



Hong Kong Green Strategy Alliance
香港綠色策略聯盟

Unit G, 7/F, Century Centre, No. 33-35 Au Pui Wan Street, Fotan, Shatin, N.T., Hong Kong.

2nd January 2013

The Hon C Y Leung, GBM, GBS, JP
The Chief Executive
Hong Kong SAR Government

Dear *C.Y.*,

Suggestions to prominent environmental issues
for the 2013 Policy Address Consultation

Hong Kong Green Strategy Alliance (HKGSA) is a non-profit making organization founded in 2012 by a group of professionals and stakeholders who are visionary and wish to undertake the responsibility on the issues of environmental protection and sustainable development. Through active participation, discussions and exchange of views in green issues, projects and technologies, etc., HKGSA would offer our professional opinions and solutions to tackle green issues in Hong Kong and neighbouring region.

HKGSA would like to share our views and comments regarding the prominent environmental issues for the 2013 Policy Address. Please find enclosed our submission in Appendix A for your perusal.

Should you need any further information, please feel free to contact me at 9032 3816 (drwklo@gmail.com) or our Honorary Secretary Ir Kenny Wong at 2788 5647 / 9482 3227 (kenny@hkpc.org).

Yours sincerely,

Ir Dr Hon LO Wai Kwok, BBS, MH, JP
Chairman, Hong Kong Green Strategy Alliance

c.c. Mr WONG Kam-sing, Secretary for the Environment

Encl.



10 January 2013

Ir Dr Hon LO Wai-kwok, BBS, MH, JP
Chairman
Hong Kong Green Strategy Alliance
Unit G, 7/F., Century Centre,
No. 33-35 Au Pui Wan Street,
Fotan, Shatin, New Territories

Dear Dr LO,

Thank you for your letter of 2 January 2013 to the Chief Executive enclosing the Alliance's proposal. We will take this into account when developing the 2013 Policy Address and the 2013-14 Budget Speech. We have also relayed the Alliance's proposal to the relevant bureaux for their reference.

Yours sincerely,

A handwritten signature in black ink, appearing to read 'Carlson Chan'.

(Carlson K S Chan)
Private Secretary to Chief Executive



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Unit G, 7/F, Century Centre, No. 33-35 Au Pui Wan Street, Fotan, Shatin, N.T., Hong Kong.

2nd January 2013

Mr WONG Kam-sing
Secretary for the Environment
Hong Kong SAR Government

Dear *K.S.*,

Suggestions to prominent environmental issues
for the 2013 Policy Address Consultation

I am pleased to send you for your reference a copy of the submission from the Hong Kong Green Strategy Alliance (HKGSA) to the Chief Executive, sharing our views and comments regarding the prominent environmental issues for the 2013 Policy Address. Please find enclosed the covering letter to the Chief Executive and the submission in Appendix A for your perusal.

Should you need any further information, please feel free to contact me at 9032 3816 (drwklo@gmail.com) or our Honorary Secretary Ir Kenny Wong at 2788 5647 / 9482 3227 (kenny@hkpc.org).

Yours sincerely,

Ir Dr Hon LO Wai Kwok, BBS, MH, JP
Chairman, Hong Kong Green Strategy Alliance

Encl.

Recommendations from the Hong Kong Green Strategy Alliance to 2013 Policy Address

Hong Kong is facing a series of mounting and immediate environmental issues which require prompt and holistic policies and actions from the Government. The Hong Kong Green Strategy Alliance (HKGSA) proposes the following issues for the Government's consideration:

Solid Waste

- (1) Hong Kong should benchmark the good waste management practices on other developed economies on waste management. On source reduction aspect, it should be incentivized so as to seek wide acceptance by the community, e.g. more resources should be devoted to the Environment and Conservation Fund (ECF) to facilitate solid waste source separation and recycling programmes. The Government can also develop joint partnership programmes with the various commercial sectors to reduce waste generation and encourage waste reuse and recycling. As a start, the Government can firstly work closely with and provide support to the food and beverage sector which produces about 1000 tonnes of food waste a day, e.g. provide funding support from ECF to help the sector identify viable solutions for conducting source separation and recycling of solid waste.
- (2) Quantity-based waste charging should be implemented as soon as possible in order to provide incentive for reducing the generation of waste at source. This could be started with Municipal Solid Wastes (MSW) and Commercial & Institutional (C&I) Wastes, but should gradually expand to cover all waste types. With the implantation of waste charging, it is expected that residential and commercial sectors would be more incentivized to conduct source separation of wastes, hence not only reducing generation of waste, but also facilitating the development of recycling industry in Hong Kong.
- (3) On waste treatment facilities, state-of-art waste incineration facility is a crucial and central part of the waste management strategy as clearly spelled out in the Policy Framework for the Management of Municipal Solid Waste (2005-2014). Therefore, the Government is recommended to formulate a plan leading to the installation of the long delayed incineration plant.
- (4) As a possible way to reduce the NIMBY (Not In My Back Yard) effect for the installation of incinerator, HKGSA suggests the Government to provide direct economic incentive, e.g. to offset part of the electricity tariff for the district's

residents by the amount of electricity generated through the incinerator in that district.

- (5) Since the installation of an incineration plant will take at least 8 years to complete, the Government should also extend at least 1 or 2 out of the 3 strategic landfills for now, so as to cater the fast growth of waste generation in Hong Kong before the completion of the incineration facilities.
- (6) Apart from the incineration facilities and extension of landfills, the organic waste treatment facility is also an integral part of the waste treatment strategy but again seriously delayed in implementation. HKGSA recommends Government to accelerate the proposed development of organic waste treatment plant in Siu Ho Wan and Sha Ling. At the same time, the Government should carry out a study on the feasibility for the development of further organic waste treatment facilities, both centralized and decentralized ones, based on geographic location, quality and quantity of organic waste, financial set-up (government-owned, privately-operated, voluntary, or even quasi-), etc. The Government should also expand the Food Waste Recycling Programme for Housing Estates by devoting more funding to ECF so that more residential estates can conduct on-site collection and treatment of food waste.
- (7) After long period of discussion in the past years, the Government should confirm the details and implementation framework of the Producer Responsibility Scheme (ORS) for Waste Electrical & Electronics Equipment (WEEE) under the Policy Framework for the Management of Municipal Solid Waste (2005-2014). The Government should set up clear time frame for the implementation of other categories of wastes under the PRS.
- (8) The levies received from handling of MSW and WEEE could be utilized to support the local recycling industry.

Air Quality

- (9) To reduce roadside emission, the Government should implement a policy that will give a push-and-pull effect to reduce the number of polluting diesel motor vehicle on the road. On one hand, it has to expand the incentive funding to encourage and support the old diesel motor vehicle owners to switch to use higher Euro emission standard models, such as direct monetary subsidy, as well as the development and implementation of green vehicle labeling scheme that can offer economic incentive to vehicles that can achieve the emission standard under the green label, such as lower vehicle license fee, cheaper parking rate at car parks, etc. On the other hand, the Government should also implement disincentive

measures to exert pressure on the polluting vehicle owners to switch to more environmental friendly models. Examples of the disincentive measures can be a higher license fee for the polluting models, limiting the right of access to urban centre, mandating retirement of polluting vehicles, etc.

- (10) The Government should provide economic incentive to commercial vehicle owners for installing energy efficient / emission reduction devices, e.g. automatic engine idle stop system, hybrid electric / pure electric drive system, bio-diesel system, etc.
- (11) To further promote the use of electric vehicle (EV), the Government should step up its incentive to motivate the installation of more charging stations and further promote the use of EVs by providing economic incentive, such as free / discounted parking for EVs.
- (12) The Government should continue the effort of reducing NOx emissions from Euro III or below franchised buses.
- (13) The Government should promote the use of bio-energy including bio-diesel in land and sea transports to improve air quality of Hong Kong. Incentive scheme like the Fair Wind Charter should be introduced in order to help improve the total air quality level.
- (14) The Government may mandate the use of local sulphur fuel or shore-side electrical power for marine vessels berthing at HK.
- (15) Since Hong Kong is the aviation hub of Asia Pacific region, the Government may consider set up research programmes in Hong Kong in collaboration with Mainland China on the use of bio-fuel for aviation industry.
- (16) The Government should formulate its long term fuel mix strategy so as to reduce the overall air pollution, such as the use of cleaner fuel for power generation.

Climate Change and Energy Efficiency

- (17) Whilst the Government have published the consultation document with carbon reduction targets, it is advisable to review whether Hong Kong should continue to aim at 50-60% carbon intensity reduction target by 2020, especially after the Fukushima incident which has caught a lot of attention on the safety aspect of nuclear power plant. Continuing to increase the percentage of natural gas and reducing the amount of coal can surely improve air quality, but we need to be cautious on whether we will have continuous supply of natural gas, not to mention that its price is anticipated to surge in coming years. The Government has to evaluate whether our citizens and commercial sectors are prepared and able to cope with the increase in electricity bill.

- (18) In addition to the above fuel mix, the Government should encourage local large scale renewable energy (RE) developments to meet the RE target of 3-4% of the anticipated fuel mix ratio.
- (19) The Government should expand the Building Energy Efficiency Funding Programme by devoting more funding to ECF so that more residential estates can apply energy efficiency installations.
- (20) The Government should implement energy efficiency installations in ALL government buildings, and encourage commercial buildings to adopt energy efficiency installations, through their own resources or through energy saving performance contracting arrangement. The Government may consider set up an Environmental Installations Loan Guarantee Fund to support Hong Kong's enterprises for the installation of energy efficient / cleaner production devices.
- (21) The Government should take the lead in promoting the use of LED technology for lighting, and may consider set up a Hong Kong LED Consortium in order to consolidate the business and marketing efforts in particular to overseas countries. This is one of the major energy saving initiatives in buildings, incentive & support from Government is definitely needed.

Promotion of Environmental Industry

- (22) The Government should set up an advisory body to develop, advise and monitor a development plan for the local environmental industry. It should consider the feasibility of setting up a regional centre for the verification of environmental technologies and products so as to facilitate the development and application of innovative green technologies and products in Hong Kong.
- (23) The Cleaner Production Partnership Programme (CPPP) that was introduced in 2008 has indeed helped over 1,500 Hong Kong owned factories to reduce air pollution and improve energy efficiency, leading to effective reduction of air emissions. Upon its confirmation for the extension of 2 years' programme to be started in Apr 2013, the Government should consider further expanding the geographic coverage of the Hong Kong owned factories to Guangdong Province or beyond, rather than the current coverage in Pearl River Delta only. Also its scope should be expanded to cover other environmental issues, such as water saving and recycling, waste reduction and recycling, noise pollution control, etc. The amount of subsidy should also be increased. Further incentive programme for existing participants should be introduced to encourage wider and deeper participation for adopting high end technologies and practices so as to achieve high effectiveness in cleaner production measures.

- (24) It is the Government's tendering practice to utilize proven technology. However many of the innovative technologies developed by Hong Kong owned enterprises may not have the chance to be widely used, so it would be difficult to meet the Government's tender requirement. HKGSA recommends the Government to consider adopt innovative technologies as one of the criteria in evaluating the tender submissions so that the locally developed innovative technologies can also be considered.
- (25) The Government should further improve its green procurement policy, and should consider include Carbon Footprint as one of the criteria. HKGSA recommends the Government engineering contracts should use certain percentage of environmental materials so as to create sufficient market potential to facilitate the healthy development of local environmental industry.
- (26) The Government should consider set up the Environmental Industry Commercialization & Development Centre in a reputable and impartial organization strong in this aspects, such as the Hong Kong Productivity Council, in collaboration with relevant associations to help technology transfer, via technology identification & verification.

December 2012