



Hong Kong Green Strategy Alliance

香港綠色策略聯盟

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7th January 2014

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

Dear

Suggestions to prominent environmental issues
for the 2014 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 2014 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.

Recommendations from the Hong Kong Green Strategy Alliance to 2014 Policy Address

The Hong Kong Green Strategy Alliance (HKGSA) proposes the following for the Government's consideration:

Solid Waste

- (1) HKGSA concurs with the Hong Kong Blueprint for Sustainable Use of Resources 2013-2022 that a series of holistic approaches is necessary to tackle the imminent waste problem in Hong Kong. We advocate a sustainable integrated waste management strategy which should comprise four key elements: (a) waste avoidance and minimization, (b) resources (including energy and materials) recovery, reuse and recycling, (c) waste treatment including volume reduction, and finally (d) landfill disposal of residual waste.
- (2) One of the high priority areas is the early implementation of the quantity-based waste charging. HKGSA strongly believes that charging is one of the better tools to accelerate behavioral change. Focusing on the 4 core subjects under the current phase of Public Engagement Exercise, our views are as follows:
 - (i) **Charging Mechanism**
Commercial and Industrial (C&I) wastes shall be charged at the gate of landfills or at transfer stations, just like the current practice with C&D wastes where a trip ticket system is implemented. Domestic waste shall be charged on individual dwellings based on volume, irrespective of large housing estates, high-rise buildings, single establishments or village houses, by designated garbage bags, which could be purchased through designated outlets or even convenient stores.
 - (ii) **Coverage of Charging Scheme**
For the sake of fairness and shared responsibility, both the domestic and C&I sectors shall be charged at the same time.
 - (iii) **Charging Level**
As a starting point, HKGSA opines that the charging level shall be based on similar fees charged in countries around the region, and fixed at a socially and politically acceptable level.
 - (iv) **Recycling**
HKGSA supports the government to set up a green fund to provide loans to the recycling industry at a low interest rate in order to allow recyclers in need to “jumpstart” or “get on their foot” or to acquire new technologies or

equipment. At the same time, a technical unit should be set up within the Government to provide technical support to the recyclers, where needed. Once stabilized and mature, the fund or trust shall be steered towards promoting newer and clean technologies, as well as assisting the recycling of the less valuable, yet environmentally harmful products.

- (3) HKGSA suggests the government should work in parallel on other high priority issues include producer responsibility schemes for plastic bags, WEEE, glass and packaging wastes to encourage waste reduction.
- (4) With regards to recycling, the Government should set up a sufficient number of recyclables collection centres in the community which are reasonably accessible, and provide sufficient land and berthing facilities to facilitate recyclers' operation. The Government should also provide theme based funding subsidies to develop cost effective recycling technologies.
- (5) To further provide incentives for diverting recyclable wastes from landfills, the Government should set up a recycling fund (as also mentioned in Item 2-IV) to help the sustainable development of recycling industry. HKGSA suggests the Government should formulate a registration system for qualified recyclers, and provide direct subsidies to certain types of wastes that have lower recycling values (e.g. food waste, glass bottles), or provide subsidy in maintaining a relatively stable price of some recycled materials. It is expected the cultivation of local recycling industry could provide a number of low technique job opportunities. We look forward to the Steering Committee for Promoting the Sustainable Development of Recycling Industry chaired by the Chief Secretary to formulate solid implementation plans within a reasonable time frame.
- (6) The Government should also review the charging level for the disposal of construction and demolition waste, so as to encourage further increase of recycling rate.
- (7) On waste treatment facilities, using thermal (Waste to Energy) technologies which can substantially reduce the volume of waste is inevitably necessary for HK. As regards the choice of technology, after careful examination we recommend the mass burn moving grate technology to be adopted in HK. Since Hong Kong needs the first mass burning incineration plant urgently, we should go for a proven technology that has been widely used around the world. Therefore HKGSA suggests that other emerging but less-proven technologies may be considered in the future when they have become more mature.
- (8) As a possible way to reduce the NIMBY (Not In My Back Yard) effect for the installation of incinerator, HKGSA suggests the Government should consider providing direct betterment to the affected communities living near the facilities.

- (9) HKGSA believes that with the construction of the Waste to Energy facility, the amount of MSW requiring final disposal at landfills would be substantially reduced. As such, although we agree some extension of the existing landfills would still be required, the Government should review the total capacity that needs to be extended to ease the concern of the affected communities.
- (10) 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 should accelerate the proposed development of organic waste treatment plant in Siu Ho Wan and Sha Ling. At the same time, the Government should actively identify 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.
- (11) To cultivate behavioral changes, the government should devote more funding to support specific environmental education / awareness programmes, both on community level and specific C&I sectors.

Air Quality

- (12) HKGSA supports the Government's initiative to inject \$11.7b for progressively phasing out pre-Euro IV diesel vehicles. We also support imposing mandatory retirement of all the new diesel vehicles, e.g. Euro V & VI. On this, the Government should review the proper retirement age of existing Euro IV and V diesel commercial vehicles such that these types of existing vehicles will not be potential air polluters when their emission levels are seen to be excessive in the future.
- (13) 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, etc., say by setting up a permanent Green Transport Fund, instead of the current Pilot Green Transport Fund.
- (14) 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. The Government should also facilitate local

development of critical EV components and drive systems, such as the setting up specific themes in local R&D centres.

- (15) The Government should continue the effort of reducing NO_x emissions from Euro III or below franchised buses.
- (16) The Government should promote the use of bio-energy including bio-diesel in land and sea transports to improve air quality of Hong Kong. As a first step, the Government should facilitate the use of bio-energy in all government vehicles and ships. If positive results are obtained from the trial in government fleet, the Government should provide direct subsidy to help local vehicles & ships to upgrade their engine systems so as to support the use of bio-fuel at appropriate blends, e.g. B5-20.
- (17) The Government may mandate the use of low sulphur fuel or shore-side electrical power for marine vessels berthing at HK.
- (18) The Government should also control the emissions of off-road diesel engines, such as construction equipment, stationary or mobile power generator, etc.
- (19) With the recent announcement on the projection of electricity tariff for the next 5 years by the two power companies, it is envisaged that increase in tariff is needed for re-arranging the fuel mix ratio for lowering air emissions. The Government should evaluate whether our citizens and commercial sectors are prepared and be able to cope with the increase in electricity bill, so as to formulate its long term fuel mix strategy.

Climate Change and Energy Efficiency

- (20) Although the Fukushima incident which has caught a lot of attention on the safety aspect of nuclear power plants, the Government should carefully examine whether the existing fuel mix ratio without increase of electricity generation through nuclear energy is sufficient to meet the future expectation on reduction of local air pollution and carbon emissions.
- (21) The Government should encourage more local renewable energy (RE) installations, such as by providing incentive to the community for wider adaptation of renewable energy measures.
- (22) 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.

- (23) 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.

Sustainable Development

- (24) 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.
- (25) 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. With the successful experience, the extension of 2 years' programme was started in Apr 2013 with further expanding the geographic coverage of the Hong Kong owned factories to Guangdong Province. To encourage wider and deeper adoption of cleaner production measures by Hong Kong owned factories, it is suggested to inject further funding in 2015 so as to achieve high effectiveness in cleaner production measures. In regards to detailed activities, the government may consider provide matching fund to factories for adopting proven cleaner production technologies, and subsidize the certification of national cleaner production accreditation scheme, so as to further improve the environmental performance of Hong Kong owned factories.
- (26) 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.
- (27) 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.

- (28) 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.
- (29) HKGSA has recently set up 3 panels looking into hot environmental matters related to waste management, new development (e.g. North East New Territories, Hung Shiu Kiu, land reclamation, etc.), and the airport's three runway system. HKGSA will continue to offer our advice to foster sustainable development of our community.

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