

Hon HUI Chi-fung 許智峯議員

Geographical Constituency - Hong Kong Island

Democratic Party

Membership in Environmental-related Committees:

- Panel on Environmental Affairs
- Bills Committee on Conservation of Antarctic Marine Living Resources Bill
- 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
- Subcommittee on Air Pollution Control (Volatile Organic Compounds) (Amendment) Regulation 2017
- Subcommittee on Country Parks (Designation) (Consolidation) (Amendment) Order 2017
- Subcommittee on Energy Efficiency (Labelling of Products) Ordinance (Amendment of Schedule 1) Order 2017
- Subcommittee on Marine Parks (Designation) (Amendment) Order 2016
- Subcommittee on Promotion of Recycling and Proper Disposal (Electrical Equipment and Electronic Equipment) (Amendment) Ordinance 2016 (Commencement) Notice 2017 and Product Eco-Responsibility (Regulated Electrical Equipment) Regulation
- Subcommittee to Study Issues Relating to the Development of Electric Vehicles

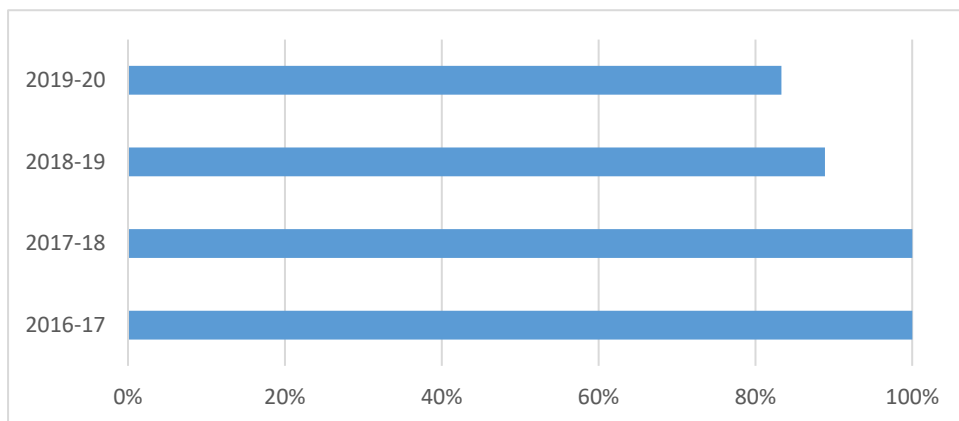
Voting Record:

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	Yes
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	Abstain
16 November 2017: Proposed Resolution under the Energy Efficiency (Labelling of Products) Ordinance	Yes

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	Abstain

Panel on Environmental Affairs Attendance:

As Member



Comments Made in Environmental-related Committees:

Panel on Environmental Affairs

20161128	28. Mr HUI Chi-fung took the view that improving recyclers' business skills, such as cost control, was the key to meeting the policy objective of promoting sustainable development of the recycling industry. He asked if the Fund would support relevant initiatives.	Waste
20170123	30. Pointing out that offenders suspected of involving in illegal felling of incense trees were mainly prosecuted for criminal offences under the Theft Ordinance (Cap. 210) but the penalty was lacking deterrent effects, Mr HUI Chi-fung asked about the measures to enhance protection of incense trees, and whether the Administration would consider increasing the penalties.	Misc
20170123	34. Mr HUI Chi-fung noted from CE's 2017 Policy Address that the Administration would consider allocating a small proportion of land on the periphery of country parks for purposes such as public housing, which in his view appeared to conflict with nature conservation. He asked about the long-term strategy for conservation of rural areas and country	Misc

	parks, and mitigation of the said conflicts.	
20170227	22. Mr Kenneth LEUNG, Mr Martin LIAO, Mr HUI Chi-fung and Mr Andrew WAN expressed grave reservation about the revised FRT waiver, with which only electric private cars at a price of \$200,000 or below would be fully exempted from FRT. Mr HUI was worried that the new arrangement would discourage vehicle manufacturers and suppliers from putting more electric private car models to market.	Air
20170227	24. Mr Kenneth LEUNG, Mr HUI Chi-fung , Mr Andrew WAN and Mr WU Chi-wai requested the Administration to clarify its policy objectives in respect of the FRT waiver and promotion of EVs. They criticized that the revised FRT waiver appeared to be retrogressive and contradicting other ongoing measures to promote wider adoption of EVs. Reducing the FRT concession for electric private cars would only drive buyers to choose conventional private cars, and would not help contain private car growth and improve roadside air quality, if measures targeting at reducing petrol and diesel private cars were not implemented concurrently, such as imposing heavier FRT on these vehicles. Besides, the objective to contain vehicle growth could be pursued in other contexts, and not necessarily through adjusting FRT concessions.	Air
20170227	26. Mr HUI Chi-fung suggested the Administration conduct an analysis of the income levels of EV buyers and the prices of newly registered EVs, with a view to assessing the impact of the revised FRT waiver.	Air
20170303	13. Referring to Annex I of the Administration's paper (LC Paper No. CB(1)573/16-17(02)), the Chairman, Mr HUI Chi-fung and Mr SHIU Ka-fai commented that the number of convictions and the fines imposed for illegal land filling or fly-tipping were too low. In particular, there had been no convicted case of illegal dumping of C&D waste on unallocated Government land under L(MP)O for four years from 2013 to 2016.	Waste
20170303	15. Mr HUI Chi-fung considered that, instead of focusing on remedial actions after occurrence of illegal land filling and fly-tipping of C&D waste, the Administration should introduce legislative amendments with a view to preventing such	Waste

	activities from happening in the first place, and initiating prosecutions efficiently on the basis of damages caused to the environment.	
20170327	6. Mr HUI Chi-fung said that Members belonging to the Democratic Party also supported MSW charging.	Waste
20170327	18. Mr HUI Chi-fung opined that the MSW charging level should not be set too high when the scheme was newly launched so as to realize the educational rather than punitive goal of the scheme.	Waste
20170327	24. Mr HUI Chi-fung conveyed the views of some members of the public that recycling facilities were insufficient, in particular those for recycling of glass, electrical and electronic equipment, plastic and food waste, and it might be unfair to collect the MSW charge at this stage under such circumstances.	Waste
20170429	39. Mr HUI Chi-fung welcomed the introduction of FiT. He said that although the cost of developing solar systems had been decreasing, the cost of such investment was still substantial and hence the breakeven period would be very long. If the FiT rate was not attractive enough, such initiative might become unsuccessful.	Climate
20170522	12. Mr HUI Chi-fung urged the Administration to step up efforts in replacing conventional franchised buses with electric or hybrid ones.	Air
20170522	16. Mr HUI Chi-fung enquired about the possibility of phasing out conventional private cars by electric ones.	Air
20170529	12. Mr HUI Chi-fung and Dr Elizabeth QUAT opined that the MSW charges collected should be ploughed back to an account designated for initiatives related to waste management and recycling. Mr HUI enquired about the revenue to be generated from the proposed MSW charging to the Government in the Administration's estimation, and in his view, the estimated revenue to be generated could be around \$1 billion per annum, which could be utilized for supporting the development of community recycling schemes and network, and providing enhanced support for local recycling industries (such as supporting research and development activities and introducing measures on tax and land	Waste

	concession).	
20170626	8. Mr HUI Chi-fung , Mr CHAN Hak-kan and Mr Nathan LAW expressed disappointment about the lack of RE target in Hong Kong by 2030. Mr HUI said that the Administration stated in the Action Plan that by 2030 the RE potential on the supply side was 3%-4%, which was far behind the targets of nearby cities such as Singapore and Taipei City.	Climate
20170626	17. Mr HUI Chi-fung , Dr Elizabeth QUAT and the Chairman enquired about the measures to be taken by the Administration to assist owners of residential and commercial buildings and village houses in installing equipment for converting solar energy into electricity. Mr HUI pointed out that the installation cost and the technology demand in solar power generation equipment/systems at buildings and village houses were high, and the Administration should implement supporting measures and step up promotion to assist the public in the installation work.	Climate
20170717	19. Noting that apart from fuel switching at berth, a switch to use on-shore power supply ("OPS") and cleaner fuel might also reduce emissions from OGVs at berth, Mr HUI Chi-fung enquired about the measures taken, the progress made and the incentives provided by the Administration on the provision of OPS.	Air
20170717	28. Mr HUI Chi-fung noted from the Administration's paper (LC Paper No. CB(1)1286/16-17(03)) that according to the information provided by the two power companies, the electricity demand for Hong Kong Island was forecasted to drop by around 2% and that for Kowloon and the New Territories was forecasted to increase by around 1% in the period 2022 to 2023. In order to achieve the target of reducing energy intensity in Hong Kong by 2025 under the "Energy Saving Plan for Hong Kong's Built Environment 2015~2025+" ("Energy Saving Plan"), he enquired whether there was any scientific method for assessing whether the estimated changes in local electricity demand provided by the two power companies were reasonable. He also enquired whether the Administration would consider setting more stringent targets under the	Climate

	Energy Saving Plan to further reduce electricity demand and emission allowances under the Seventh TM.	
20171012	11c. Existing polices on bicycles and promoting bicycles as a mode of transport: Mr HUI Chi-fung and Dr Priscilla LEUNG suggested that the Administration should advise on the timing for reverting to the Panel on the subject.	Air
20171012	12c. Development of renewable energy ("RE"): Mr HUI Chi-fung , Mr CHAN Hak-kan and the Deputy Chairman proposed to discuss details of the implementation of the Feed-in Tariff ("FiT") scheme to be introduced in the next regulatory period of the Scheme of Control Agreements, including the setting of FiT rate(s) and measures to encourage the private sector and the community to consider investing in distributed RE.	Climate
20171012	12e. Use of electric vehicles in Hong Kong – Mr HUI Chi-fung , Dr Elizabeth QUAT, Mr CHAN Hak-kan and Mr Frankie YICK proposed to discuss policies and measures in this regard, including the provision of battery charging facilities for electric vehicles, and whether there were plans to phase out conventional vehicles in the long run in view of the development overseas.	Air
20171030	10. Mr HUI Chi-fung enquired about the measures to be introduced to encourage the community to invest in distributed RE, with a view to increasing public participation.	Climate
20171030	16. She and Mr HUI Chi-fung enquired whether the Administration would re-instate full waiver of FRT for electric private cars or provide other tax incentives for purchasing EVs.	Air
20171030	25. Referring to paragraph 19 of the Administration's paper (LC Paper No. CB(1)75/17-18(01)), Mr HUI Chi-fung enquired whether a target would be set on the quantities of recyclables to be collected in the community and the role of the new outreaching teams to help the community in practising waste reduction and recycling.	Waste
20171030	44. Mr HUI Chi-fung then moved the following motion: "In order to increase the proportion of electric vehicles ("EV") among registered vehicles, this Panel urges the Government to raise the current cap on the first registration tax concession for electric private cars and offer financial concessions for	Air

	"one-for-one" replacement, so as to provide incentives for people to switch to purchasing electric private cars and promote the long-term development of the EV market."	
20171030	48. Mr HUI Chi-fung supported the removal of the "bin-counting" arrangement as he considered that the revised proposal accorded better with the "polluter pays" principle. He shared the view that a carrot-and-stick approach would be more effective in reducing waste compared with the implementation of MSW charging alone, and suggested that designated garbage bags could be provided to individuals free-of-charge as a reward for waste reduction.	Waste
20171030	53. Mr CHAN Hak-kan, Mr HUI Chi-fung and Mr CHU Hoi-dick opined that, in conjunction with the implementation of MSW charging, the Administration should allocate additional resources to support recycling and the development of the local recycling industry. For this purpose, the Administration should either ring-fence the revenue from MSW charging, or increase overall government expenditure on related programmes.	Waste
20171127	35. Mr HUI Chi-fung stressed that the Administration should devise appropriate measures to assist the recycling industry in addressing the Mainland's tightening of import requirements under the Plan. He pointed out that the incident revealed the unhealthy phenomenon of Hong Kong's reliance on a single export market for local recyclables. In this regard, he enquired what measures would be taken by the Administration to develop local market and to diversify the export market for local recyclables.	Waste
20180226	4. In the light of the Government's existing measure of capping the first registration tax ("FRT") concession for electric private cars ("e-PCs") at \$97,500 from 1 April 2017 to 31 March 2018, instead of granting a full waiver as in previous years, Ir Dr LO Wai-kwok, Dr Elizabeth QUAT, Mr Steven HO and Mr HUI Chi-fung sought clarification whether it remained a policy of the Government to promote the use of electric vehicles ("EVs") and if so, the objectives of the policy. These members also urged the Administration to set a timetable and relevant targets for the	Air

	replacement of conventional private cars running on fossil fuels by e-PCs. Mr HUI remarked that the Administration should promote the use of electric commercial vehicles ("e-CVs") and e-PCs in parallel without prioritization.	
20180226	6. Ir Dr LO Wai-kwok, Dr Elizabeth QUAT, Mr LEUNG Yiu-chung, Mr Steven HO and Mr HUI Chi-fung expressed dissatisfaction that the number of newly registered e-PCs had declined drastically after reduction of the FRT concessions for e-PCs.	Air
20180226	7. Ir Dr LO Wai-kwok, Dr Elizabeth QUAT and Mr HUI Chi-fung further enquired whether the Administration would consider implementing a "one-for-one replacement" scheme to allow a person who bought a new e-PC/clean energy vehicle and scrapped an existing self-owned private car to enjoy a higher FRT concession for the e-PC/clean energy vehicle concerned.	Air
20180226	15. The Chairman, Mr Frankie YICK, Dr Elizabeth QUAT, Mr LEUNG Yiu-chung, Mr Steven HO and Mr HUI Chi-fung called on ENB to collaborate with relevant B/Ds (e.g. Home Affairs Bureau) to offer more assistance to current/prospective EV owners in installing EV chargers in existing buildings; offer assistance and incentives to owners' corporations to draw their support for installing EV chargers on their premises; and set a timetable for the development of the EV charging network, including both public and private chargers.	Air
20180326	37. Mr HUI Chi-fung enquired whether the Administration would introduce incentives or subsidies to speed up the phasing out of existing nonroad vehicles not meeting the statutory emission standards.	Air
20180326	40. Mr HUI Chi-fung noted from paragraph 3 of the Administration's paper (LC Paper No. CB(1)703/17-18(05)) that in 2015, NRMMS emitted 7050 tonnes of nitrogen oxides ("NOx") and 570 tonnes of respirable suspended particulates ("RSP"), accounting for about 8% and 10% of the total emissions respectively in Hong Kong. Out of the some 45 900 NRMMS by the end of February 2018, there were 34 000 regulated machines, which was more than twice the number of non-road vehicles. Mr HUI was concerned whether regulated machines contributed more than non-road vehicles (i.e. the target group for the current emission standards	Air

	tightening exercise) to the total emissions in Hong Kong. In this connection, he requested the Administration to provide for members' reference the breakdown of NOx and RSP emissions from local non-road vehicles and regulated machines respectively.	
20180423	7. Mr CHAN and Mr HUI Chi-fung considered that the proposed FiT rates were reasonable and attractive to potential RE developers.	Climate
20180423	23. Mr LEUNG Yiu-chung, Mr HUI Chi-fung and Mr Kenneth LAU expressed concern that the existing regulatory requirements regarding the installation of PV systems on building rooftops, etc. were overly restrictive. A case in point was that the height of a PV system erected on a building rooftop could not be higher than 1.5 m.	Climate
20180423	25. Mr HUI Chi-fung held that the Administration should adopt a multipronged approach in promoting the development of distributed RE, rather than relying on the FiT Scheme alone. He asked whether the Administration would consider, with reference to the measures adopted by overseas jurisdictions, (a) providing subsidies, tax incentives and/or interestfree loans for the installation of PV systems, (b) launching a leasing scheme for PV systems, and (c) promoting private investments in the PV market.	Climate
20180625	4. Mr HUI Chi-fung explained that the Mainland had tightened the requirements for import recyclables and there was a lack of recycling facilities in Hong Kong. As such, there were insufficient outlets for locally generated recyclables that were of low economic value, especially waste plastics. As large-scale recycling facilities had been developed in some overseas places, he suggested the Panel conduct a duty visit to those places to study their experiences in the development of the recycling facilities and the recycling industry, including collaboration between the governments and recyclers in raising the recycling rates.	Waste
20180625	5. In addition to the above, Mr HUI Chi-fung and the Chairman suggested the visit programme include a study on the development of renewable energy that had a higher potential to be developed in Hong Kong (such as solar power),	Climate

	and overseas experiences in implementing feed-in tariff schemes.	
20180625	24. Mr HUI Chi-fung expressed concern on water pollution arising from industrial activities in the PRD region and its impact on marine ecology. He enquired about the number of demonstration projects related to effluent reduction and control, and whether the participating factories were able to comply with the Mainland's regulatory requirements on effluent discharge after completion of the projects.	Water
20180625	37. Given that only 1 562 premises had been awarded certificates under the Scheme and over 600 of them were government agencies, Mr KWOK Wai-keung and Mr HUI Chi-fung expressed disappointment that the Scheme was grossly ineffective in promoting good IAQ management in Hong Kong.	Air
20180625	43. Mr HUI Chi-fung enquired whether more stringent IAQ objectives would be developed for premises occupied by people who were more sensitive to air pollution, such as kindergartens, residential care homes for the elderly and hospitals.	Air
20180719	23. Mr HUI Chi-fung enquired about how the Administration evaluated the tenders for the glass management contracts, and whether a [glass management contractor (GMC)] would be penalized if it failed to meet certain targets. He stressed the importance of monitoring the performance of GMCs to ensure that the waste glass containers they collected would be properly recycled.	Waste
20180719	25. Mr HUI Chi-fung suggested that the Administration should assign a higher weighting to the technical aspect in its future consideration of tenders for glass management contracts to better ensure the effectiveness and quality of the recycling operations.	Waste
20181022	14. Mr HUI Chi-fung sought explanation on the delayed introduction of the amendment bill to give effect to MSW charging. As MSW charging was controversial, he called on the Administration to submit the amendment bill to the Legislative Council ("LegCo") not later than end 2018 to allow sufficient time for Members to scrutinize it, as well as to	Waste

	demonstrate the Administration's commitment to implementing MSW charging.	
20181022	24. Mr HUI Chi-fung urged the Administration to introduce legislation to phase out disposable plastic tableware, and expressed disappointment that Hong Kong lagged behind some other places in Asia (such as Taiwan) in setting a clear target and timetable in this regard, even though there was public support for banning the use of disposable plastic tableware according to some studies.	Waste
20181022	49. Considering that the mode of operation of the Charter on External Lighting was ineffective in controlling excessive external lighting, Mr KWOK Wai-keung and Mr HUI Chi-fung urged the Administration to introduce legislation on light pollution expeditiously.	Misc
20181219	8. Mr WU Chi-wai considered that the Environment Bureau ("ENB")/Environmental Protection Department ("EPD") should strengthen its coordination with the Transport and Housing Bureau ("THB") and Transport Department ("TD") so that the environmental protection principles could be better integrated into the transport policy; and the Administration should promote the use of public transport as far as possible to reduce reliance on private cars ("PCs"). Otherwise, the efforts to improve roadside air quality would be undermined by the continued growth of the local vehicle fleet. Mr Dennis KWOK and Mr HUI Chi-fung shared Mr WU's views.	Air
20181219	13. Mr HUI Chi-fung considered that one of the major reasons for the slow adoption of e-PCs in Hong Kong was the insufficient choices of mass-market e-PC models.	Air
20181219	20. Mr HUI Chi-fung sought explanation on why the Administration did not set a target year for banning the first registration of conventional PCs that solely used petrol or diesel. He was of the view that such a target, if set, could encourage car manufacturers to supply to Hong Kong more mass-market new energy vehicle models.	Air
20181219	37. Mr HUI Chi-fung remarked that at the Council meeting of 14 June 2017, a motion on "Formulating a bicycle-friendly policy and designating bicycles as a mode of transport" with 19 recommendations was passed. He expressed	Air

	disappointment that there was no mention of promoting the use of bicycles as a means of improving roadside air quality in the Administration's paper. He requested the Administration to explain its plan in this regard.	
20190128	6. Ir Dr LO Wai-kwok considered that the Administration should formulate long-term policies on promoting the use of EVs, and set clear targets to enable an objective assessment of the effectiveness of related measures. Mr HUI Chi-fung expressed a similar view, and pointed out that the Democratic Party advocated the phasing out of conventional PCs running on fossil fuels, so that by 2030 all newly registered PCs would be e-PCs.	Air
20190128	12. Mr HUI Chi-fung also considered that the "One-for-One Replacement" Scheme had failed to achieve the policy objective of promoting the use of EVs. He was of the view that a higher FRT concession should be offered for mainstreaming e-PCs. Nevertheless, the FRT concession should not be too high lest it be abused for the purchases of luxury e-PCs. Apart from the above, he suggested that the Administration should consider providing more types of financial incentives to promote the use of EVs, such as lower parking and toll fees for EVs.	Air
20190325	5. Quoting paragraph 18 of the digest of the Working Group's fourth meeting (Appendix K to Annex A to LC Paper No. CB(1)723/18-19(03)), Ms Tanya CHAN questioned whether the purpose of setting AQOs was to protect public health or merely provide a benchmark for consideration of designated projects under the environmental impact assessment ("EIA") process. She voiced concern that if AQOs mainly served the latter purpose, then the Administration might deliberately adopt less stringent standards with a view to ensuring that designated projects could comply with AQOs. Mr HUI Chi-fung and Mr CHAN Chi-chuen expressed similar concerns.	Air
20190325	8. Mr HUI Chi-fung queried whether the proposed 24-hour AQO for PM2.5 at IT-2 level with 35 allowable exceedances in a year would indeed be a more stringent standard than the current AQO at IT-1 level with nine allowable exceedances. He expressed concern that the proposed increase in the number	Air

	of allowable exceedances would counteract the tightening of concentration limit.	
20190429	6. Mr HUI Chi-fung said that he did not object to the general direction of implementing new measures to enhance the Recycling Fund. Nevertheless, in view of the low utilization of the Fund in the past, he expressed doubts about the effectiveness of further enhancement measures. Noting from paragraph 7 of the Administration's paper (LC Paper No. CB(1)922/18-19(03)) that among the 526 applications received by the Fund as at the end of March 2019, 217 applications (or 41.3% of all applications) were withdrawn before consideration by the Advisory Committee on Recycling Fund ("RFAC") or after approval, he asked about the major reasons for the withdrawal of applications.	Waste
20190429	36. Mr HUI Chi-fung commented that the recycling capacity of approved projects for waste plastics (i.e. 8,800 tonnes) was on the low side, given that the daily disposal quantity of waste plastics in Hong Kong was over 2,000 tonnes.	Waste
20190527	53. The Chairman and Mr HUI Chi-fung asked about the Administration's plan to incorporate food waste/sewage sludge co-digestion facilities, if any, in the proposed [Yuen Long Effluent Polishing Plant], and the expected construction cost of such facilities.	Waste
20191017	12a. Excessive external lighting and noise pollution: Mr HUI Chi-fung and Ms Tanya CHAN considered that this item should be discussed at an earlier meeting in the 2019-2020 session; and if this was not practicable, the Administration should provide an information paper to the Panel as early as possible to address members' concerns on related issues.	Misc
20191028	13. Mr HUI Chi-fung considered that the Administration should set a clear target for the take-up rate of [new electric vehicles (NEVs)] (including EVs), and remarked that the Democratic Party advocated the phasing out of conventional PCs powered by fossil fuels, so that by 2030 all newly registered PCs would be NEVs. He also commented that the current FRT concession offered for e-PCs was not sufficient for mainstreaming e-PCs, given that the choices of mass-market e-PC models were still limited in the market.	Air

20191028	24. Members noted that the Administration currently planned to introduce only voluntary measures to reduce the use of plastic packaging materials and single-use plastic items as well as phase out products containing microbeads. She and Mr HUI Chi-fung asked about the timetable for introducing mandatory schemes for reducing waste plastics. Mr HUI further commented that as there was strong public awareness in reducing the use of single-use plastic items, the Administration should take a step further by banning such products through legislative means.	Waste
20191028	34. Mr HUI Chi-fung enquired about the target(s) and road map for recovering food waste from the community for recycling.	Waste
20191028	45. Mr HUI Chi-fung also asked about the Administration's target in respect of the development of RE in Hong Kong.	Climate
20191028	56. Ms Elizabeth QUAT and Mr HUI Chi-fung enquired about the latest development in respect of controlling nuisance caused by external lighting, and the timetable for controlling light pollution through legislative means.	Misc
20200122	40. Mr HUI Chi-fung welcomed the proposed enhancements to PGTF, which he considered overdue as there were only 183 approved trials since the fund's establishment in 2011. He noted that under the current proposal, while the subsidy limit per application under the "Applications for Trial" section (i.e. the original scope of PGTF) of the New Energy Transport Fund would be increased from the current \$9 million to \$10 million, there was no mention of adjustments to the limits on the number of applications for each type of transport and the number of products being tested. He suggested that such limits, especially those applicable to trials of electric taxis, should also be raised to promote utilization of the New Energy Transport Fund.	Air
20200122	61. Mr HUI Chi-fung criticized that there had been a lack of substantial progress on the part of the Administration in setting a target for phasing out conventional vehicles, and that the forecast e-PC penetration rate of 30% by 2020 under the scenario set out in the Hong Kong Planning Standards and Guidelines had failed to materialize. He asked whether the	Air

	Administration would pledge to set a target year for phasing out conventional vehicles in the public engagement report of LTDS. He also said that, as a user of EV and plug-in hybrid car, he shared the concerns of some deputations and individuals regarding the inadequate support from the Administration for public use of EVs.	
20200122	68. As a large number of EV batteries were expected to retire in the coming few years, Mr HUI Chi-fung enquired whether the Administration would study legislating for a new regulatory regime akin to the existing producer responsibility schemes ("PRs") to promote the recycling and proper disposal of waste EV batteries.	Air
20200427	7. Mr HUI Chi-fung suggested that discussion on the items of "Food waste collection and delivery arrangements" and "Review on measures to manage external lighting" should be given priority.	Waste

Bills Committee on Conservation of Antarctic Marine Living Resources Bill

20180716	<ol style="list-style-type: none"> 1. Mr HUI Chi-fung's enquiries and the Administration's responses on (a) the annual trade volume (including import, export and re-export) of toothfish in Hong Kong in recent years; and (b) the views of environmental concern groups on the Bill. 2. Mr HUI Chi-fung's enquiries and the Administration's responses on: (a) the government departments to be involved in the enforcement of the Conservation of Antarctic Marine Living Resources Ordinance ("the Ordinance") (if the Bill was passed); (b) the estimated manpower resources to be required for processing licence applications, operating the Catch Documentation Scheme for toothfish, handling the testing of toothfish samples, conducting vessel inspections as well as combating illegal import and export of toothfish etc; and (c) the procedures involved in the testing of toothfish samples. 3. Mr HUI Chi-fung reiterated his concern on how port inspection and control would be conducted to, if necessary, deny entry of vessels engage in IUU fishing activities to Hong Kong waters. 4. Mr HUI Chi-fung's enquiries on (a) the exact function(s) to be performed by the Commission for the purposes of the Ordinance (if the Bill was passed) and (b) the necessity of giving the Commission
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	a legal personality in Hong Kong (clause 3 of the Bill).
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Bills Committee on Waste Disposal (Charging for Municipal Solid Waste) (Amendment)
Bill 2018

20181205	<p>1. Mr HUI sought information as follows:</p> <p>(a) the detailed plan on the use of additional recurrent resources announced in the 2018 Policy Address to enhance the local recycling network, among other initiatives;</p> <p>(b) the legislative and implementation timetables for taking forward new PRSs on various product categories and banning the use of disposable plastic tableware; and</p> <p>(c) whether overseas cities had implemented PRSs and banned the use of disposable plastic tableware in tandem with MSW charging.</p>
20190218	<p>2. Mr HUI considered that the additional provision of around \$300 million to \$400 million starting from the financial year 2019-2020 for waste reduction and recycling initiatives would not be sufficient to prepare for the implementation of the proposed charging scheme.</p> <p>3. Mr HUI remarked that according to paragraph 4 of the Administration's reply to ALA's letter dated 4 December 2018 (LC Paper No. CB(1)396/18-19(01)), the proposed MSW charge would not be payable by the Government pursuant to section 36(7) of Cap. 354, but government bureaux/departments ("B/Ds") would voluntarily pay the proposed MSW charge on an administrative basis. He asked about the rationale behind this arrangement, and how the proposed MSW charge would be paid by the B/Ds concerned.</p> <p>4. Mr HUI considered that an amendment to Cap. 354 should be introduced to the effect that the Government would be obliged to pay the proposed MSW charge for MSW it generated.</p>
20190415	<p>5. Mr HUI considered that the Administration should stipulate performance requirements in respect of the minimum quantities of recyclables collected/processed in a year under all relevant outsourced service contracts, and such performance requirements should be raised gradually after the implementation of the proposed charging scheme in view of the expected increase in the amount of recyclables to be recovered from the waste stream. In this connection, he asked about the performance requirements for</p>

	the first three contract years in the glass management contracts.
20190430	<p>6. Dr CHENG, Mr OR, Mr HUI and Mr CHENG expressed concerns about the potential difficulties in taking enforcement actions against depositing of NCW in various types of buildings (such as buildings with mixed uses), and preventing aggravation of fly-tipping after the implementation of the proposed charging scheme (if the Bill was passed). They also asked about the enforcement manpower required.</p> <p>7. Mr HUI sought clarification on whether, after the passage of the Bill, officers of the Environmental Protection Department ("EPD") would be empowered to enter a common area for waste to take enforcement actions against depositing of NCW even if the owners' corporation of the premises raised objection to the officers' entry. The Administration replied in the affirmative.</p> <p>8. Mr HUI requested the Administration to provide supplementary information on the estimated maximum number of staff required for carrying out enforcement duties related to the proposed charging scheme under the worst-case scenario.</p> <p>9. Mr HUI considered that the proposed charging level at \$0.11 per litre of MSW was generally appropriate. He asked how the proposed charging level was drawn up.</p> <p>10. Mr POON and Mr HUI asked about the mechanism for the review and adjustment of the charging level, factors to be considered during the review, and whether a downward adjustment to the charging level was possible.</p>
20191111	11. Mr HUI doubted the Administration's determination to have the Bill passed within the current legislative session.
20200317	12. Mr HUI referred to his letter to the Chairman dated 18 December 2019 (LC Paper No. CB(1)371/19-20(01)), in which he requested that the Bills Committee expedite the process of studying the Waste Disposal (Charging for Municipal Solid Waste) (Amendment) Bill 2018 ("the Bill"), given that deliberation on the Bill's policy issues had spanned over a year. He considered that, comparing with the scrutiny processes at the bills committees of the GuangzhouShenzhen-Hong Kong Express Rail Link (Co-location) Bill and Private Columbaria Bill, which were both controversial bills, the work progress of this Bills Committee was very slow. He had serious doubt about the prospect of resuming the Second Reading

	<p>debate on the Bill before the prorogation of the Sixth Legislative Council. He asked whether the Chairman would set a timetable for discussion on the current theme and the last theme (i.e. "other issues") under the theme-based approach.</p> <p>13. Mr HUI opined that deliberation on the policy issues of the Bill had been prolonged by the pro-establishment camp, and the Chairman's decision of not setting a timetable was in effect a form of filibuster.</p> <p>14. Mr HUI questioned the Administration's determination to have the Bill passed within the current legislative session. He asked whether the Administration had requested the Chairman to convene meetings more frequently with a view to expediting the Bills Committee's work.</p>
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Subcommittee on Air Pollution Control (Vehicle Design Standards) (Emission) (Amendment) Regulation 2017

20170307	<p>1. Mr TAM and Mr HUI requested the Administration to:</p> <p>(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;</p> <p>(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</p> <p>(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 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.</p>
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Subcommittee on Promotion of Recycling and Proper Disposal (Electrical Equipment and Electronic Equipment) (Amendment) Ordinance 2016 (Commencement) Notice 2017 and Product Eco-Responsibility (Regulated Electrical Equipment) Regulation

20170516	1. Mr HUI suggested that the Administration should require sellers to affix recycling labels onto REE in order to enhance public awareness of the implementation of WPRS. He also sought details on the penalty for noncompliance by registered suppliers with the requirement to keep the prescribed records and documents relating to their returns submitted to DEP for determining the amount of recycling levy payable.
20170523	<p>2. Mr HUI reiterated his suggestion that, similar to the existing arrangements in respect of energy labels, recycling labels should be affixed onto REE to enhance public awareness that recycling levies had been paid in respect of the REE before they decided to make the purchases.</p> <p>3. Mr HUI considered that affixing recycling labels onto REE could facilitate consumers' utilization of the seller-arranged removal services. He indicated that he might propose amendments to the REE Regulation relating to the provision of recycling labels.</p> <p>4. Mr HUI's enquiry and the Administration's response about the penalty for contravention of requirements relating to the provision of recycling labels.</p>
20170602	<p>5. Drawing reference from the existing arrangements in respect of energy labels under the Mandatory Energy Efficiency Labelling Scheme and the health warnings on packets/retail containers of tobacco products, Mr HUI and Mr CHU opined that recycling labels should be affixed onto REE to:</p> <p>(a) enhance consumers' awareness of which electrical/electronic products were REE and that recycling levies had been paid in respect of the REE, before they decided to make the purchase; and</p> <p>(b) inform or remind consumers of the availability of the seller-arranged removal service for old REE items.</p> <p>6. Mr HUI and Dr YIU expressed concern about potential abuse of recycling labels that were not affixed onto REE, and evasion of recycling levy and proper disposal of e-waste through purchase of REE from overseas websites.</p> <p>7. Mr HUI said that he might propose an amendment to section 9(3) to the effect of requiring registered suppliers to affix recycling</p>

	<p>labels onto REE.</p> <p>8. Mr HUI Chi-fung expressed concern that shortening the lead time for consumers to decide on the need of REE removal service would undermine protection of their interests.</p>
20170609	<p>9. Mr HUI's proposed amendment to section 9(3) of the REE Regulation to the effect of requiring registered suppliers of regulated electrical equipment ("REE") to affix recycling labels onto REE distributed by them, and deletion of section 27(3) which concerned how the recycling labels should be provided by sellers to consumers (LC Paper No. CB(1)1102/16-17(03)).</p> <p>10. Mr HUI considered that sellers might discuss with registered suppliers with a view to making mutually agreed arrangements to fulfil their respective legal obligations in the provision of recycling labels for REE. He also indicated that he might review his proposed amendments and move the amendments in his name.</p> <p>11. Mr HUI expressed concern that the words "or otherwise" in the proposed amendments to sections 9(3) and 27(3) (in respect of the duties of registered suppliers and sellers to provide recycling labels) might be construed as allowing registered suppliers and sellers to choose not to provide any recycling label at all.</p> <p>12. Mr HUI opined that the proposed amendments to section 40 (to the effect of shortening the lead time for a consumer to consider a REE removal service) would undermine protection of consumers' right to make use of the REE removal service. He indicated that he might consider moving amendments in his name to enable a consumer to decide on the need of a removal service not later than his/her taking actual possession of the REE item concerned.</p>