

Hon Frankie YICK Chi-ming, SBS, JP 易志明議員

Functional Constituency – Transport

Liberal Party

Membership in Environmental-related Committees:

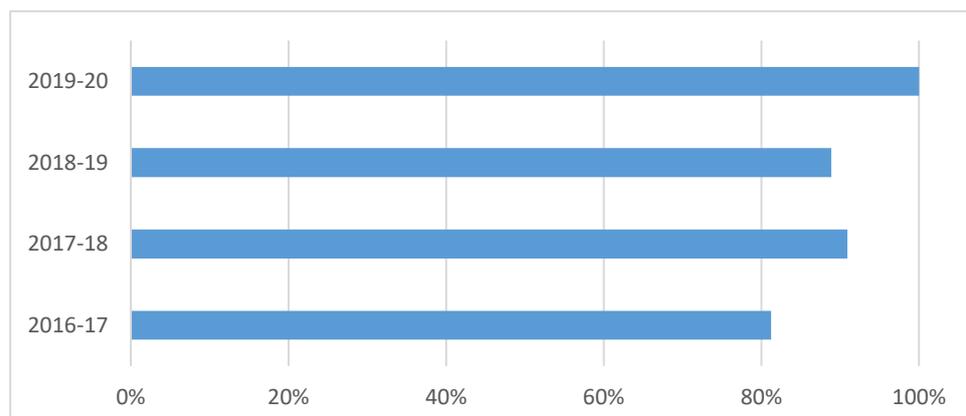
- Panel on Environmental Affairs
- Bills Committee on Waste Disposal (Charging for Municipal Solid Waste) (Amendment) Bill 2018
- Subcommittee on Air Pollution Control (Vehicle Design Standards) (Emission) (Amendment) Regulation 2017
- Subcommittee on Air Pollution Control (Volatile Organic Compounds) (Amendment) Regulation 2017
- 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”	No
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	Yes
31 January 2018: Protection of Endangered Species of Animals and Plants (Amendment) Bill 2017 - Third Reading	No
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



Comments Made in Environmental-related Committees:

Panel on Environmental Affairs

20161219	36. Mr YICK Chi-ming said that the transport trades in principle did not object to the tightening of vehicle emission standards for improving air quality. However, the trades had expressed serious concerns about the readiness in terms of adequate supply of Euro VI heavy duty diesel vehicles, as currently only a few European models of such vehicles were available on the Hong Kong market.	Air
20161219	38. Mr YICK Chi-ming said that he had reservations about the proposed tightening of the emission standards for diesel private cars to California LEV III. He sought details on the emission performance of diesel private cars vis-à-vis petrol private cars.	Air
20170224	9. Mr YICK Chi-ming opined that the timing of implementing the Euro VI emission standards for newly registered goods vehicles and non-franchised buses from 1 January 2018 did not seem to be in line with the Administration's standing policy to tighten vehicle emission standards when there was an adequate supply of compliant vehicles in Hong Kong. In his understanding, the models of Euro VI vehicles available in the local market was still limited, and their relatively high prices would increase the financial burden on the transport trades to comply with the new emission standards. He stressed that the Administration should only implement the new emission standards after the supply of Euro VI vehicles had proven to	Air

	be adequate. To address the concern of the vehicle maintenance trade about the skills gap of vehicle mechanics for Euro VI vehicles, the Administration should require vehicle manufacturers to open up the R&M technology, including the testing software.	
20170303	24. Mr Frankie YICK expressed grave concerns about stepping up enforcement actions against roadside skips prematurely, before the persistent problems concerning the lack of space for temporary storage of roadside skips and the difficulties faced by the skip operator trade to acquire insurance for the skips had been resolved.	Waste
20170327	16. Referring to paragraph 20 of the Administration's paper (LC Paper No. CB(1)697/16-17(01)), Mr Frankie YICK pointed out that private waste collectors ("PWCs") had grave concern about the gate fee arrangement as they would have to pay the gate fee upfront for any waste disposed of at landfills or refuse transfer stations. Such arrangement would create cash flow and bad debt problems for PWCs if their clients (such as restaurants) failed to repay them in time or refused to pay the fee afterwards. Some PWCs also expressed that they had not been consulted on the hybrid system proposed by the Government, which allowed both PWCs and waste producers to register as account holders for paying the gate fee. Mr YICK enquired whether the Government would consider providing insurance for PWCs to cover their gate fee payment when their clients refused to repay them, and how PWCs should apportion the gate fee with their clients.	Waste
20170522	21. Mr Frankie YICK expressed support for the Administration's work in improving roadside air quality.	Air
20170626	24. Mr Frankie YICK pointed out that the transport trade had been incurring additional costs for complying with the Administration's various requirements to reduce transport emissions. He urged the Administration to consult the transport trade on the operational and financial difficulties involved before implementing further emission control measures.	Air
20170717	17. Mr SHIU Ka-fai enquired on behalf of Mr Frankie YICK who was absent from the meeting. Mr SHIU said that the Hong	Air

	<p>Kong Liner Shipping Association had no objection in principle to the proposed regulation, but enquired about possible extension of the Port Facilities and Light Dues Incentive Scheme ("the Incentive Scheme") which would expire on 31 March 2018. Waiver provided under the Incentive Scheme could offset about 35% to 50% of the additional fuel cost of OGVs, while the reduction offered by nearby ports such as Shenzhen could offset about 60% to 75% of the additional fuel cost. In addition, in line with the international trend of reducing fuel sulphur content, the Mainland authorities had offered a higher incentive for OGVs that switched to use fuel with sulphur content not exceeding 0.1%, which might fully offset the additional fuel cost. To maintain Hong Kong's competitiveness within the region, he enquired whether the Administration would consider similar incentive schemes for the Hong Kong port.</p>	
20171012	<p>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. Mr YICK added that the Administration should also look at the handling of waste car batteries and waste tyres, and explore whether a recycling levy should be collected for such disposal;</p>	Waste
20171030	<p>19. Mr Frankie YICK considered that it was reasonable to cap the waiver at \$97,500 in order to promote the wider use of electric private cars at more affordable prices. He took the view that car manufacturers should put on to the market electric private car models with competitive prices in order to promote the wider use of EVs.</p>	Air
20171030	<p>21. Regarding the Administration's proposal to mandate vessels to use compliant fuel within Hong Kong waters starting from 1 January 2019 for improving air quality, Mr Frankie YICK enquired about possible extension of the Port Facilities and Light Dues Incentive Scheme ("the Incentive Scheme") which would expire on 31 March 2018, and possible increase in the</p>	Air

	percentage of waiver under the Incentive Scheme. At present, waiver provided under the Incentive Scheme could only offset about 35% to 50% of the additional fuel cost of Ocean Going Vessels ("OGVs"), while the reduction offered by nearby Mainland ports could offset up to 75% of the additional fuel cost.	
20171030	22. Regarding the Pilot Scheme on Green Ferry and Green Government Vessels, Mr Frankie YICK enquired whether the Administration would consider providing subsidies to working vessels, including fishing vessels, to incentivize vessel owners to replace their vessel engines with new ones which complied with the prevailing emission standards.	Air
20171030	59. Mr Frankie YICK welcomed the Administration's proposal to extend the scope of application of pre-paid designated garbage bags, which would obviate the need for PWCs with RCVs to apportion MSW charges with their clients. He pointed out that at present, due to the charging differential between waste disposal at RTSs and landfills, many PWCs were inclined to use landfills to dispose of the waste they collected, causing traffic congestions in the surrounding areas of some landfills. As waste collected by non-RCVs would be subject to a gate fee under the revised implementation proposal for MSW charging, he suggested that a uniform rate for the gate fee should be adopted so as to encourage PWCs to use the waste disposal facilities nearest to them.	Waste
20180226	11. Mr Frankie YICK noted from paragraph 12 of the Administration's paper (LC Paper No. CB(1)602/17-18(03)) that from April 2011 to September 2017, over 80% of private parking spaces in the newly approved developments would be provided with EV charging-enabling infrastructure. He queried why the remaining 20% of the private parking spaces were not provided with such infrastructure as the car parks concerned should also be eligible for exemption from GFA calculations. Mr YICK suggested that the Administration should make it a mandatory requirement for all car parks of new buildings to be provided with enabling infrastructure for EV charging.	Air
20180226	15. The Chairman, Mr Frankie YICK , Dr Elizabeth QUAT, Mr	Air

	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.	
20180226	24. Mr Frankie YICK said that under the existing requirements, application for type approval of parallel/individual imported EV had to be accompanied by, among other things, the dynamic impact test certificate for the EV battery. As it was difficult for parallel vehicle importers to obtain such certificates from EV manufacturers, there had not been any parallel imported EVs in Hong Kong. He suggested the Administration relax the relevant requirements and/or streamline the application procedures with a view to promoting a level playing field in the local EV market and thus driving down EV prices.	Air
20181126	9. At the invitation of the Chairman, Mr CHAN Hak-kan briefed the Panel on the proposal for setting up a subcommittee to study issues relating to the development of EVs ("the proposed subcommittee") that he and Mr Frankie YICK jointly put forward.	Air
20181126	57. Mr Frankie YICK opined that the hybrid registration system proposed by the Administration was inadequate in addressing the concerns of small [private waste contractors (PWCs)] who had less bargaining power than their clients and might be forced to pay the gate fee upfront for the clients, which could result in potential cash flow and bad debt problems. He suggested that all waste producers serviced by PWCs using refuse collection vehicles without compactors should be required to register as account holders for paying the gate fee. He said that the Liberal Party would not support the Bill if the gate-fee issue was not resolved.	Waste
20181219	33. Mr Frankie YICK declared interest as a director of The "Star" Ferry Company Limited, which had benefited from [Pilot Green Transport Fund]. He welcomed the	Air

	Administration's proposal to review the subsidy levels and limits on the number of applications for each type of technology under PGTF. He also pointed out that the existing subsidy was meagre compared to the capital expenditure on a new ferry, and hence it was very difficult for The "Star" Ferry Company Limited, whose fares were regulated, to afford the replacement of old ferries with new ones for improving environmental performance.	
20181219	36. Mr Frankie YICK called on the Administration to ensure that there would be sufficient supply of compliant vehicles of different models on the market before deciding on the effective dates of the tightened emission standards of first-registered motorcycles, light buses (design weight of more than 3.5 tonnes) and buses (design weight of not more than 9 tonnes).	Air
20181219	39. Mr Frankie YICK opined that the [Air Pollution Control (Construction Dust) Regulation (Cap. 311R)] was not strictly enforced as he observed that the mechanical covers of certain dump trucks were non-operational or poorly maintained. He urged the Administration to step up monitoring of the compliance situation and take enforcement actions where necessary.	Waste
20190128	35. Mr Frankie YICK said that some vehicle owners were discouraged from switching to EVs due to the difficulties in installing EV chargers at their parking spaces, despite the FRT concession offered. He therefore agreed that the Administration should provide more financial incentives at this stage to promote the replacement of conventional vehicles by hybrid vehicles (including both PCs and CVs), which had better fuel economy than conventional vehicles and hence could help reduce roadside air pollution to some extent.	Air
20190527	29. Mr Frankie YICK opined that the use of biodiesel in lieu of conventional diesel was conducive to reducing air pollution. He relayed the concern of a biodiesel producer who came, under the auspices of Invest Hong Kong, to invest in Hong Kong in 2013 by setting up a biodiesel plant that since then the Government had not actively promoted the use of	Air

	<p>biodiesel, resulting in a persistently low demand for biodiesel over the years. Mr YICK enquired whether the Administration would introduce specific measures to promote the wider use of biodiesel. Referring to the issues and recommendations raised by the Competition Commission in its Report on Study into Hong Kong's Auto-fuel Market, including the recommendation of withdrawing one of the two varieties of 98 RON petrol to make way for the introduction of other auto-fuel, Mr YICK enquired whether the Administration would take the opportunity when re-tendering petrol filling station sites to incorporate, into the relevant land leases granted/renewed for filling stations, a provision requiring the lessees to provide biodiesel as an alternative auto-fuel.</p>	
20191028	<p>16. Mr Frankie YICK expressed support for the proposed introduction of a trial scheme on electric public light bus ("e-PLB"). He and Ir Dr LO Wai-kwok said that the public light bus ("PLB") trade generally welcomed the proposal.</p>	Air
20191028	<p>18. Mr Frankie YICK pointed out that the increase in the maximum seating capacity of PLBs in recent years and the Administration's plan to phase out Euro IV DCVs had already put many PLB operators under heavy financial pressure to replace or upgrade their vehicles, and it was difficult for them to obtain loans for such purposes. He therefore urged that the Administration should carefully set the timing for launching the trial scheme on e-PLB to avoid adding more financial pressure on PLB operators.</p>	Air
20191028	<p>22. Mr Frankie YICK noted that the Administration would explore tightening the maximum sulphur content of locally supplied marine light diesel from 0.05% to 0.001%. He enquired whether diesel with sulphur content of not more than 0.001% was already commonly used in land transport, and how the Administration would minimize the impact of tightening the fuel standard on the operating costs of the relevant trades. In addition, he called on ENB/EPD to coordinate with THB/the Transport Department closely should it decide to tighten the fuel standard.</p>	Air
20191216	<p>7. Mr Frankie YICK and Ms Elizabeth QUAT said that they supported the general direction of the Administration's</p>	Air

	strategy for improving air quality. Mr YICK called on the Administration to ensure that there would be diverse choices of compliant vehicles before further tightening the emission standards for first-registered vehicles, so as to minimize the economic impact of the initiative on the transport trades.	
20191216	13. Mr Frankie YICK and Ms Elizabeth QUAT expressed support for the introduction of a pilot scheme on new energy ferries, and asked about other new measures to be launched for reducing marine emissions. As it was technically and financially difficult for small-scale operators of local vessels (such as work boats and fishing vessels) to upgrade the engines of such vessels, and the operators might not be eligible for funding support under the Pilot Green Transport Fund ("PGTF"), the two members considered that the Administration should explore ways to assist the operators in improving the environmental performance of their vessels.	Air
20191216	35. Mr Frankie YICK said that the business sector generally welcomed the adoption of a progressive approach to improving air quality. However, if protection of public health took priority over all other considerations during a review of AQOs, problems about the financial viability of air quality improvement measures would arise.	Air
20200122	35. Mr Frankie YICK pointed out that since the announcement in the Chief Executive's 2018 Policy Address of the plan to launch the proposed Euro IV programme, many Euro IV DCV owners had decided to postpone the replacement of their vehicles until the implementation of the programme to avoid missing out on the ex-gratia payments. This had led to a downturn in the DCV market as well as the vehicle body building business. To expedite the implementation of the programme, he suggested that the required funding be sought in the context of the Appropriation Bill 2020 soon to be introduced. In addition, he suggested that the Administration review the proposed ex-gratia payment levels for Euro IV heavy-duty lorry cranes, which the relevant trades considered insufficient.	Air
20200122	37. Mr Frankie YICK , Ir Dr LO Wai-kwok and Mr SHIU Ka-fai pointed out that some diesel four-wheel drives ("4WDs")	Air

	<p>purchased for personal uses were registered as diesel light goods vehicles ("LGVs"), which were one of the categories of DCVs, as they were not in compliance with the then emission standards for diesel private cars ("PCs"). Some owners of these diesel 4WDs had expressed concern that if the proposed Euro IV programme was implemented, they could not renew the licences of their diesel vehicles beyond the retirement deadline under the programme as they anticipated that their diesel vehicles could not meet the prevailing emission standard for diesel LGVs. To enable the retention of some affected diesel 4WDs (especially those of discontinued models, which were considered precious internationally) for leisure purposes, Mr YICK suggested and Ir Dr LO agreed that the Administration should consider updating the regulatory regime for classic vehicles, such as (a) aligning the vehicle age criteria for the applications for movement permits, exemption from emission requirements, etc. with the prevailing service life limit of DCVs, and (b) relaxing the conditions of operation applicable to classic vehicles.</p>	
20200122	<p>44. Mr Frankie YICK considered that the time was ripe for the adoption of e-PLBs in Hong Kong. He urged the Administration to implement the pilot scheme for e-PLBs expeditiously.</p>	Air
20200122	<p>51. Mr Frankie YICK and Ir Dr LO Wai-kwok said that electric taxi technologies had become quite mature and some members of the taxi trade had shown interest in trying them out. The successful reintroduction of electric taxis into Hong Kong would hinge on the availability of charging facilities that could meet the taxi trade's operational needs.</p>	Air

Bills Committee on Waste Disposal (Charging for Municipal Solid Waste)
(Amendment) Bill 2018

20190218	<p>1. Mr YICK enquired:</p> <p>(a) whether (i) a resident would need to wrap recyclables in a designated bag ("DB") before depositing them into a recycling bin in a housing estate, and (ii) the property management company concerned would need to ensure that all recyclables collected in the recycling bin were wrapped in DB(s) before delivering them to another party, in order to avoid the commission of an offence</p>
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	<p>under the proposed charging scheme (if the Bill was passed); and</p> <p>(b) how to prevent evasion of the proposed MSW charge through the abuse of recycling bins in buildings/housing estates.</p>
20191111	<p>2. Referring to paragraph (b) of the Administration's written response to the list of follow-up actions arising from the meeting on 20 May 2019 (LC Paper No. CB(1)1346/18- 19(02)), Mr YICK and Mr TSE asked about the progress/outcome of the trial projects jointly organized by EPD and the Housing Authority ("HA") in public rental housing ("PRH") estates for helping the residents to get prepared for the implementation of the proposed MSW charging scheme.</p> <p>3. Mr YICK said that in the housing estate where he resided, the recycling bins for waste glass containers were often full; and cleaning workers often needed to re-sort the recyclables collected in recycling bins because different types of recyclables had been deposited and mixed together for reasons such as the small compartments of the recycling bins. He asked whether the Administration would coordinate with property management companies ("PMCs") of housing estates on improving the design of recycling bins and the collection arrangements for recyclables.</p>
20191218	<p>4. The Deputy Chairman and Mr YICK enquired whether a video clip showing the appearance of a fly-tipper recorded by a surveillance camera system would constitute sufficient evidence for prosecution.</p> <p>5. The Deputy Chairman, Mr YICK and Ms QUAT expressed the following views and concerns:</p> <p>(a) the Administration might need to consider upgrading the surveillance camera systems at fly-tipping black spots, so that they could more clearly capture the appearances of fly-tippers to facilitate prosecution actions;</p> <p>(b) EPD should make reference to the operation of surveillance camera systems installed at public places by other government departments (such as the Hong Kong Police Force), with a view to enhancing its own systems; and</p> <p>(c) the effectiveness of the Administration's enforcement actions against illegal waste disposal would be impaired if it could not continue to install surveillance camera systems at black spots due to District Councils' objections.</p>

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

20170307	<ol style="list-style-type: none">1. The Chairman's views and concerns as follows:<ol style="list-style-type: none">(a) it was imperative for the Administration to ensure sufficient local supply of Euro VI models from different manufacturers (including Japanese ones) before the new emission standards came into effect;(b) the ex-gratia payments under the scheme to phase out pre-Euro IV DCVs ("the ex-gratia payments") were not sufficient to support small operators to switch to Euro VI models;(c) the Administration should require vehicle manufacturers to open up the software for OnBoard Diagnostic checkers to the vehicle maintenance trade at a reasonable cost; and(d) the commencement date of the new emission standards for diesel private cars should be deferred to give vehicle suppliers more lead time to adjust their sales plan.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.
20170320	<ol style="list-style-type: none">3. The Chairman concluded that subject to the Administration providing the draft amendments and further information referred to in paragraphs 2 and 3 above, the Subcommittee had completed scrutiny of the provisions of the Amendment Regulation, and would not propose any amendments in its name.4. The Chairman said that the transport trades would support the deferred implementation schedule. Members expressed no objection in principle to the proposed amendments.