Fuel Restrictions Consultation Briefing

燃料限制諮詢簡介會

環境及生態局
Environment and Ecology Bureau

Overview
大綱

1. Aim of Meeting 會議目的
2. Background 背景
3. Proposal 建議
4. Q&A Session 問答環節

環境及生態局
Environment and Ecology Bureau

Aim of Meeting
會議目的

To explain to the trades:
向業界解釋：

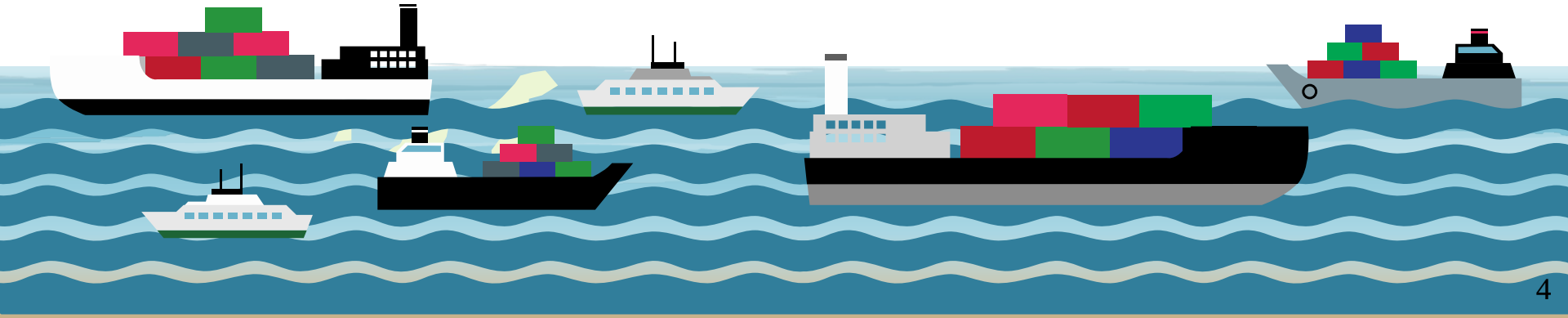
1. Proposal to tighten sulphur content limits of marine light diesel and industrial diesel
   建議收緊船用輕質柴油及工業柴油含硫量

2. Proposal to lift the restriction on using liquid and solid fuel in the Sha Tin Fuel Restriction Area
   建議解除沙田燃料限制區內使用液體及固體燃料的限制

環境及生態局
Environment and Ecology Bureau

1. Proposal to tighten sulphur content limits of marine light diesel and industrial diesel

建議收緊船用輕質柴油及工業柴油含硫量



Prevailing control on vehicle, marine and industrial diesel in Hong Kong
香港現行的車用, 船舶及工業柴油管制

環境及生態局
Environment and Ecology Bureau

➢ The Government has been reducing SO_2 emissions by imposing control on the sulphur contents of fuel:
政府一直透過管制燃料的含硫量減少二氧化硫的排放：

Supply Control 從供應角度管制

Motor vehicle diesel
車用柴油

The Air Pollution Control (Motor Vehicle Fuel) Regulation (Cap.311L)
《空氣污染管制（汽車燃料）規例》(第311L章)
- Sulphur limit 含硫量上限: 0.001%

Marine light diesel
船用輕質柴油

The Air Pollution Control (Marine Light Diesel) Regulation (Cap.311Y)
《空氣污染管制（船用輕質柴油）規例》(第311Y章)
- Sulphur limit 含硫量上限: 0.05%

Use Control 從使用角度管制

Industrial diesel
工業柴油

The Air Pollution Control (Fuel Restriction) Regulations (Cap.311I)
《空氣污染管制（燃料限制）規例》(第311I章)
- Sulphur limit 含硫量上限: 0.005%

Marine fuel (in Hong Kong waters)
船用燃料 (香港水域內)

The Air Pollution Control (Fuel for Vessels) Regulation (Cap.311AB)
《空氣污染管制（船用燃料）規例》(第311AB章)
- Sulphur limit 含硫量上限: 0.5%

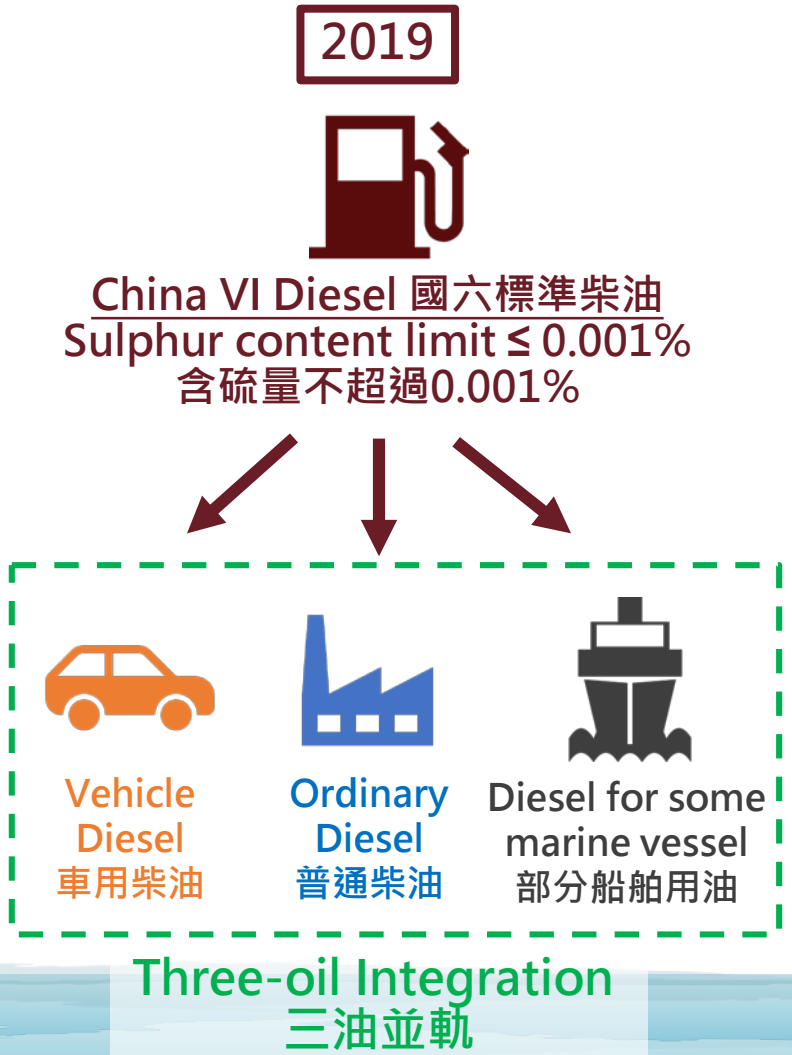
Fuel Policy in Mainland
國家燃料政策

- Since 2019, the State has fully implemented the requirement for supplying diesel meeting China VI standards (i.e. sulphur content not exceeding 0.001% (10 ppm))

  自2019年起，國家已全面實施供應符合國六標準（即含硫量不超過0.001% (10ppm)）柴油的規定

- Achieving "three-oil integration" of vehicle diesel, ordinary diesel and oil for some marine vessels Note1

  實現車用柴油、普通柴油、部分船舶註1用油「三油並軌」



Note 1: Large inland vessels, river-sea vessels and ocean-going vessels could use marine fuel with sulphur content not exceeding 0.5% along the coastal sea area

註1: 大型內河船, 江海直達船及遠洋船可於沿海控制區使用含硫量不超過0.5% 的船用燃料

Fuel Policy in Mainland
國家燃料政策

環境及生態局
Environment and Ecology Bureau

- River trade vessels plying between Hong Kong and the Mainland have taken the lead in using light diesel with sulphur content not exceeding 0.001% so as to meet the requirement for entering the Mainland waters

  來往香港和內地的內河船舶已率先使用含硫量不超過0.001%的輕質柴油，以符合進入國內水域的要求

River trade vessels
內河船

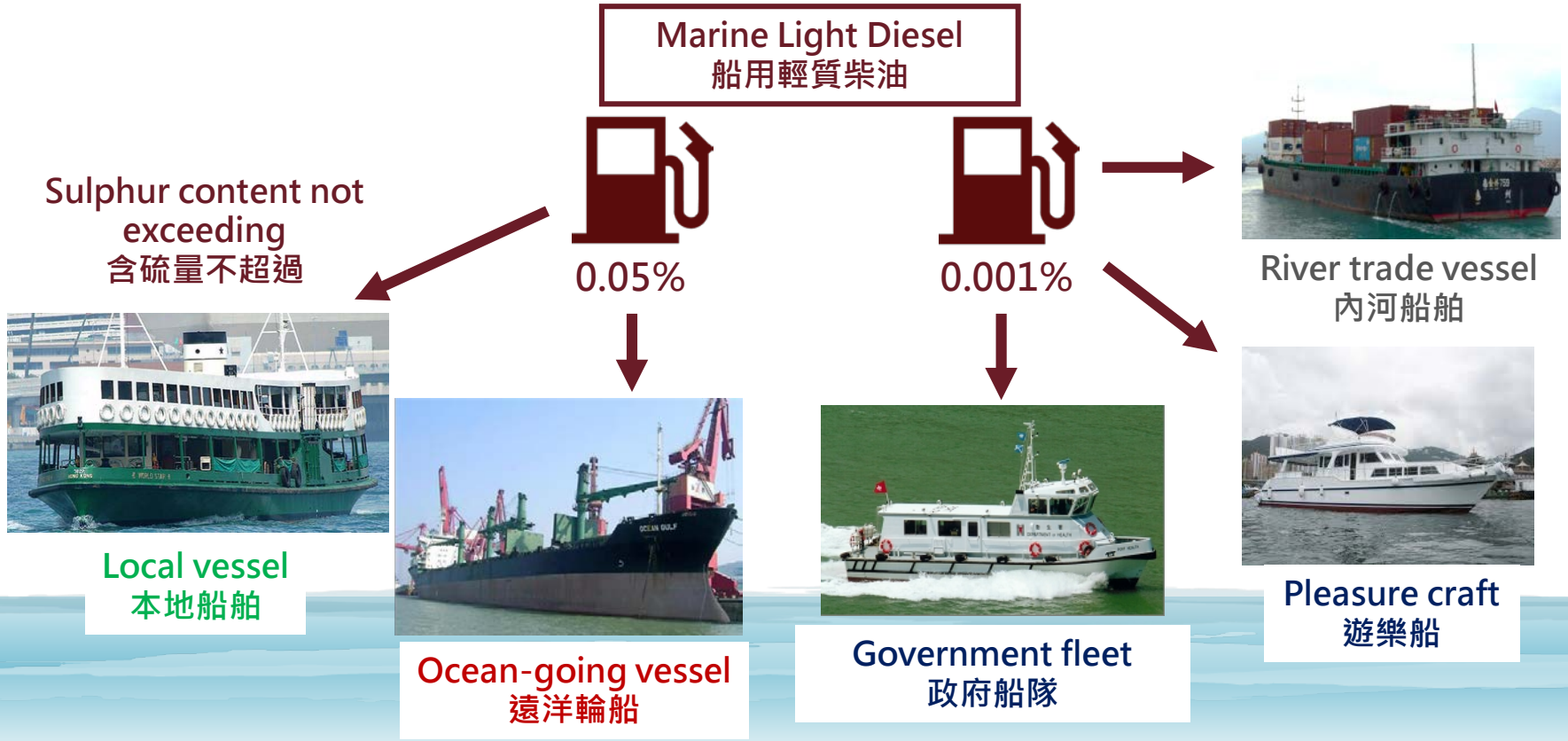
Light diesel with sulphur content ≤ 0.001%
含硫量不超過0.001%的輕質柴油

Locally Supplied Marine Light Diesel (MLD)
本地供應船用輕質柴油

環境及生態局
Environment and Ecology Bureau

- Two types of marine light diesel (MLD) with sulphur contents not exceeding 0.05% and 0.001% are available for supply in Hong Kong to cater needs of different vessels

  現時，本港有同時供應含硫量不超過 0.05% 及 0.001%的兩種船用輕質柴油，以切合不同船隻的需求

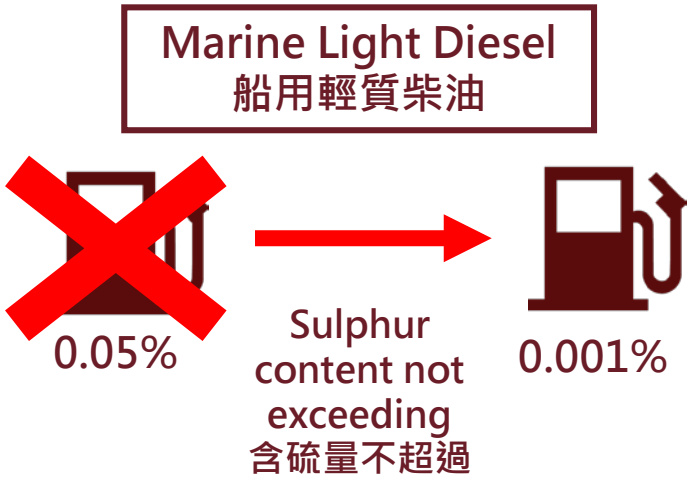


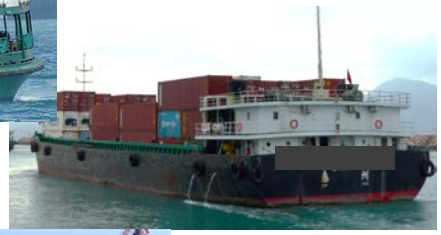
Proposal 建議

- Propose to tighten the sulphur content limit of marine light diesel to 0.001% under the MLD Regulation
  (the same as the sulphur content limit of Euro V diesel used by existing diesel vehicles)

  建議收緊《船用輕質柴油規例》中本地供應船用輕質柴油含硫量至0.001%
  (與現時柴油車輛使用的歐盟五期柴油的含硫量相同)

  - ✓ To further reduce emissions from marine vessels
    進一步減少船舶排放
  - ✓ To bring the marine fuel standard of Hong Kong on par with other regions within the Pearl River Delta
    令香港的船舶燃料標準與珠三角水域內其他地區看齊





Prevailing Control on Industrial Diesel in Hong Kong
香港現行的工業柴油管制

環境及生態局
Environment and Ecology Bureau

- In 1990, the Air Pollution Control (Fuel Restriction) Regulations (Cap.311I, the FR Regulations) stipulated that only industrial diesel having a sulphur content not exceeding 0.5% could be used in industrial and commercial processes

  1990年起，《空氣污染管制（燃料限制）規例》(第311I章) 訂明在工商業工序中只可使用含硫量不超過 0.5% 的工業柴油

- In 2008, the FR Regulations further tightened the cap on the sulphur content of industrial diesel to 0.005%

  2008年，《燃料限制規例》進一步收緊工業柴油的含硫量至 0.005%

Proposal 建議

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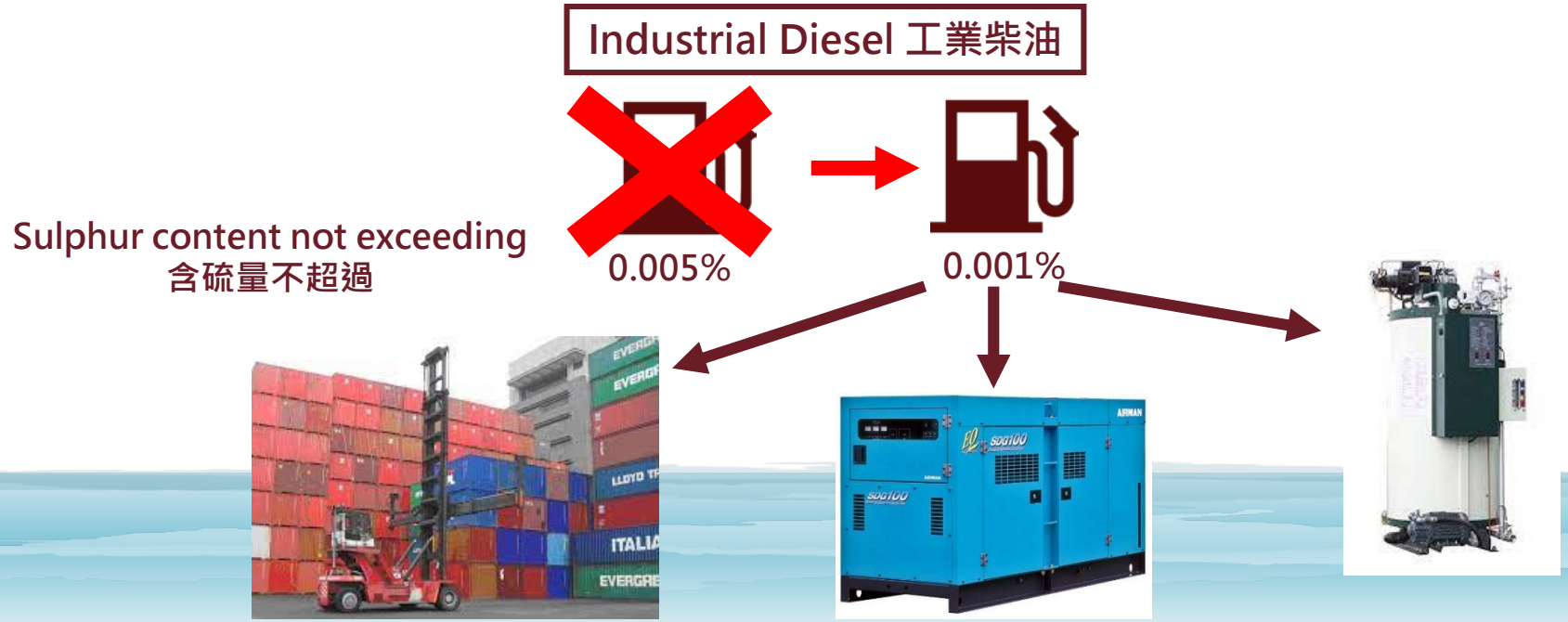
Environment and Ecology Bureau

- In fact, the locally supplied industrial diesel at present is the same as Euro V motor diesel, i.e. having a sulphur content not exceeding 0.001%

  實際上，現時本港供應的工業柴油與車用的歐盟五期柴油相同，亦即含硫量不超過0.001%

- Propose to tighten the sulphur content limit of industrial diesel to 0.001% to reflect the actual market situation

  建議收緊《燃料限制規例》中工業柴油含硫量至0.001%，以反映市場的實際情況



Three-oil Integration in Hong Kong
於香港實現三油並軌

環境及生態局
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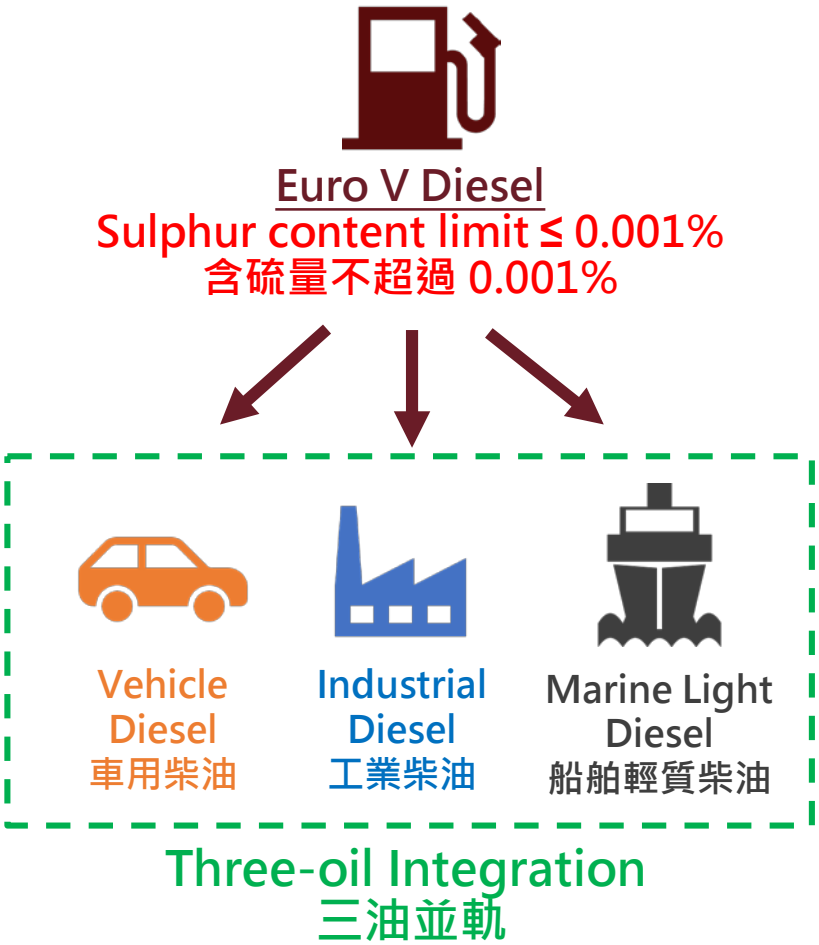
- Upon implementation, Hong Kong will achieve "three-oil integration" of vehicle diesel, industrial diesel and marine light diesel

  修訂條例實施後，香港將實現車用柴油、工業柴油、船用輕質柴油「三油並軌」

- Dovetail with policy of Mainland and facilitate Hong Kong's further integration into the Greater Bay Area

  促使香港更好地融入粵港澳大灣區，配合區內以至國家環境和生態保護方面的發展



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Trade Consultation
業界諮詢

- We have consulted various marine trades by meetings and conducting surveys from 2021 to June 2023
  我們自2021年至今年6月期間曾以書面及會面商討的方式諮詢不同業界

- Oil importers, suppliers, vessel owners & operators, industrial and commercial trade, etc.
  燃料進口商, 供油商, 船舶操作及營運者, 工商業界等

- The trades generally supported the proposal, yet also raised comments for the Government to take into consideration before putting forward the proposal
  普遍支持建議, 但亦提出意見希望政府在推行建議前能充分考慮

1. Engine compatibility with MLD having sulphur content not exceeding 0.001%
   船用引擎與含硫量不超過 0.001% 輕質柴油的兼容性
2. Maintaining the supply of MLD with sulphur content not exceeding 0.05% to ocean-going vessels (OGVs)
   保留供應含硫量不超過 0.05% 船用輕質柴油予遠洋船
3. Supply of MLD with sulphur content not exceeding 0.001%
   含硫量不超過 0.001% 船用輕質柴油的供應
4. Cost increase 成本上升

Please refer to the consultation document for detailed analyses and considerations

詳細的分析及考量可參閱諮詢文件

Proposal after considering comments from the trade
考慮業界意見後的建議

環境及生態局
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- We will consider to exempt the supply of marine light diesel with sulphur content not exceeding 0.05% to OGVs under enhanced requirements of monitoring and reporting by adding provisions in the amended MLD Regulation

  我們考慮於擬修訂的《船用輕質柴油規例》加入條款，在增加監管和報告的要求下轄免供應含硫量不超過 0.05% 船用輕質柴油予遠洋船.

Marine Light Diesel
船用輕質柴油

Sulphur content not exceeding
含硫量不超過
0.05%

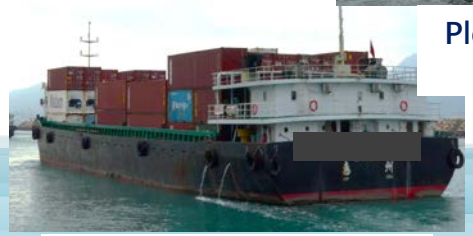
Consider to exempt the supply to OGVs with provisions
考慮有條件下
豁免供應予遠洋船

OGVs 遠洋船

Sulphur content not exceeding
含硫量不超過
0.001%

Local vessel本地船舶

Government fleet 政府船隊



River trade vessel 內河船舶

Pleasure craft
遊樂船

2. Lift the Restriction on Use of Liquid and Solid Fuel in Sha Tin Fuel Restriction Area

解除沙田燃料限制區內使用液體及固體燃料限制

Sha Tin District in 1980s
1980年代的沙田區

- A lot of small and medium scale non-gaseous fuel users were co-existing with nearby residents as Sha Tin was being developed into a new town

  正值新市鎮發展，當時有大量中小型非氣體燃料使用者和附近居民共處

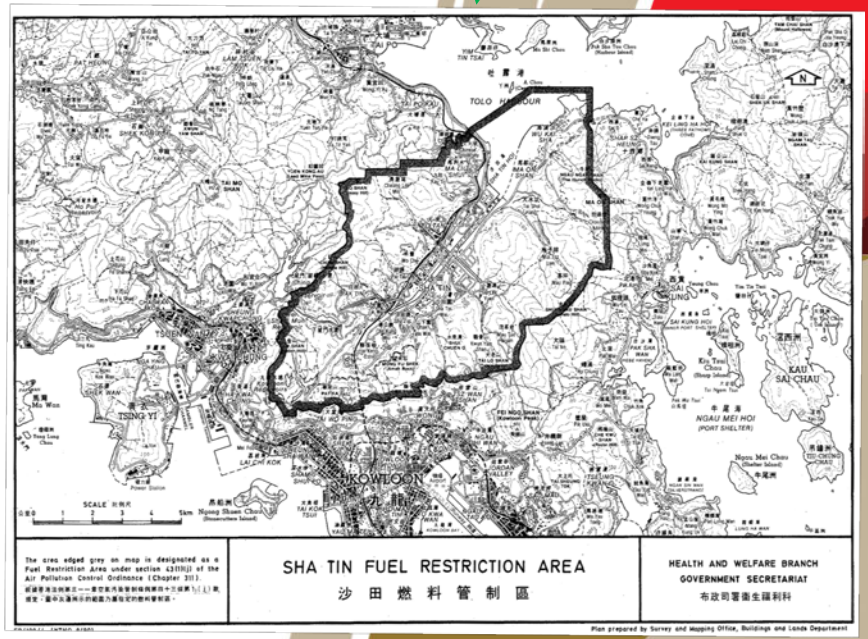
- Since Sha Tin District is situated in valley areas which hinder effective dispersion of air pollutants, the district is susceptible to serious air pollution

  沙田區處於河谷地勢較不利於空氣污染物擴散，容易導致區內出現嚴重的空氣污染情況

Sha Tin Fuel Restriction Area
沙田燃料限制區

- To improve the situation, the Sha Tin Fuel Restriction Area (STFRA) was delineated under the Air Pollution Control (Fuel Restriction) Regulations (Cap.311I)

  為改善有關情況，《空氣污染管制（燃料限制）規例》（第311I章）於1989年設立沙田燃料限制區



- Stipulated that no person should use liquid fuel or solid fuel in any relevant plant (including furnace, engine, oven or industrial plant) in the STFRA except in construction site or during an emergency

  規定除建造工地或緊急情況時，任何人不得在位於沙田燃料限制區內的火爐、引擎、烘爐或工業設備的有關裝置內，使用液體或固體燃料

Sha Tin District at Present
沙田區的現況

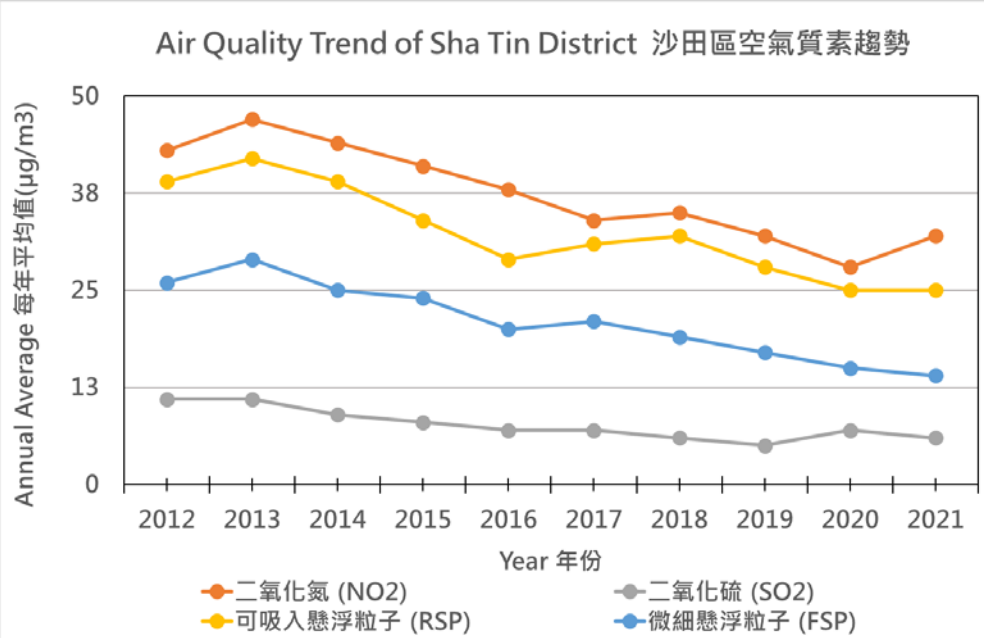
環境及生態局
Environment and Ecology Bureau

- Has been developed into a residential area, with some old industrial areas converted to general business uses

  已發展為住宅區域，部分舊有工業區已轉為一般商貿用途

- Mainly uses electricity and gaseous fuels

  區內主要使用電力和氣體燃料



→ Air quality in Sha Tin has been significantly improved, and is similar to or even better than other districts in Hong Kong
沙田區空氣質素已大幅改善，與本港其他地區的水平相若，甚至更好

NO_2 二氧化氮	: ↓	26 %
RSP 可吸入懸浮粒子	: ↓	36 %
FSP 微細懸浮粒子	: ↓	46 %
SO_2 二氧化硫	: ↓	45 %

Proposal 建議

- It is obsolete to retain the STFRA under the current legislation
  現行法例中保留沙田燃料限制區已不合時宜

- Causing unnecessary restrictions to some trades and public activities
  對部分行業或市民活動構成不必要的限制

- Propose to lift the restriction on use of liquid and solid fuel in STFRA
  建議解除沙田燃料限制區內使用液體及固體燃料的限制

Factors Considered 已考慮的因素

1. Sha Tin at present 沙田區現況

- Developed into residential area
  已發展為住宅區域
- Mainly uses electricity and gaseous fuel
  使用電力和氣體燃料為主
- Significant improvement in air quality
  空氣質素已大幅改善

2. Current Environmental Legislation 現行的環境保護法例

- Stringent regulatory requirements under environmental legislations, such as the Air Pollution Control Ordinance and the Environmental Impact Assessment Ordinance
  《空氣污染管制條例》、《環境影響評估條例》等均有嚴格的監管要求

3. Assessment by computer modelling 電腦模型評估

- Upon lifting the restriction on STFRA, the air quality of Sha Tin is similar to that of other districts in Hong Kong having similar topographical features, such as Tuen Mun and Tseung Kwan O
  沙田區空氣質素在解除燃料限制後與本港其他類似地型的區域，如屯門和將軍澳相若

Summary 總結

1. Propose to tighten the sulphur content limits of marine light diesel and industrial diesel to no more than 0.001%
   建議收緊船用輕質柴油及工業柴油含硫量上限至0.001%
   - Consider to exempt the supply of marine light diesel with sulphur content not exceeding 0.05% to ocean-going vessels under enhanced requirements of monitoring and reporting

     考慮在增加監管和報告的要求下供應含硫量不超過0.05%船用輕質柴油予遠洋船

2. Propose to lift the restriction on use of liquid and solid fuel in Sha Tin Fuel Restriction Area
   建議解除沙田燃料限制區內使用液體及固體燃料的限制

Timetable 時間表

Time 時間	Actions 工作
2021 to June 2023 2021 年至 2023 年 6 月	Trade Consultation 業界諮詢
10 July 2023 to 9 September 2023 2023 年 7 月 10 日至 9 月 9 日	Public Consultation 公眾諮詢
Q3 of 2023 2023年第 4 季	Consulting the Panel on Environmental Affairs of the LegCo and the Advisory Council on the Environment 諮詢立法會環境事務委員會及環境諮詢委員會

- Draft the amended regulation and submit to the LegCo for vetting
  草擬修訂規例及提交立法會審議

- Implementation by Q3 of 2024
  2024年第 3 季實施

Views Sought 諮詢意見

- Detailed consultation document has been uploaded to EPD's website
  詳細的諮詢文件已上載至環保署網頁

  English:
  https://www.epd.gov.hk/epd/english/environmentinhk/air/pub_consult/air_consult.html

  Chinese:
  https://www.epd.gov.hk/epd/tc_chi/environmentinhk/air/pub_consult/air_consult.html

Views Sought 諮詢意見

- Please send your views on the proposal to the Environment and Ecology Bureau on or before 9 September 2023 by mail / email / facsimile:

  請就建議提出意見，並於2023年9月9日或之前，以郵遞 / 電郵 / 傳真方式送交環境及生態局：

Environment and Ecology Bureau
33/F, Revenue Tower,
5 Gloucester Road,
Wan Chai, Hong Kong
(Attn.: Fuel Restriction Consultation)

香港灣仔告士打道5號
稅務大樓33樓
環境及生態局
(致：燃料限制諮詢)

Email 電郵地址：FuelConsult@eeb.gov.hk

Facsimile 傳真號碼：2827 8040

Thank you
謝謝