

可持續發展工作小組 Sustainable Development Sub-group

工作重點

工作小組的工作主要圍繞三個重點，分別是船舶排放控制、改善空氣質素和促進粵港雙方在環境議題上的交流合作。就這些工作重點，工作小組邀請了政府相關部門和工商業界共同探討這些議題，共同為實現區域性可持續發展而努力。

工作小組關注議題

1. 船舶排放控制

工作小組探討了在本地港口推動船舶泊岸時轉用更清潔能源的可行性。環境保護署指出若遠洋船於香港水域停泊時轉用低硫燃油，其排放的二氧化硫所佔香港水域總排放量的比重將可由約40%減低至約30%。鑑於部分遠洋船在歐洲港口泊岸時，已應當地法例要求轉用低含硫量燃油，工作小組建議特區政府加強推動船舶排放控制的工作。

Main Tasks

The Sub-group focused on three main tasks in 2012: Vessel Emission Control, Air Quality Improvement and Further Cooperation with the Environment Authorities of Guangdong. The Sub-group had exchange of views on major issues of concern with various stakeholders, with a view to joining hands in the pursuit of sustainable development in the Pearl River Delta region.

Major Issues of Concern

1. Vessel Emission Control

The Sub-group had looked into the feasibility of requiring ocean-going vessels to switch to cleaner fuels while berthing at Hong Kong. The Environmental Protection Department pointed out that if ocean-going vessels switched to low-sulphur fuel at berth, the percentage of the sulphur dioxide emission attributed to ocean-going vessels at berth in Hong Kong waters could be reduced from about 40 % to 30%. In fact, some ocean-going vessels had already switched to cleaner fuels while berthing at European ports as required by law. The Sub-group therefore suggested the Hong Kong Government step up efforts towards controlling vessel emission.





工作小組留意到業界普遍支持特區政府跟隨國際海事組織訂定的減排時間表和按此推動泊岸轉油政策，並支持特區政府與內地合作，攜手改善珠三角區域的空氣質素。工作小組建議特區政府進一步探討泊岸轉油政策對珠三角區域內各港口相對競爭力的影響。

2012年9月，政府當局推出為期三年的計劃，遠洋船在本港水域停泊時轉用較清潔燃料，可獲寬減一半港口設施及燈標費；工作小組對這措施表示歡迎。

此外，工作小組指出如要規管本地水域行駛的船隻和渡輪使用低含硫量燃油，須考慮到本地燃油的供應、提升本地燃油質素的技術，以及含硫量不同的燃料之間的切換會否對業界營運成本構成壓力等。工作小組期望政府當局繼續有關研究，並建議當局保持與業界的溝通，探討進一步提升燃油質素的可行性。

The Sub-group noticed that the industry was generally supportive of the government's decision to adopt the emission reduction timetable drawn up by the International Maritime Organisation, to work towards introducing mandatory requirement for fuel switch at berth, and to strengthen cooperation with the Mainland authorities to improve air quality in the Pearl River Delta region. The Sub-group suggested the government further assess the impacts of fuel switch at berth policy on the relative competitiveness of ports in the Pearl River Delta region.

The Sub-group also welcomed the launching of the incentive scheme by the government in September 2012, under which ocean-going vessels using cleaner fuel while berthing in Hong Kong waters would enjoy a 50 % reduction in port facility and light dues.

The Sub-group noted that if local vessels including ferries were to switch to cleaner fuel, the technical feasibility of upgrading the quality of local fuels, and impact on their operating costs would be issues of concern to the trade. The Sub-group supported the government to continue with on-going studies in this area and to actively liaise with the industry to address their concerns.





2. 改善空氣質素

工作小組一直關注香港與珠三角地區空氣質素的改善進度，並曾就香港普及使用石油氣、柴油和電動汽車的可能性與環境保護署作交流。由於香港人煙稠密，要找出合適空間興建石油氣站較困難，對在香港全面推行石油氣車構成障礙；柴油車所排放的廢氣污染性高，而新一代的柴油車的控制排放的器件亦需要定時更換。若要徹底解決路邊空氣污染問題，引入零排放汽車(如電動車)是最有效的辦法，但須先解決充電需時和電池的壽命的問題。

工作小組留意到在2006至2011年間，珠三角區域的二氧化硫減少接近一半，二氧化氮和可吸入懸浮粒子分別減少13%和14%，但臭氧水平則上升21%(主要由工廠和其他源頭產生)。雖然內地當局設有在線監控，但有部分發電廠的廢氣排放仍然嚴重，違規情況難以控制；同時，部分廠家為節省成本，違規排放廢氣。此外，缺電問題仍然存在，加上質素比較好的燃油短缺，因此部分廠商使用劣質燃油推動自置發電機發電，令空氣污染情況難以得到改善。

2. Air Quality Improvement

The Sub-group had been paying close attention to the air quality in Hong Kong and the Pearl River Delta region. The Sub-group had exchanged views with the Environmental Protection Department on the use of LPG vehicles, diesel vehicles and electric vehicles in Hong Kong. The limited availability of space for the provision of LPG filling stations was an obstacle to promoting the use of LPG vehicles. On the other hand, the new generation of diesel vehicles would require regular replacement of emission control parts to ensure emission standards are met. Although electrical vehicles could effectively reduce roadside air pollution, their use was not popular due to the long battery charging time and car owners' concern about limited battery life.

The Sub-group noted that between 2006 and 2011, the concentrations of sulphur dioxide, nitrogen dioxide and respirable suspended particulates in the Pearl River Delta region had decreased by about 50%, 13% and 14% respectively, whereas the concentration of ozone (which was produced by factories and other sources) had increased by 21%. Although on-line monitoring had been put in place in the Mainland, emissions from some power plants remained serious and non-compliance was still hard to curb. The Sub-group further noted that some operators had continued to emit flue gas in breach of the rules in order to lower operating costs; and air pollution was also aggravated by the use of in-house generators powered by fuels of poor quality in some factories due to the shortage of power supply and quality fuels.



3. 促進粵港雙方在環境議題上的交流合作

有見於廣東省近年在推動珠三角區內環保工作方面作出不少努力，工作小組及部分商務委員會成員於2013年1月組團往廣州，與省環境保護廳官員座談交流，以促進雙方的了解和合作。席間，代表團成員除了就區內的環境保護工作、成效和發展方向與省環保廳交換意見外，更反映內地港資企業對區內環境的意見，並分享部分港企採用清潔生產技術和作業方式的經驗。代表團又到市內的環境監測中心和獵德污水處理中心參觀設施和運作，實地了解廣東省環保設施的運作情況。這次交流不但加深商務委員會對區內環保工作的認識和了解，更為日後粵港兩地政府和業界共同攜手改善區內環境踏出重要的一步。



3. Further cooperation with the Environment Authorities of Guangdong

In view of the efforts made by the Guangdong authorities in improving the environment in the Pearl River Delta region, the Sub-group sent a delegation to meet with the representatives of Guangdong Environmental Protection Department in January 2013. The visit provided a platform for exchange of views on environmental issues of mutual concern, and sharing of experience and ideas on cleaner production technologies. The delegation also visited the Guangdong Environmental Monitoring Centre and Liede Waste Water Treatment Plant. The visit enhanced mutual understanding of the environmental work of the region, and also paved the way for future cooperation between the two places.

