection Officer (Special Waste Facilities), EPD

Action

New Term of Office

The Chairman welcomed Ms. Goretti Lau, Mr. James Graham, Prof. Howard Huang, Prof. Paul Lam and Mr. Tsang Kam-lam who had newly joined the Council and expressed a note of thanks to Prof. David Lung, Prof. Peter Hills and Mr. Otto Poon who had retired from the Council. Since it was the first Council meeting for the new term, the Chairman said that the Council had to settle some housekeeping matters before discussion of the agenda items.

Schedule of Meetings

2. The proposed schedule of meetings for the Council in 2005 which was circulated prior to the meeting was endorsed subject to the change of the meeting date from 14 February 2005 to 18 February 2005 to facilitate the Economic Development and Labour Bureau (EDLB) to brief the Council on the “Study on Hong Kong Port – Master Plan 2020” before the consultation deadline at the end of February 2005.

(Post meeting note: Confirmed meeting schedule for 2005 had been sent to Members on 20 January 2005.)

Composition of Subcommittees

3. The Chairman informed Members that seven Members had agreed to join the Environmental Impact Assessment (EIA) Subcommittee, nine to join the Waste Subcommittee and seven to join the Nature

Conservation Subcommittee, which was newly formed by subsuming the former Wetland Advisory Committee under the Council as part of the new nature conservation policy announced by the Administration in November 2004. The Chairman said that Members who had not signed up for the Subcommittees were welcome to join any time in future.

4. The Chairman suggested and Members agreed that the Chairpersons and/or Deputy Chairpersons of the Subcommittees would be elected at their first meetings. The meeting schedules would also be considered at their first meetings.

Declaration of Interest

5. The Chairman briefed Members on the existing one-tier system on declaration of interest which had been adopted by the Council since 1994. ACE Paper 57/1994, which contained details about the system, had been re-circulated to members for reference before the meeting. The present system required Members to declare interest as and when a need arose and depending on the merits of each case, the Chairman would decide whether the Members concerned could continue to participate in discussion or attend the meeting. Members agreed to maintain the current system on declaration of interest.

ACE Transparency and Open Meeting

6. The Chairman informed Members that as proposed by a Member, the item of ACE transparency and open meeting would be discussed. The paper submitted by the Member had been issued to Members before the meeting. The Chairman suggested and Members agreed to discuss the item first as some of the Members had to leave the meeting earlier and the issue would affect future operation of the Council.

7. The Chairman invited the Member to brief Members on her proposal to open up Council meetings. The Member explained that environmental issues had gained increasing attention in the society. The aspiration for transparency and public participation was growing. Opening up the meetings would enhance public understanding of policy making. There were good examples of other committees which had opened up their meetings, such as the Harbour-front Enhancement Committee (HEC) and the Country and Marine Parks Board. The response of the open meetings in those instances was very encouraging. The Town Planning Board would also hold open meetings in accordance with the revised Town Planning Ordinance.

8. The Chairman briefed Members on the existing mechanism for the public to gain access to the information of the Council i.e. through internet

and press briefings held after each meeting. He invited Mr. C C Lay and Mr. Jimmy Leung to share with Members their departments' experience in holding open meetings for committees under their purview. Mr. C C Lay expressed that in considering the opening up of meetings to the public, it would be necessary to consider the adequacy of logistic support such as accommodation. Otherwise, it would be a decision for members to decide. Mr. Jimmy Leung said that upon commencement of the Town Planning (Amendment) Ordinance later this year, the parts on presentation as well as questions and answers of Town Planning Board and Planning Committee meetings would be opened up but the deliberations of members would be in private. He confirmed that all the meetings of HEC and its subcommittees were open to the public.

9. A Member considered that the major role of the Council was advisory and there were already different channels for the public to gain access to the information of the Council. The timing was still not ripe for opening up the meetings as it would result in potential disorder. Another Member expressed strong reservations on the proposal. He considered that the Members' role in the Council was to give advice to the Government based on their professional knowledge. Moreover, there were existing means to disseminate the consensus of the Members. While appreciating the public's right to know, one Member opined that some Members might not feel free to speak their mind when the meetings were opened up.

10. A Member agreed that the major function of the Council was to advise the Government. The key issue, he considered, was whether opening up the meeting would have added value and benefit in terms of the quality of advice tendered. He agreed that the open forum held for the Harbour Area Treatment Scheme (HATS) in September 2004 was very useful in collecting professional views. He suggested that the Council could hold similar open meetings for specific issues rather than opening up all its meetings. Another Member appreciated the aspiration for public participation. However, he considered that some discussions during the meeting might be preliminary only and it might not be desirable for these preliminary ideas to be disclosed prematurely to the public. He agreed that open forums on an ad hoc basis could be held on selected items. A Member noted that he would respect the feeling of individual members against the proposal as long as a few members felt uncomfortable. He pointed out that there might also be potential drawbacks for the official representatives as they might be hesitant to speak up if the meetings were opened up.

11. A Member considered that opening up meetings would enhance public awareness of environmental issues and enable interested members of the public to understand how the consensus was arrived at. However, he would respect the feelings of individual members. Another Member supported the Member's proposal. She considered it difficult to convince the public that their request for transparency was met by conducting press briefings. She pointed out that the issue had been discussed several times in the past. She recalled that it had been suggested when new members were

approached for appointment, they should be briefed of the possibility of opening up the meetings.

12. Upon the Chairman's enquiry, Mr. K K Kwok explained that there was no hard and fast rule on whether committees should open up their meetings due to different functions and nature of the committees. The Council was a high level advisory body and the major objective of the Government was to seek the best advice from the Council on environmental issues. Deliberations in a pressure-free environment were of prime importance. Public forums like HATS had their merits when the subject was of interest to the general public. On the other hand, the majority of issues discussed in the Council which affected the general public would be discussed in the Legislative Council Environmental Affairs Panel in full view of the public.

13. A Member pointed out that as opening up meetings would only be limited to the public observing the Council's proceedings and there would be no interactive discussion, there would only be little additional benefit for the general public. On balance, the merits could not outweigh the drawbacks. Another Member remarked that after considering the pros and cons, he agreed that the Council might open up certain meetings on particular topics as agreed by the Council.

14. The Member clarified her views that the Council was not solely accountable to the Government and advice of the Council would affect the community as a whole. She considered it desirable for the public to see the diversity of views and it was the duty of individual members, no matter it was open or closed door, to speak their minds. There was nothing to hide as the issues discussed by the Council were scientifically and solution-based. Moreover, enhancing transparency was in line with the spirit of sustainable development.

15. The Chairman remarked that there was a general sentiment that the Council was still not yet ready for opening up the meetings on a regular basis. A Member moved the motion to vote on whether to open up the meetings on a regular basis. Another Member supported the motion. Voting was conducted with a majority of seven Members voting against the opening up of meetings on a regular basis, three Members in support and two Members abstaining. As a Member had informed the Council prior to the meeting that he supported the Member's proposal, there were thus altogether four Members in support of the proposal. To enhance the Council's transparency, the meeting agreed that Members could propose at any time for open forums to be held for selected issues. The Member expressed her regrets over the decision and she considered that the Council had failed to uphold the spirit of sustainable development.

Agenda Item 1 : Confirmation of the draft minutes of the 121st meeting held on 6 December 2004

16. The draft minutes were confirmed subject to the amendments proposed by a Member that she would like to add “A Member urged the developers to reverse their decision to demolish the Hunghom Peninsula by which they could gain community goodwill as well as demonstrating corporate responsibility while safeguarding Hong Kong’s international reputation” at the end of paragraph 33 and to replace “A Member expressed that the demolition of brand new buildings was indeed a pity” by “A Member asked the developers whether they had undertaken a social impact assessment to address the impact of the primary school and the neighbourhood near the demolition site. She warned that demolishing brand new buildings was a pity and also setting a bad example and precedence” in paragraph 37. The proposed amendment sheet was tabled for Members’ easy reference.

Agenda Item 2 :

Matters Arising from the minutes of the 121th meeting held on 6 December 2004

17. There was no matter arising from the minutes of the last meeting.

Agenda Item 3 : Concept Plan for Lantau

(ACE Paper 40/2004)

18. The Chairman welcomed the presentation team to the meeting. Ms. Phyllis Li briefed Members on the Concept Plan for Lantau. She emphasized that the proposals were still conceptual at this stage. Views and comments on the Concept Plan received from the Council and members of the public would be taken into account by the Lantau Development Task Force (the Task Force) for mapping out the strategic planning of the Island. Detailed studies would be conducted for development proposals selected for implementation and there would be further consultations at that stage.

19. A Member declared interest as her company was involved in the South Lantau and Mui Wo Development Feasibility Study.

20. A Member drew Members’ attention to the public consultation conducted in parallel on the “Study of Hong Kong Port – Master Plan 2020” by EDLB. Under the study, one of the possible locations for the new Container Terminal would be Northwest Lantau which would involve reclamation of over 200 hectare of land and a number of infrastructure projects. He was concerned about the implications to the future development of Lantau as a whole and potential impact on the environment. Another Member shared his worry about the possible reclamation near Siu Ho Wan and reminded the Government to plan well ahead so as to minimize the need of dredging marine sand for reclamation and to reuse C&D waste as much as possible. In response, Ms. Phyllis Li said that the Administration had not yet

decided on the timing and location for the future port development. While Northwest Lantau and Southwest Tsing Yi were identified as possible locations, the decision would be subject to a number of considerations, including an ecological study of the former location to assess the ecological impacts. The possible impacts on the planning of Lantau in respect of land use, transport, environmental and visual impacts, etc. would need to be addressed upon a clearer view on the way forward for the future port development. Ms. Li added that if the Northwest Lantau option were to be taken forward, the project would be subject to the requirements of the Environmental Impact Assessment Ordinance.

21. A Member considered the Concept Plan a balanced proposal. He enquired whether infrastructural facilities had been planned to cope with future increases of local population which would be more than two-fold, including that in rural areas where the infrastructural facilities were rather primitive. Two Members shared his view that there should be adequate supporting facilities to cope with the increased population and visitors. Ms. Phyllis Li responded that the Concept Plan had not proposed to increase the planned population in the rural areas. The population increase in rural areas reflected the capacities of existing and already planned developments. Adequate infrastructural facilities would be planned to cope with the anticipated growth in population and visitors. These included some sewerage master plans and infrastructure upgrading proposals.

22. The Chairman expressed concern about the air quality of Lantau which might deteriorate as a result of by the development projects and increased traffic flows, in particular due to cross-boundary transportation facilities and possible construction of a new container port. Two Members shared his concern. A Member pointed out that the balance between road transport and rail transport was essential to avoid possible deterioration of air quality in Lantau, in particular for the Tung Chung area. Another Member proposed ferries as an alternative transportation mode and at the same time as a kind of tourist activities. Ms. Phyllis Li said that railway and ferry facilities would be considered when devising transport facilities for the residents and visitors of Lantau.

23. A Member opined that the air pollution problem in Hong Kong was mainly regional in nature which had its origin in the Pearl River Delta. He considered that development of Container Port facility in Lantau would not only relieve the burden on Northwest Kowloon but also help channel the development of industries from Guangdong East to Guangdong West which might in the long run alleviate the air pollution problem of the Pearl River Delta. Another Member shared his view that the air pollution problem was more a regional problem. Ms. Phyllis Li said that the air quality problem, which was a regional issue, was separately dealt with by relevant bureaux. For the Concept Plan proposals selected for implementation, there would be EIAs to address the potential environmental impacts of individual

projects as well as the cumulative impact of relevant projects. In response to a Member's suggestion of identifying alternative park and ride zone in the western part of Lantau so as to minimize the cross boundary traffic passing by Tung Chung new town area and her query on the possible land use of the eastern part of the Depot site, Ms. Phyllis Li said that there was difficulty in identifying appropriate sites for the park and ride facility along the northshore with suitable connections to the Hong Kong-Zhuhai-Macao Bridge infrastructure. The Siu Ho Wan Depot site met such a criterion. Moreover, there would be scope for other uses, such as commercial development, compatible with the park-and-ride facility at the Depot site.

24. A Member said that the upgrading work for road connections between North and South Lantau might also have adverse impact on the natural environment and economic activity of South Lantau. She hoped the Government would be prudent in planning the related infrastructure projects and strike a balance between city development, residents' interest and ecological needs for Lantau. Another Member shared her view and considered additional road works especially in South Lantau would inevitably affect the sustainable development and natural landscape of Lantau. A Member also worried that the local flavour and peacefulness of the Island would be greatly affected by extensive works in the countryside. Ms. Phyllis Li pointed out that except for the on-going Tung Chung Road widening works, no additional road links were proposed for the North and South Lantau connection. The proposals in rural Lantau would respect the local and natural character.

25. A Member was pleased to note the extension of nature conservation areas in North Lantau but hoped that conservation for South Lantau could also be enhanced by expanding the Marine Park to cover the whole of South Lantau. She hoped the Government would stick to the South Lantau Coast Outline zoning plan and prevent any excessive development in the Island area. The Chairman shared her view and considered that proper conservation efforts should be put in place to ensure preservation of the natural landscape and shorelines. A Member also expressed his concern on how the various green belt and country areas shown on the Concept Plan would be protected. Another Member welcomed the designation of a large part of Lantau for country park and green belt uses. He said that efforts should also be made to enhance the conservation potential of the country parks. In response, Ms. Phyllis Li said that development in the countryside was very modest and majority of rural Lantau would remain under conservation related zonings. Moreover, in formulating the Concept Plan, nature conservation and landscape conservation had been taken into consideration. The Planning Department had commissioned a landscape value mapping study for enhancement of landscape conservation, which also covered different areas in Lantau. For the developments proposed in South Lantau, such as resort facilities and cycle tracks, detailed feasibility studies would be conducted to

ensure that the developments would tie in with existing rural character of the Island. Mr. C C Lay supplemented that AFCD would put in place conservation plans in country parks subject to satisfactory implementation of the extension of North Lantau Country Park and availability of resources.

26. A Member opined that the proposed developments in the Concept Plan especially those relating to port development and upgrading of transport facilities would be beneficial for Lantau and the Hong Kong economy as a whole as long as it was to be implemented in a systematic manner. Another Member suggested the Government to consider how the various proposals would benefit or affect the residents of Tung Chung new town. A Member suggested that sufficient supporting facilities should be put in place to facilitate visitors to get access to different parts of the Island. He also thought that the Plan should provide a variety of attractions to maximize the benefit of the development.

27. A Member pointed out that the local character and heritage of Mui Wo should be maintained as far as possible. The same principle applied to other development projects for Lantau. Ms. Phyllis Li explained that the facelift for Mui Wo mainly focused on improving the area outside the pier and its linkage to the nearby areas to enhance its visitor appeal. Preservation of the heritage of the Tai O village and other rural areas would be one of the main emphases of the proposal.

28. In response to a Member's enquiry, Ms. Phyllis Li clarified that the overall pattern of the development plan for Lantau aimed to consolidate development at selected sites as illustrated by the clusters under different development themes on the Island.

29. A Member pointed out that strategic environmental assessment, such as the one previously undertaken for various projects in the Northshore Lantau Development, would be useful for assessing the cumulative environmental impact. Ms Phyllis Li assured Members that proper EIAs would be conducted for proposals to be taken forward to assess potential environmental impact of individual projects as well as the cumulative impact of relevant projects. The EIA report on Northshore Lantau Development Feasibility Study was previously approved by the Council in 2000 and further EIA would be incorporated in the detailed feasibility study of the Concept Plan proposals in the area.

30. A Member asked whether job opportunities would be created for the local population in Lantau. Ms. Phyllis Li responded that Tung Chung was a community in support of the Airport and one of the Airport core projects. The airport was expected to generate about 45,000 job opportunities at present. The new economic infrastructure and other development

proposals under the Concept Plan would further create employment opportunities for the local population.

31. A Member expressed concerns about several areas in relation to the Concept Plan. She hoped for a clearer positioning of Lantau and eco-tourism strategy in future development of the Island. In response to her query on the policies towards the conservation of rivers and streams, Mr. C C Lay said that rivers and streams should be considered as one of many habitat types in Hong Kong. As reported to the Council in previous meetings, the AFCD started a territory-wide ecological baseline study in 2002, which covered woodlands, freshwater wetlands, natural rivers and other important habitats. Whilst rivers and streams and other ecologically important habitats in country parks were under statutory protection, the department had identified 33 rivers and streams outside the country parks with conservation value. To strengthen the protection of these rivers and streams, the department had been closely monitoring their condition. In addition, a technical circular would be issued to provide guidelines for departments concerned to avoid or minimize any impacts from works projects or development proposals affecting natural rivers and streams in general and in particular the identified ecologically important streams.

32. In reply to a Member's question on the strategy of density design for development on the Island to avoid Lantau from being another Hong Kong Island, Ms. Phyllis Li said that relatively higher density developments would mainly be concentrated in Tung Chung new town. However, the density of the Tung Chung area would still be much lower than those of the urban areas in Hong Kong.

33. The Chairman thanked the presentation team for briefing Members on details of the Concept Plan for Lantau. He was pleased to learn that the Concept Plan aimed at upholding the principle of sustainable development and addressing the balance between development and conservation needs. He underscored the need to preserve the heritage and natural character of the Island and summarized the major concerns raised by Members as follows -

- (a) preventing and/or alleviating air quality problem in Lantau;
- (b) be cautious about development along shorelines in particular reclamation proposals;
- (c) conserving the natural landscape in particular that of South Lantau;
- (d) a concrete implementation plan for the extension of Country Parks and the Marine Park;
- (e) bringing forward a development plan to embody an eco-tourism strategy by integrated efforts among relevant bureaux;
- (f) containing development within manageable domain; and

- (g) need for strategic environmental assessments with a view to assessing cumulative environmental impacts and considering the developments in an overall context.

34. Mr. Francis Cheng thanked Members for their views and comments which would be submitted to the Task Force for consideration. He also reminded Members that the public consultation period on the Concept Plan would end on 28 February 2005.

Agenda Item 4 : Revision of Fees and Charges for Environmental Services
(ACE Paper 1/2005)

35. The Chairman welcomed Mr. Patrick Lei and Mr. Lui Ping-hon of EPD to the meeting. Mr. Roy Tang briefed Members on the background to and the details of the proposed revision of administrative fees and charges for environmental services provided by the Government. He emphasized the need to adhere to financial discipline as well as the principles of cost recovery and user-pays. The proposed revision of fees and charges was targeted at environmental services which would not directly affect people's livelihood or general business activities. The proposal involved 67 existing fee items, of which 28 would be increased and 37 reduced, and creation of two new items. It would bring about an estimated net increase of revenue of \$10 million per annum. For fee items falling short of full cost recovery, the Administration proposed to phase the fee increase over a period of one to seven years to minimize the impact on parties concerned. For fee reductions, they would be reduced to full cost level in one go. The main reason for the reduced cost was efficiency gains. The Legislative Council Panel on Environmental Affairs was consulted on the proposal in December 2004 and raised no objection.

36. Upon the Chairman's enquiry, Mr. Roy Tang explained that the adjustment in the fee items detailed in paragraph 10 of the paper would be dealt with separately as these fee items would directly affect people's livelihood or general business activities.

37. A Member said that the business community broadly supported the principles of polluter-pays and full cost recovery. However, he drew Members' attention to the concern raised by some stakeholders particularly those of the printed circuit board industry during a consultation forum on the proposal held with the trade a week before. These manufacturers considered the proposed fee increase for chemical waste treatment would affect their business. They expressed resistance to the proposed increase especially due to the fact that they had previously enjoyed the benefit of subsidized charges or even no charges at all at the outset. In response, Mr. Lui Ping-hon briefed Members on the background of the cost recovery program for the Chemical

Waste Treatment Centre (CWTC) in Tsing Yi. When operation of CWTC commenced in 1993, no charge was imposed. In line with the polluter-pays principle, it was later agreed that the Government should adopt a phased direct charging scheme for the disposal of chemical waste at CWTC with a view to achieving full cost recovery by 2003-04. The waste producers were respectively charged with 20%, 25 % and 31% of the variable operating cost (VOC) of CWTC in 1995, 1996 and 1997. However, the fees were frozen since 1998 due to unfavourable economic conditions in Hong Kong. The present proposal was to restore the recovery process so as to achieve full recovery of VOC by 2007-08, which meant four years later than the original plan. He added that there were 16 representatives from the stakeholders in the consultation forum. Representatives of the printed circuit board industry expressed that the charges were too high and the pace of increase was too rapid. They would express their views in writing to EPD for consideration. Dr. Mike Chiu supplemented that the phased charging scheme for the disposal of chemical waste at CWTC was launched after taking into account views of the trade associations for not increasing the fees to the full cost level in one go.

38. With regard to a Member's query on alternatives for chemical waste disposal for the operators, Mrs. Teresa Wong explained that the Government did not object to waste producers disposing of waste at outlets other than government facilities as long as they were properly disposed of in accordance with the law. In the case of waste generated by the printed circuit board industry, the treatment did not involve incineration and disposal at CWTC was not mandatory provided that there were proper alternative outlets. The Government noted the concern raised as regards possible unauthorized disposal should waste producers thought that the charge was too high. Dr. Mike Chiu added that it was not the Government's intention to operate CWTC as a monopoly and would encourage waste producers to use alternative facilities of chemical waste treatment.

39. A Member supported the polluter pays principle. Upon his enquiry, Mr. Roy Tang explained that some items like registration fee did not have international reference. However, they were aware that some fee items were lower in Hong Kong by international standards such as charges for waste disposal from mariners. The Government thus needed to increase fees for waste disposal from ocean-going liners so as to minimize marine waste dumping in the Hong Kong territory.

40. A Member opined that by imposing charges in line with the polluter-pays principle, local industries including printed circuit board manufacturers would try to explore alternatives like installing their own waste treatment plants to reduce cost and increase efficiency. Another Member shared his view. He considered that if the increased charges were compatible with other places, Hong Kong industries would be driven by the economic

incentive for achieving cleaner production at source and during the production process to achieve waste minimization.

41. The Chairman hoped the Government would continue the effort in efficiency enhancement so that fee reductions could be applied to other items. Two Members shared his view and thought that there was room for further improvement in cost efficiency for items like disposal of chromium with different degrees of concentration and oil/water separation of chemical waste.

42. A Member noted that the economy had just started to recover and wished the increase would not add burden to the small and medium enterprises.

43. In response to Members' concern on illegal waste disposal, which might be aggravated by the fee increase, Dr. Mike Chiu assured Members that the department would step up enforcement measures against illegal dumping.

44. The Chairman thanked the presentation team for briefing Members on the fee revision proposal and concluded that Members in general supported the proposal which was in line with the user pays principle and that the increases would be introduced by phases to minimize the impact on livelihood of the public or general business activities. Members would like to see greater efficiency gains in achieving cost reductions. Illegal dumping of waste as a result of increased cost of production should be penalized.

Agenda Item 5 : Any Other Business

45. The Chairman informed Members that a discussion item on "Consultation on the Proposed Amendment of the Fisheries Protection Ordinance, Cap. 171 for the establishment of a Regulatory Framework for Fishing Activities in Hong Kong Waters" was tentatively scheduled for the next meeting. EDLB had also agreed to brief the Council on the "Study on Hong Kong Port – Master Plan 2020" at the next meeting.

Agenda Item 6 : Date of Next Meeting

46. The next meeting was scheduled for 18 February 2005.

ACE Secretariat
January 2005