

Hon Jeremy TAM Man-ho 譚文豪議員

Geographical Constituency - Kowloon East

Civic Party

Membership in Environmental-related Committees:

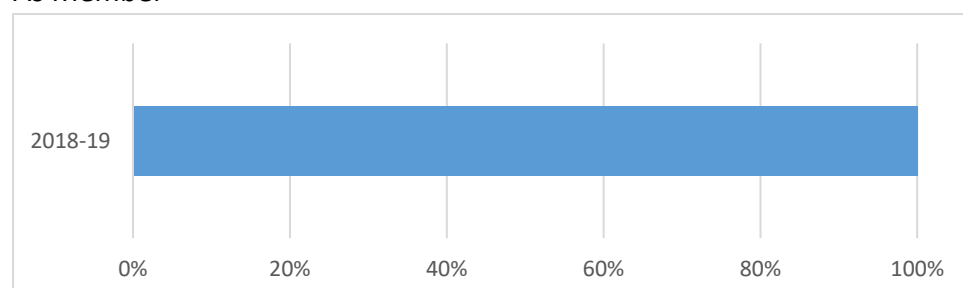
- Panel on Environmental Affairs
- Bills Committee on Waste Disposal (Charging for Municipal Solid Waste) (Amendment) Bill 2018
- Subcommittee on Air Pollution Control (Vehicle Design Standards) (Emission) (Amendment) Regulation 2017

Voting Record:

8 December 2016: Motion Moved by Hon Chan Han-Pan on “Updating the Hong Kong Planning Standards and Guidelines and Increasing Community Facilities to Enhance Living Environment” as Amended by Hon Alice Mak, Ir Dr Hon Lo Wai-Kwok, Hon Frankie Yick and Hon Andrew Wan	
1 June 2017: Motion on “Promoting ‘Hong Kong People Using Hong Kong Water’ and Protecting Local Resources”	Yes
5 July 2017: Proposed Resolution Moved by Secretary for the Environment under the Product Eco-Responsibility Ordinance and the Interpretation and General Clauses Ordinance	Yes
16 November 2017: Proposed Resolution under the Energy Efficiency (Labelling of Products) Ordinance	
31 January 2018: Protection of Endangered Species of Animals and Plants (Amendment) Bill 2017 - Third Reading	Yes
12 April 2018: Motion Moved by Hon Frankie Yick on “Promoting the Popularization of Electric Vehicles” as Amended by Hon Kenneth Leung, Hon Charles Peter Mok, Ir Dr Hon Lo Wai-Kwok, Hon Yung Hoi-Yan, Hon Chan Hak-Kan and Hon Tanya Chan	Yes

Panel on Environmental Affairs Attendance:

As Member



As Non-Member

2016-17	2017-18	2018-19	2019-20
5	0	Panel	0

Comments Made in Environmental-related Committees:

Panel on Environmental Affairs

20190527	26. Mr Jeremy TAM and Dr Elizabeth QUAT urged the Administration to strengthen the promotion of wider use of electric vehicles ("EVs") by expanding the EV charging network. Noting that the operation contracts of dedicated auto-liquefied petroleum gas ("LPG") filling stations would expire between 2021 and 2022, Mr TAM considered this an opportune time for the Administration to review the use of the sites in question, including considering installation of EV chargers at LPG filling stations (apart from installation of EV chargers at taxi stands and on-street parking spaces which he also advocated).	Air
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Bills Committee on Waste Disposal (Charging for Municipal Solid Waste)
(Amendment) Bill 2018

20181205	<ol style="list-style-type: none"> Mr TAM enquired: <ol style="list-style-type: none"> how the Administration would prevent abuse of LCs in public places as a result of the proposed introduction of MSW charging; and whether the amount of waste collected from LCs in public places had decreased after a new design for LCs with smaller openings was adopted in recent years. Mr TAM was unconvinced that further revamping the design of LCs could adequately prevent abuse of LCs in public places after the introduction of MSW charging, if the Bill was passed. He considered that the Administration should clarify the policy objectives of replacing LCs in public places with those with smaller openings, the effectiveness of the measure, and whether/how the measure might complement the proposed charging scheme.
20190415	<ol style="list-style-type: none"> Mr TAM said that he supported the general direction of the proposed charging scheme. He asked about the target reduction in the per-capita MSW disposal rate after the implementation of the proposed charging scheme (if the Bill was passed), and what the

	Administration would do if the pace of reduction in the MSW disposal rate was slower than expected.
20200421	4. Mr TAM and Mr LEUNG considered that the Bills Committee should expedite the process of studying the Bill and proceed to its clause-by-clause examination as early as possible, given that its policy aspects had been thoroughly deliberated in 12 meetings.

Subcommittee on Air Pollution Control (Vehicle Design Standards) (Emission)
(Amendment) Regulation 2017

20170307	<ol style="list-style-type: none"> 1. Mr TAM requested the Administration to: <ol style="list-style-type: none"> (a) provide a summary of the findings of major research/studies, if any, conducted by overseas jurisdictions and/or internationally recognized institutions, on the emission performance of California LEV III-compliant diesel private cars in real-world driving vis-à-vis laboratory tests; and (b) explain whether non-commercial crossboundary vehicles from the Mainland which had been issued or would be issued with International Circulation Permits for use in Hong Kong were subject to Hong Kong's prevailing statutory emission standards for newly registered vehicles of the same class. 2. Mr TAM and the Chairman suggested that given the price premium between Euro V and Euro VI models, the Administration should increase the ex-gratia payments to tie in with the tightening of emission standards for DCVs to Euro VI. 3. Mr TAM and Mr HUI requested the Administration to: <ol style="list-style-type: none"> (a) clarify the policy objectives of tightening the emission standards for diesel private cars, and whether the objectives included controlling the number of diesel private cars, discouraging members of the public from purchasing diesel private cars, and containing overall vehicle growth in Hong Kong; (b) with analysis of the major arguments in the international context which were respectively in favour of and against the use of diesel private cars, explain why it was justified to adopt the more stringent California LEV III standards instead of Euro VI for these vehicles in Hong Kong; and (c) advise whether it would consider adopting a different set of emission standards for diesel private cars, or imposing a statutory ban on new registration of these vehicles in Hong Kong, if it was
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	found that the emission performance of California LEV III-compliant diesel private cars in real-world driving was not superior to that of their Euro VI counterparts.
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