



## How The Minimum Wage Affects Our Industry

The Minimum Wage Ordinance was passed on 15th July 2010. Officials said the law will take effect next year, and the Provisional Minimum Wage Commission is expected to propose a minimum wage level in the coming months for the Chief Executive, Mr. Donald Tsang's approval.

The Environmental Services Contractors Alliance ("ESCA") has conducted several surveys of our industry over the past 3 years on this issue and we subsequently presented our members' concerns to the Government before the minimum wage bill was passed. The major concerns within our industry are as follows:

- 1) The minimum wage should be set at a level widely acceptable throughout society;
- 2) The reckonable years of service of employees should have a clear cut-off date for future severance payments and long service payment calculations; and
- 3) At least a one year preparation period should be given before the law comes into effect.

The ESCA publicised the above concerns in newspapers in addition to writing to the related officials and LegCo members for their attention while they worked on the framework of the law. The feedback on our requests was unfavourable due to no other industries having addressed the same concerns or problems, according to our latest meeting with officials from the Labour Department.

As most people are aware, a high minimum hourly wage level, such as HK\$29 or more, imposed on low income businesses will result in a sharp increase in additional compensation to employees who are entitled to severance or long service pay after the Minimum Wage Ordinance comes into force. As this additional compensation was not included in original service cost calculations, it will definitely become a significant financial burden to all employers in labour intensive industries like ours. Thus, we must add the cost of this additional financial obligation to all future projects to avoid a loss arising from the new minimum wage.

## 最低工資對行業的影響

最低工資條例已於今年七月十五日通過了，並已落實於明年實施。臨時最低工資委員會在未來數月，將會建議一個最低工資水平予特首審批。

香港環境衛生業大聯盟(下稱大聯盟)已於過去三年在業界作出多次有關最低工資的問卷調查，並將業界的意見在立法之前提交予政府參考。其中業界最關注的問題及意見如下：

1. 最低工資應訂立於社會各界可接受的水平。
2. 應為僱員可追溯的服務年資設區分期，以便將來支付遣散費或長期服務金時，僱主可依區分期的前後工資計算。
3. 實施期應於立法的一年後才生效。

大聯盟在立法之前除了致函予有關的政府官員及立法會議員外，並曾登報表達業界的關注。於最近一次與勞工處會面時，所獲得的回應並不樂觀。據處方表示，業界所提出的問題在其他行業並無類似的意見。

眾所周知，如最低工資水平訂於高位，例如時薪29元或以上，對低收入行業影響甚深。因為工資的漲幅較大，僱員在立法後可獲的遣散費或長期服務金的補償便會額外地大幅增加，而僱主在原先的合約成本上並無預算，對我們營運的人力密集行業，更加立竿見影，必然造成沉重的財政負擔。為免最低工資實施後對業界帶來營運的虧損，我們將來投標時，必須將這個額外的財政負擔計算於成本之內。

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# PROPOSED ADJUSTMENT ON THE CONSTRUCTION WASTE ACCEPTANCE CRITERIA FOR DISPOSAL

According to the Waste Disposal (Charges for Disposal of Construction Waste) Regulation – Schedule 6, construction waste with no more than 50% by weight of inert material can be accepted for disposal at the designated landfill, whilst construction waste with more than 50% of inert material should be sent to the sorting facility.

Under the current acceptance criteria (Table 1), except for a full load of non-inert materials, such as bamboo, wooden pallet or wood, etc), every construction waste load should be measured with the “Waste weight / Permitted Gross Vehicle Weight (GVW) Ratio” as the base for acceptance for disposal. Since the implementation of the Construction Waste Disposal Charging Scheme four years ago, with the changes in the waste composition as well, the accuracy of acceptance based on the “Waste weight / Permitted Gross Vehicle Weight (GVW) Ratio” has dropped from the initial 70% down to 50%. The consequence is that the inert material consumed the valuable void space at the landfill while the sorting facility processed excessive non-inert waste.

In order to improve the judgment efficiency, the Environmental Protection Department is proposing a depth measurement as additional criteria for construction waste acceptance. Upon consulting the stakeholders and the industry, including the ECMA, since December 2009, the proposed waste depth measurement criteria are set out in Table 2.

According to the programme proposed by the Environmental Protection Department, the new acceptance criteria will be implemented by the end of 2010. The EXCOM member of ECMA will follow up on this and update related information to ECMA members timely.

參照表（一） - 現行準則

Table 1 – Current Acceptance Criteria

現行準則 Current Criteria	車輛組合 Type of vehicle	重量比例 Waste / GVW ratio	接收設施 Disposal facility
	非勾斗車 Non-grab type	不多於 0.20 Not more than 0.20	堆填區 Landfill
		多於 0.20 More than 0.20	篩選分類設施 Sorting facility
	勾斗車 Grab type	不多於 0.25 Not more than 0.25	堆填區 Landfill
		多於 0.25 More than 0.25	篩選分類設施 Sorting facility

參照表（二） - 建議新準則

Table 2 – Proposed Acceptance Criteria

新 建 建 築 廢 物 接 收 準 則	車輛組合 Type of vehicle	廢物深度 Waste depth	重量比例 Waste / GVW ratio	接收設施 Disposal facility
	非勾斗車 Non-grab type	多於 1.5 米 More than 1.5 metre	任何比例 Any ratio	堆填區 Landfill
		不多於 1.5 米 Not more than 1.5 metre	不多於 0.20 Not more than 0.20	堆填區 Landfill
			多於 0.20 more than 0.20	篩選分類設施 Sorting facility
	勾斗車 Grab type	多於 1.0 米 More than 1.0 metre	任何比例 Any ratio	堆填區 Landfill
		不多於 1.0 米 Not more than 1.0 metre	不多於 0.25 Not more than 0.25	堆填區 Landfill
			多於 0.25 more than 0.25	篩選分類設施 Sorting facility

## 擬調整建築廢物的接收準則

### 簡介

廢物處置（建築廢物處置收費）規例的附表 6 規定：送交堆填區處置的每一建築廢物載量不得含有按重量計多於 50% 的惰性建築廢物，而送交篩選分類設施處置的每一建築廢物載量必須含有按重量計多於 50% 的惰性建築廢物。

### 現行準則（參照表一）

按照現行的接收準則，除了全屬非惰性的建築廢物（包括竹枝、夾板或木材等），其他建築廢物載量均以「廢物重量 / 許可車輛總重」的重量比例為基礎。但隨著收費計劃已推行四年多，而建築廢物中不同物質成份有所變更，接收準則的正確判斷效能亦由原先超過七成下跌至接近五成，這導致過多的惰性建築廢物佔用了堆填區寶貴的空間，而篩選分類設施處理過多的非惰性建築廢物也增加了所需的資源。

為了提高判斷效能，環境保護署建議方案是希望引入建築廢物深度的測量。自 2009 年 12 月開始收集意見及經過業界包括環保工程商會的磋商後，決定新建建築廢物接收準則引入建築廢物深度的測量，詳情列於參照表（二）。

根據環境保護署的時序，新建建築廢物接收準則將於 2010 年底實行。本會幹事將密切跟進事項，以盡快將資訊通知商會會員。





## Demand for Amendments on Government Contract's Terms & Conditions

ECMA as one of the Allied members of the Environmental Services Contractors Alliance (Hong Kong) ("ESCA") support the review on current terms and conditions of government contracts by consulting professional legal advice for a fair and equal contractual relationship between the government departments and contractors. ESCA have had a meeting on 6th June 2010 with officials of Financial Services and the Treasury through the LegCo member Mr. Chan Hak Kan to present the demand for contract terms amendments. As per the Treasury officials' proposal, subsequent letters to relating departments were sent to pursue the demand directly for the industry.

To give ECMA members the most up-to-date information regarding the issue, we are pleased to sum up the principles of our demand as below for your reference:

- 1) All terms and conditions should be on fair and equal terms, and amendments should be made for those unfair and unjustified terms which are in favour of government departments.
- 2) The risks and liabilities on loss and damage imposed on contractors are far more than their abilities to undertake and they are totally unjustified. The terms should be amended fairly so that they are justified and insurable for contractors' undertaking.
- 3) The penalty clause on performance default should not be a double penalty, which is not justified as per the principle of Hong Kong Law.
- 4) The termination clause should be amended for both parties to have equal right to exercise instead of being one-sidedly in favour of the government.

ESCA has received acknowledgments of demand from various government departments and is still awaiting their replies and arrangements for meeting on this issue. We will update members of the development in due course.

Members who wish to receive a copy of the legal advice commenting on those government contracts may contact Ms. Winnie Koo by email to [ecma02@ecma.org.hk](mailto:ecma02@ecma.org.hk).

We look forward to having fair and equal terms and conditions being advocated and exercised for all service contracts in our industry.

## 要求修改政府合約條款

環保工程商會作為香港環境衛生大聯盟的聯盟成員之一，非常支持大聯盟以公平公正的原則，尋求專業的法律意見來檢討現行的政府合約條款，從而改善現時政府的外判服務合約對外判商不公平的情況。大聯盟經立法會議員陳克勤先生的協助，於本年六月三日與財經事務及庫務局的官員會面，反映業界要求檢討現行的清潔服務合約條款的訴求。其後亦依照庫務局官員的建議，致函予各有關政府部門要求直接會面，為行業爭取檢討合約條款的修訂。

為了讓本會會員可知悉有關要求的最新資料，現將要求的要點原則簡述如下：

- 1) 所有合約條款應符合公平及公正的原則，凡對外判商不公及利益傾向政府部門的條款都應作出修改。
- 2) 現行的條款要外判商承擔的風險責任，遠超外判商可承擔的能力，是不合情理的。有關條款必須公正地依據可行及合理的風險情況下修改，讓外判商能真正根據有關風險承擔來投保。
- 3) 有關服務不符時的懲罰條款，不應出現雙重處罰，有違香港法律原則。
- 4) 合約終止條款應將現時政府部門可單方面執行，修改為雙方皆可執行的條款。

大聯盟已接獲有關部門的通知，有關要求需時檢討。大聯盟現正期待有關部門就行業的要求作出回覆，並會跟進有關要求。如有進一步的訊息，本會將會通知各會員。

會員如欲收取有關政府合約條款的法律意見，可電郵[ecma02@ecma.org.hk](mailto:ecma02@ecma.org.hk)予本會行政助理顧慧儀小姐安排。

我們期待所有服務合約能獲公平合理地提倡及執行。





## Subsidy for changing to Euro 4/5 Commercial Vehicles

As part of the Action Blue Sky campaign, the HKSAR Government's response to collaborated global efforts towards protecting the environment, legislation is in place to control commercial vehicle emissions. Regulations have been in force in the following phases. All new commercial vehicles must meet the Euro standards applicable to their phases :

Phase	Effective Year	Carbon Monoxide	Hydrocarbons	Nitrogen Oxide	Suspended Particles	Dark Smoke (m-1)
Euro I	1995	4.5	1.1	8.0	0.36	
Euro II	1997	4.0	1.1	7.0	0.15	
Euro III	2001	2.1	0.66	5.0	0.10	0.8
Euro IV	2006	1.5	0.46	3.5	0.02	0.5
Euro V	2009*	1.5	0.46	2.0	0.02	0.5
Euro VI	???	1.5	0.13	0.4	0.01	

Note : Since Euro V technology of some commercial vehicle suppliers is still not well developed, the government is postponing Euro V standards at the request of dealers.

To encourage early replacement of old vehicles with more environment-friendly models, the government began offering subsidies on 1 April 2007 to owners who scrapped their pre-Euro or Euro I commercial vehicles and replaced them with new Euro IV/ V vehicles. Owners who opted for Euro V commercial vehicles also had their first registration tax waived. This funding scheme ended on 31 March 2010. Subsequently, a new subsidy scheme was launched on 1 July 2010 to encourage replacement of old Euro II commercial vehicles.

### Definition of Euro II Vehicles

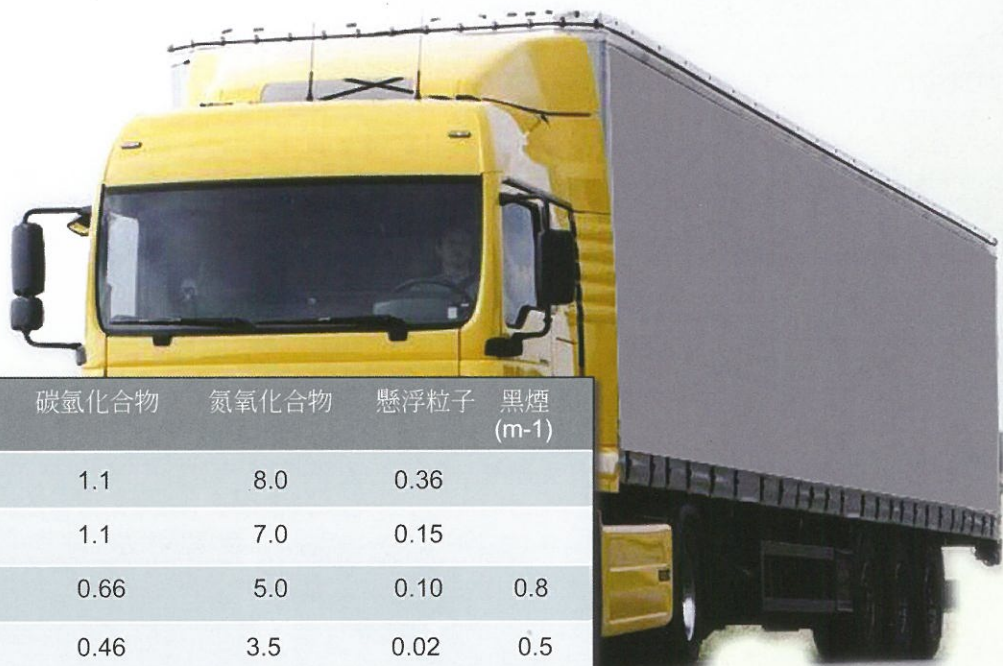


Vehicle Class	Permitted Gross Vehicle Weight	Date of First Registration (both dates inclusive)
Goods Vehicles	Not more than 3.5 tonnes	1/10/1998 to 31/12/2001
	More than 3.5 but not more than 4 tonnes	1/10/1998 to 30/9/2001
	More than 4 tonnes	1/4/1997 to 30/9/2001
Non-franchised Buses	N.A.	1/4/1997 to 30/9/2001
Diesel Light Buses	Not more than 3.5 tonnes	1/10/1998 to 31/12/2001
	More than 3.5 but not more than 4 tonnes	1/10/1998 to 31/7/2003
	More than 4 tonnes	1/4/1997 to 30/9/2001



## 更換歐盟 4/5 商用車的資助計劃

香港政府致力響應全球環保而推行的藍天大行動，其中一項為針對商用車的廢氣排放而實施的法規，按下列期別執行。所有新商用車出牌都須合乎在期限內的歐盟標準：



期別	實施年份	一氧化碳	碳氫化合物	氮氧化合物	懸浮粒子	黑煙 (m-1)
歐盟1期	1995年	4.5	1.1	8.0	0.36	
歐盟2期	1997年	4.0	1.1	7.0	0.15	
歐盟3期	2001年	2.1	0.66	5.0	0.10	0.8
歐盟4期	2006年	1.5	0.46	3.5	0.02	0.5
歐盟5期	2009年*	1.5	0.46	2.0	0.02	0.5
歐盟6期	???	1.5	0.13	0.4	0.01	

備註：由於部份商用車供應商的歐盟5技術未成熟，政府應按代理要求，推遲實施歐盟5期。

為鼓勵車主更換更環保的新車，政府於2007年4月1日向以歐盟前或歐盟1更換為歐盟4或5的車主給予資助，如新車為歐盟5更可獲轉免首次登記稅。歐盟前或歐盟1的資助基本上於2010年3月31日終止，政府接著於2010年7月1日推出更換歐盟2舊車的資助計劃。

### 歐盟二期柴油商業車輛的界定

車輛類別	許可車輛總重	首次登記日期 (包括首尾兩天)
貨車	不超過3.5公噸	1/10/1998 to 31/12/2001
	超過3.5但不超過4公噸	1/10/1998 to 30/9/2001
	超過4公噸	1/4/1997 to 30/9/2001
非專利巴士	不適用	1/4/1997 to 30/9/2001
柴油小巴	不超過3.5公噸	1/10/1998 to 31/12/2001
	超過3.5但不超過4公噸	1/10/1998 to 31/7/2003
	超過4公噸	1/4/1997 to 30/9/2001

有關資助計劃詳情及金額，可參閱政府網站：

<http://www.epd.gov.hk/epd/cindex.html>.



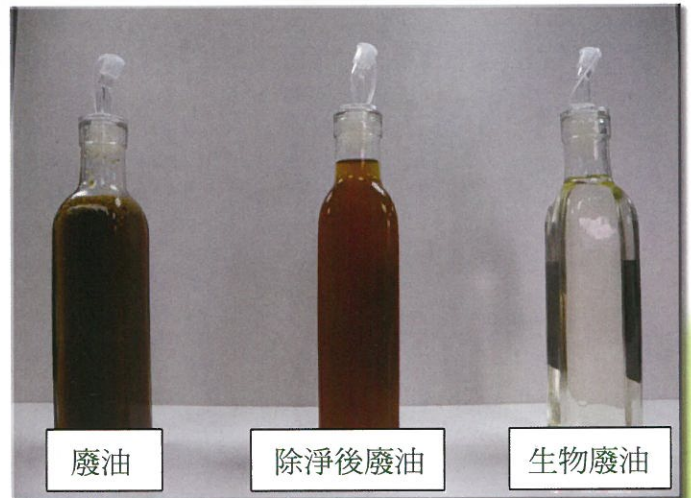


## Waste Oil Recycling

At our General Meeting this year, we had the pleasure of having Mr. Kwan of Champway Technology as our guest speaker. Champway Technology is a waste oil recycling company. They turn waste oil into biodiesel, which can be used in a mixture with regular diesel for equipment and vehicle use. Biodiesel is a clean fuel because the SO<sub>2</sub>, CO, soot and PAHs emissions are much lower. Also, it gives clean and fresh air. We can breathe in front of the exhaust pipe.

Champway Technology started in 2008. Their aim is to recycle all local waste cooking oil and animal fat (such as lard) into biodiesel, the renewable energy of our own. Processing these non-food grade oils into energy here in Hong Kong will eliminate the chance of their being smuggled into Mainland China for edible purposes whilst keeping the livelihood of the current collectors in Hong Kong. This manufacturing process is a sustainable development in Hong Kong based on the following:

- Emission from the engines using biodiesel will be non-toxic, free from black smoke, less damaging to the ozone layer in the atmosphere.
- Biodiesel used as fuel will not increase CO<sub>2</sub> level in our environment.
- Generate renewable energy locally.
- Reduce waste in the sewage system by recycling waste cooking oils.
- Limit health hazards in using improperly prepared edible oils in the food industry.
- Reduce the amount of engines' maintenance and its associated wastes if biodiesel is used properly.



倡威科技有限公司生產的生物柴油  
已達到歐盟標準 EN14214

## 廢油回收再造

今年環保工程商會例會，榮幸地邀請到倡威科技有限公司的關先生為演講嘉賓。倡威科技有限公司是一所廢油回收公司，現時倡威科技把廢油煉成生物柴油並可與一般柴油混合供車輛及機械使用。生物柴油是一種清潔燃料，因為SO<sub>2</sub>, CO, soot and PAHs 排放量很低之餘且提供更潔淨及清新空氣。我們可以在廢氣喉前呼吸了。

倡威業務於2008開始，他們的目標是把本地的食物廢油及動植物油(例如豬油)循環再造成生物柴油，為我們提供再生能源。在香港提煉這些非食物類油成為能源，能夠打擊走私廢油到中國內地成為食油的同時，亦使現行收集者的生計得以維持。這個製造過程能使香港基於以下數點得以持續發展：

- 生物柴油車輛所排出的廢氣無毒、無黑煙，令大氣層的損害減少
- 生物柴油當成燃料不會為環境增加CO<sub>2</sub>
- 為本地生產再生能源
- 食物廢油循環再用可令污水系統的廢物減少
- 減少食物生產商使用不當處理廢油制造食油減少危害健康
- 若適當地運用生物柴油，可減低發動機的維修及所產生的廢物





## World Expo 2010 Shanghai China Study Tour

The Shanghai World Expo 2010 China, with more than 200 countries/regions and international organizations displaying their projects to the public, is the largest and most prestigious exhibition so far.

The Environmental Services Contractors Alliance (Hong Kong) (ESCA) in support of in the Expo, will hold a 4-day tour during 16th to 19th September 2010 to visit the Expo. 15 ESCA members companies organized a 60 people team to take part in the tour.

The ESCA hopes that this event will not only give members a chance to understand more about Shanghai but will also allow them to learn the latest innovations and technologies developed by different countries and cities. This horizon-widening experience may help ESCA members to bring back what they have learned and integrate the new techniques and culture into our industry to improve on service standards for a cleaner and better life in Hong Kong.

## ECMA Organized a Study Tour to 2010 ISSA/INTERCLEAN SHOW in Amsterdam



Following the questionnaire conducted last year and with the full support of our members, the Association organized a delegation to the 2010 ISSA/INTERCLEAN Amsterdam from 22 to 30 April this year. However, as affected by the volcanic ash cloud from Iceland, the majority airports in Europe were closed and the air traffic to Europe was disrupted, therefore some of our members of this delegation needed to be cancelled because of the safety reason.

The main focus of this delegation was to visit the 23rd ISSA/INTERCLEAN Amsterdam 2010 – one of the largest, the most influential cleaning exhibition in the world with many deluxe and well-known brands of cleaning machines and products. This cleaning expo not only attracted more than 600 enterprises' /manufacturers' participation, but also attracted more than 23,000 specialized visitors from different countries and nations.

In this cleaning exhibition, all the professional and leading enterprises had taken the golden opportunity to demonstrate their newest technology and the innovative cleaning products. Having spent few days in this expo and gone through the stands of different famous brands (for example Hako, Karcher, Cleanfix, TTS), delegates were very impressed by the advanced technology development used in the cleaning equipment and the products. Besides, it also reflected that people become more aware of and have higher demand to the environmental hygiene nowadays.

## 上海世博考察團

中國籌辦的上海世界博覽會2010聚集了200多個國家和國際組織參展，規模龐大，舉世矚目。

香港環境衛生業界大聯盟為表支持及擴闊視野，現已組織了考察團於2010年9月16至19日期間前往上海參觀。是次活動 得到同業友好踴躍支持，共有15間公司派出60人參加。

大聯盟希望藉著是次活動，除了對上海有更深入的了解之外，亦可觀摩各國城市的先進創意及科技發展，讓團員可大開眼界，得以把嶄新的技術及文化帶回香港，提升業界的服務水平，令我們的城市生活更美好！

## 環保工程商會舉辦『2010荷蘭清潔博覽考察團』

環保工程商會於今年四月二十二日至三十日舉辦了「2010荷蘭清潔博覽考察團」，該行程為期九天。可惜由於受到歐洲冰島火山爆發事件影響，引致歐洲大多數主要機場關閉，往來歐洲的航空交通幾乎陷於癱瘓，基於安全理由，令部份考察團成員的行程無奈被迫取消。

此次行程除參觀幾個歐洲國家的著名景點外，重點是參觀第二十三屆於荷蘭阿姆斯特丹舉行之『國際清潔用品展覽會』(23rd ISSA/INTERCLEAN Amsterdam 2010) – 該展覽會是世界清潔領域一個最具影響力、最具規模的清潔機械/用品行業之品牌展。此次展覽會共有600多家企業/廠家參展，吸引了來自世界各地不同國家約23,000多名同業觀眾/嘉賓到來參觀是次盛會。

於展覽會中，世界清潔行業的領先企業均展示其各自最新的技術和創新產品，經過一連數天到訪不同品牌(如Hako、Karcher、Cleanfix、TTS)等展位參觀，了解到清潔行業的迅速發展，令對清潔機械及用品的要求亦相對地提高，此行確實令參觀者大開眼界。







## Upcoming Events

### Local 香港：

ECO Expo Asia

國際環保博覽

3-6 November 2010

AsiaWorld-Expo, Hong Kong 亞洲國際博覽館

[www.ecoexpoasia.com](http://www.ecoexpoasia.com)

### Asia 亞洲：

China Clean Expo

中國清潔博覽

29-31 March 2010

Shanghai New International Expo Centre 上海新國際博覽中心

<http://www.chinacleanexpo.com>

Pulire Asia Cleaning Solutions 2010

亞洲清潔博覽2010

2-4 December 2010

Singapore 新加坡

[www.pulire-asia.com](http://www.pulire-asia.com)

### Overseas 海外：

The Recycling & Waste Management Exhibition

英國中部回收及廢物處理博覽

14-16 September 2010

The National Exhibition Centre, Birmingham 英國中部伯明罕市

[www.rwmexhibition.com](http://www.rwmexhibition.com)

Clean 2010

杜拜清潔博覽2010

26-28 September 2010

Dubai International Convention & Exhibition Center 杜拜

[www.cleantechme.com/home.aspx](http://www.cleantechme.com/home.aspx)

## 活動及展覽預告

### Overseas 海外：

ProClean Ireland 2010

愛爾蘭清潔博覽2010

13-14 October 2010

Croke Park Conference Centre, Dublin 都柏林

[www.procleanireland.eu](http://www.procleanireland.eu)

ISSA/INTERCLEAN

北美清潔博覽2010

9-12 November 2010

The Orange County Convention Center 美國佛羅里達州奧蘭多市

Orlando, Florida

[www.issa.com](http://www.issa.com)

ExpoClean Pulire Moscow

莫斯科清潔博覽

24 - 26 November 2010

Olimpyisky Sport Complex, Moscow, Russia 俄羅斯莫斯科

[www.primexpo.com](http://www.primexpo.com)

CleanScene 2011

墨爾本清潔博覽2011

5-7 April 2011

Melbourne Exhibition Centre 墨爾本

[www.cleansceneshow.com.au/](http://www.cleansceneshow.com.au/)

Cleaning Management Services

International Trade Fair and Congress

德國國際清潔博覽及會議

20-23 September 2011

Berlin, Germany 德國柏林

[www.cms-berlin.com](http://www.cms-berlin.com)



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