

立法會 *Legislative Council*

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Ref : CB1/PL/EA

Report of the Panel on Environmental Affairs for submission to the Legislative Council

Purpose

This report gives an account of the work of the Panel on Environmental Affairs ("the Panel") during the 2016-2017 Legislative Council ("LegCo") session. It will be tabled at the meeting of the Council on 5 July 2017 in accordance with Rule 77(14) of the Rules of Procedure of the Council.

The Panel

2. The Panel was formed by a resolution passed by the Council on 8 July 1998 and as amended on 20 December 2000, 9 October 2002, 11 July 2007 and 2 July 2008 for the purpose of monitoring and examining Government policies and issues of public concern relating to environmental and conservation matters. The terms of reference of the Panel are given in **Appendix I**.

3. The Panel comprises 33 members, with Hon Tanya CHAN and Dr Hon Junius HO Kwan-yiu elected as Chairman and Deputy Chairman respectively. The membership list of the Panel is in **Appendix II**.

Major Work

Air quality

Allocation of emission allowances for power plants

4. To reduce emissions from power plants, the Secretary for the Environment ("SEN") allocated emission allowance for three specified

pollutants, i.e. sulphur dioxide ("SO₂"), nitrogen oxides ("NO_x") and respirable suspended particulates ("RSP"), for power plants by way of a technical memorandum ("TM") under section 26G of the Air Pollution Control Ordinance (Cap. 311). At the meeting on 24 October 2016, the Administration briefed members on the review of the Fifth TM and the proposal to promulgate a new TM (i.e. the Sixth TM) to allocate the emission allowances from 2021. The Sixth TM provided for a tightening of 8% for SO₂, 3% for NO_x as well as 6% for RSP for the electricity sector.

5. Members enquired about the feasibility to set emission caps for fine particulates (i.e. PM_{2.5}) and carbon dioxide ("CO₂"). The Administration advised that a reliable method had not yet been available for measuring PM_{2.5} emissions in a stack where water droplets were present. However, control measures currently in place such as installation of high efficiency electrostatic precipitators and flue gas desulphurization facilities in the power plants could reduce particulates including PM_{2.5}. As regards CO₂ emissions, there was no proven practicable technology for controlling such emissions from power generation, and hence it was not feasible to set emission caps for CO₂ in TMs at this stage. The Administration would continue to achieve the target of reducing carbon intensity by increasing the use of natural gas for electricity generation.

6. Noting that both the Hong Kong Electric Company, Limited ("HEC") and the CLP Power Hong Kong Limited ("CLP") were planning to build new gas-fired generation units ("gas-fired units"), which would affect emissions from their power plants in future years, members sought whether these developments had been taken into account when setting the latest emission allowances in the Sixth TM. The Administration advised that the new gas-fired unit of HEC would be commissioned in 2022 whereas CLP's proposal of constructing a new gas-fired unit was under review by the Government and CLP, and could not be assumed that the unit would be ready for operation in 2021. The Administration would review the TM again in 2017 when more information on the timing of commissioning of the new gas-fired units was available.

Regulation of volatile organic compounds

7. Volatile organic compounds ("VOC") are organic chemicals that evaporate at room temperature. Some of them are toxic while most can contribute to the formation of photochemical smog, which is a key regional air pollution problem in the Pearl River Delta. In Hong Kong, non-combustion sources (mainly VOC containing products such as paints, consumer products, printing inks, adhesives and sealants) are the major contributor to man-made VOC emissions. The Administration started regulating the VOC contents of

products of non-combustion sources in 2007 via the Air Pollution Control (Volatile Organic Compounds) Regulation (CAP. 311W) ("VOC Regulation"). At the meeting on 28 November 2016, the Administration consulted the Panel on its proposal to apply the VOC Regulation to fountain solutions and printing machine cleansing agents, with 80 grams per litre ("g/l") and 500 g/l as the respective VOC content limits. Members generally supported the proposal.

8. Members sought the Administration's assessment of the potential impact arising from the proposal on the printing industry, and how enforcement on the VOC content limits of fountain solutions and printing machine cleansing agents would be conducted. The Administration advised that it had engaged the printing industry when formulating the proposed control for fountain solutions and printing machine cleansing agents, with a view to ensuring its feasibility including the supply of compliant products. The Environmental Protection Department ("EPD") conducted inspections and sample tests for enforcement of the VOC Regulation, and would take appropriate actions in response to reports of non-compliances. The sample test results could generally produce sufficient evidence for prosecution and conviction purposes.

9. Some members asked if the Administration would consider extending the control to printed materials imported into Hong Kong, as well as other VOC sources. The Administration advised that 170 types of products, including many commonly used consumer products such as paints, hairspray, and insecticides, had been subject to the VOC Regulation so far. Between 1997 and 2014, the total VOC emissions in Hong Kong decreased by 65% mainly due to the control of emissions from non-combustion sources and road transport sectors. Given that VOC was emitted during the printing process when fountain solutions and printing machine cleansing agents were applied, regulating the VOC content of these two products would suffice. It would not be necessary to extend the control to printed materials imported into Hong Kong. The Administration would continue to explore additional measures to control VOC emissions from non-combustion sources.

Tightening of emission standards of newly registered motor vehicles

10. To improve roadside air quality and protect public health, it has been the Administration's standing policy to tighten motor vehicle fuel and emission standards in line with international developments when there is an adequate supply of compliant fuels and vehicles in Hong Kong. At the meeting on 19 December 2016, the Administration briefed the Panel on the legislative proposal to tighten emission standards for newly registered motor vehicles (except diesel private cars) to Euro VI in phases and for newly registered diesel private cars to California LEV III, starting from 1 July 2017. The Panel also

received views from deputations on the proposal at the special meeting on 24 February 2017.

11. Some members considered that the Administration should wait until there had been sufficient supply of the relevant models of compliant vehicles in the market before tightening the emission standards of newly registered vehicles. Some other members, however, opined that major vehicle suppliers might not be able to make business plans and introduce models of compliant vehicles prematurely before the commencement dates for the new emission standards had been confirmed.

12. The Administration explained that it would be practicable to implement a more stringent emission standard for a particular class of vehicles when vehicle suppliers which in aggregate accounted for about 70% to 80% of the local market share would be able to put on the market compliant vehicles, including major brands of that class of vehicles. To address concerns expressed by the transport trades, the Administration had deferred the commencement date of the Euro VI emission standards for goods vehicles and non-franchised buses by one year from 1 January 2017 to 1 January 2018.

13. Some members did not subscribe to the Administration's explanation and maintained that the emission standards of newly registered vehicles should not be tightened based on mere assumption or assessment that the relevant models of compliant vehicles would be available in the market. In this connection, the Panel passed two motions at its meeting on 24 February 2017 urging the Administration to:

- (a) postpone the commencement date for tightening the emission standards of private cars and taxis from 1 July 2017 to 1 January 2018; and
- (b) finalize the commencement dates of the new emission standards for buses and goods vehicles when sufficient choices of brands (including Japanese or Chinese ones) were available in the market; and relevant technologies (including softwares for emission testing) adopted by vehicle manufacturers were made public.

14. Members noted that the Air Pollution Control (Vehicle Design Standards)(Emission)(Amendment) Regulation 2017 ("Amendment Regulation") to implement the proposed tightening of the statutory emission standards of newly registered vehicles was tabled before LegCo on 22 February 2017. A subcommittee was formed to study the Amendment Regulation. After further considering the Subcommittee's views and the transport trades' concerns over

the supply of compliant vehicles and competent vehicle mechanics in Hong Kong by the commencement dates of the new vehicle emission standards, the Administration had moved a motion at the Council meeting of 29 March 2017 to amend the Amendment Regulation to the effect of deferring the commencement date of the Euro VI emission standards for newly registered heavy duty vehicles by nine months from 1 January 2018 to 1 October 2018, and deferring the commencement date of the California LEV III emission standards for newly registered diesel private cars by three months from 1 July 2017 to 1 October 2017. The motion was passed.

Promoting the use of electric vehicles

15. To improve air quality, particularly roadside air quality, the Administration has been promoting the replacement of conventional vehicles by electric vehicles ("EVs"), which do not have tailpipe emissions and are more energy efficient. The first registration tax ("FRT") for EVs was first waived in 1994 and was extended six times over the past two decades. On 27 February 2017, the Administration briefed the Panel on the FRT concessions for EVs for the period from 1 April 2017 to 31 March 2018 inclusive, as announced in the 2017-2018 Budget. Under the new arrangements, FRT for electric commercial vehicles, electric motor cycles and electric motor tricycles continues to be waived in full, whereas that for electric private cars is waived up to \$97,500.

16. Members in general considered that capping the FRT waiver for electric private cars at \$97,500, instead of granting a full waiver as in past years, was a retrogressive step in promoting the use of EVs and improving roadside air quality. The Administration explained that it had all along adopted a public transport-oriented policy with railway as the backbone. Heavy reliance of private cars would lead to road traffic congestion, which could also offset the efforts to improve roadside air quality. In case private cars were to be purchased, the Administration would encourage buyers to opt for EVs. However, the rapid growth of electric private cars in the past few years had become a cause for concern in reining in the growth of private cars. Moreover, electric private car manufacturers had been producing mass-market electric private car models with prices, reliability and driving performance that were increasingly competitive with those of conventional cars. These latest developments called for a good balance between promoting the use of electric private cars and stemming the excessive growth of the private car fleet, when considering the FRT concession for electric private cars.

17. Some members considered that the effectiveness of capping the FRT waiver for electric private cars to serve the dual purpose of environmental protection, and mitigation of road traffic congestion would be limited if there were no concurrent measures targeting at conventional cars (such as raising the FRT and/or annual licence fees for conventional cars). Meanwhile, the capped FRT waiver for electric private cars would dampen buyers' incentives to choose EVs over conventional cars. At the meeting on 27 February 2017, the Panel passed a motion urging that the Government should be committed to increasing the proportion of electric private cars in the overall number of private cars, and maintain a full FRT waiver for electric private cars. The Administration indicated that it would continue to review the FRT waiver in future, in the light of the latest technological development and market situation of EVs, and other traffic considerations.

Waste management

Municipal solid waste charging

18. On the basis of majority support obtained in a public consultation completed in 2012, the Administration affirmed the direction of introducing a quantity-based municipal solid waste ("MSW") charging system as a key policy tool to achieve the waste disposal reduction target of 40% by 2022 from the base year of 2011. The Administration briefed the Panel on the proposed implementation arrangements for the quantity-based MSW charging on 27 March 2017. The Panel further received public views on the proposal on 29 May 2017.

19. Panel members in general expressed support for quantity-based MSW charging. However, they were concerned about potential aggravation of fly-tipping as a result of MSW charging, and the difficulties faced by property management companies ("PMCs") in tackling the problem. Members enquired about the measures to enforce the implementation of MSW charging, including the means to identify non-compliant waste producers. The Administration advised that intensive and strict enforcement actions across the community upfront might not be the best approach during the initial launch of MSW charging. Taking into account that the public needed time to adapt to the new charging scheme, the Administration intended to put in place a six months' phasing-in period after the commencement of MSW charging, during which warnings would be issued in non-compliant cases and enforcement actions would be taken in case the nature and magnitude of the offence called for enforcement. The Administration would continue to liaise with PMCs and other relevant stakeholders on the details of implementing and enforcing MSW charging to ensure a smooth implementation.

20. Some members expressed concern about double levy arising from MSW charging since the charges for waste collection had already been included in government rates. The Administration advised that government rates were calculated based on property value unrelated to the volume of waste generated from the property, and the revenue generated from government rates was part of government revenue for coping with public expenditures in general without specific relevance to the expenditures on waste collection.

Combating illegal land filling and fly-tipping of construction and demolition waste

21. The number of public reports on illegally dumped construction and demolition materials in Hong Kong had increased by 328% from 1 517 in 2005 to 6 499 in 2015. The development of a soil fill near Kingswood Villas in Tin Shui Wai, a typical case involving unauthorized land filling, had drawn criticism that the enforcement actions taken by the relevant departments including EPD were ineffective. On 19 December 2016, the Administration briefed members on the latest measures to tackle illegal land filling and fly-tipping activities. Members also received views from deputations on the subject at the special meeting on 3 March 2017.

22. Members in general criticized the ineffectiveness of the existing regulatory regime for handling illegal land filling on both government and private lands. Members urged the Administration to review the regulatory regime, and enhance the coordinating role of EPD among the responsible enforcement departments. There was also a suggestion that the Administration should review the Town Planning Ordinance (Cap. 131) and extend the Planning Department's regulatory control over unauthorized land filling activities to areas not covered by Development Permission Area ("DPA") plans.

23. The Administration advised that since the introduction of a prior notification mechanism under the Waste Disposal Ordinance (Cap. 354) ("WDO"), which required a person to obtain the written permission of the landowners given in a specified form and submit the form to EPD before the intended date of deposition on private land, EPD was able to alert other relevant government departments in advance such that the latter could take follow-up actions under their respective purview to ensure that the proposed deposition would comply with the relevant legislative requirements.

24. The Administration stressed that in imposing planning control through designation of DPAs, it was necessary to strike a balance between nature conservation and protection of private property rights. For unauthorized land

filling in areas covered by DPA plans, the Planning Authority could take enforcement actions by issuance of Enforcement Notice or Stop Notice to require the parties concerned to discontinue the unauthorized developments by a specified date, and Reinstatement Notice to require reinstatement of the land by a specified date to a specified condition as the Planning Authority considered satisfactory.

Producer responsibility scheme on waste electrical and electronic equipment

25. The Promotion of Recycling and Proper Disposal (Electrical Equipment and Electronic Equipment) (Amendment) Ordinance 2016 ("Amendment Ordinance") was approved by LegCo in March 2016 to provide for the statutory regulatory framework for the producer responsibility scheme ("PRS") on waste electrical and electronic equipment ("WEEE"), or in short "WPRS". The Administration briefed the Panel at the meeting on 23 January 2017 regarding the preparatory work for implementing the scheme.

26. Some members expressed concerns about the potential impact of WPRS on the viability of existing recyclers, and whether the WEEE Treatment and recycling facility ("WEEETRF"), which was being developed with government funding to provide the requisite treatment capacity for abandoned regulated electrical equipment ("REE") (referred to as "e-waste" under WPRS) would monopolize the collection and treatment of e-waste, thus driving other recyclers out of business.

27. The Administration advised that at present, about 70 000 tonnes of WEEE were generated in Hong Kong every year, and REE accounted for 85% of all WEEE. As the existing treatment capacity in Hong Kong without WEEETRF could only handle a few thousand tonnes of WEEE, it was considered necessary to develop WEEETRF to provide the requisite treatment capacity to underpin WPRS. Given a design capacity of about 30 000 tonnes per annum of WEEETRF, which was well below the annual total amount of WEEE generated in Hong Kong, there should be room for development of other recyclers in the business of collecting and recycling e-waste and WEEE at large.

28. Members urged the Administration to step up enforcement of the existing import control on hazardous WEEE to ensure effective implementation of WPRS in future. The Administration advised that EPD had been stepping up inspections and enforcement actions against illegal import of hazardous WEEE and there were successful cases of prosecutions. After implementation of WPRS, the permit controls under WDO would be extended to the import/export of all e-waste. The new control measures governing the import/export and disposal of e-waste would enable the Administration to have

more comprehensive information on the operations of licensed recyclers in respect of e-waste in future.

29. The Panel noted that the Administration had introduced the Promotion of Recycling and Proper Disposal (Electrical Equipment and Electronic Equipment)(Amendment) Ordinance 2016 (Commencement) Notice 2017 at the Council meeting of 26 April 2017 to provide the necessary legal basis for further preparatory work for WPRS. SEN had also made the Product Eco-Responsibility (Regulated Electrical Equipment) Regulation ("REE Regulation") on 25 April 2017 to provide for the detailed operational matters under the Amendment Ordinance. A subcommittee was formed to study the two pieces of subsidiary legislations. The relevant provisions of the Commencement Notice have taken effect on 21 April and 19 June 2017 respectively, while the Administration will move a resolution on the REE Regulation at the Council meeting of 5 July 2017.

Recycling Fund

30. The Recycling Fund was launched in October 2015 to promote the recovery and recycling of waste by facilitating the recycling industry to upgrade its operational capabilities and efficiency for its sustainable development. The Panel received briefing by the Administration on the implementation progress and operation of the Fund at the meeting on 28 November 2016.

31. Members criticized the long time taken by the Advisory Committee on Recycling Fund ("RFAC") to approve applications for the Recycling Fund, and the low rate of successful applications. They urged the Administration to streamline the application procedures, and provide necessary information/assistance to facilitate applications by the recycling trade. The Administration advised that EPD, RFAC and the Secretariat of the Recycling Fund had, since the launch of the Fund, kept under review the operational experience of the Fund, and introduced various facilitation measures, including streamlining the application procedures, setting up the new category of Small-scale Standard Projects ("SSP") under the Fund's Enterprise Support Programme, waiving the requirement for opening a designated bank account, and allowing partial reimbursement of expenses of an SSP in the middle of the project period upon meeting significant milestones, etc. The facilitation measures were expected to relieve the administrative workload of small and medium-sized enterprises in making applications, and encourage more applications that merited support under the Fund.

32. Panel members in general queried the effectiveness of the Recycling Fund in addressing the operational and financial difficulties of recyclers, and considered that the Administration should set indicators and targets to better monitor the Fund's operation. Some members suggested the Administration consider providing subsidies to recyclers in respect of recyclables.

33. The Administration advised that the Recycling Fund was meant to facilitate the recycling industry to upgrade its operational capabilities and efficiency so as to increase the recovery and recycling of waste and achieve the ultimate goal of reducing disposal at landfills. It was not an aim of the Recycling Fund to directly subsidize individual recycling business as this would not be able to provide any incentive to recyclers to improve their mode of operation. On the monitoring of the effectiveness of the Fund, the grantees would be required to report on a regular basis about the relevant milestones reached by the funded projects, and the Secretariat of the Recycling Fund would conduct on-site spot checks and random inspections to verify the deliverables and targets as reported by the grantees.

Nature conservation and marine conservation

Phasing out of the local trade in ivory

34. The Panel was consulted on the legislative proposal to phase out the local trade in ivory on 27 March 2017, and received views from deputations on 6 June 2017. The legislative proposal included a three-step plan to phase out the local ivory trade with a view to imposing a total ban by the end of 2021 ("proposed total ban"), and increasing the penalties under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) for smuggling and illegal trading of endangered species. Members expressed support in principle for the legislative proposal.

35. Some members expressed concern that the proposed total ban might affect the livelihood of local ivory craftsmen who might rely solely on their ivory crafting skills to make a living, and the ivory in question might not have involved poaching and killing of elephants. These members have explored with the Administration the feasibility of allowing the local trading of ivory of certain age to continue, instead of imposing a total ban, and of providing compensation to the ivory traders. Some other members, however, indicated that they did not support a partial ban as it might continue to cloak a parallel illegal trade in ivory poached from illegally killed elephants. These members were also against any form of compensation to the trade lest it might convey a wrong message to the community that the poaching of elephants for ivory was justified.

36. The Administration has advised that from the law enforcement perspective, it would be necessary to impose a total ban on the local ivory trade. This approach would dispense with the need to determine the age and hence the legality of the ivory that would otherwise be required if the ban was only imposed on ivory of certain age. It was also in line with the international call for closure of domestic markets for ivory. The Administration considered it justified not to provide compensation to the trade because the proposed total ban did not involve confiscation of ivory and would not lead to immediate cessation of business of the traders concerned. Ivory owners could still possess ivory for non-commercial purposes. Besides, other jurisdictions which had banned the ivory trade did not provide compensation to the affected traders.

37. Members noted that the Administration had introduced the Protection of Endangered Species of Animals and Plants (Amendment) Bill 2017 into LegCo at the Council meeting of 14 June 2017 to amend Cap. 586 for the purpose of phasing out the local trade in ivory and imposing heavier penalties for smuggling and illegal trading of endangered species. The bill is under scrutiny by the relevant bills committee of LegCo.

Reclamation works of the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road Project

38. The environmental impact of major infrastructural projects including the local infrastructural projects of the Hong Kong-Zhuhai-Macao Bridge ("HZMB") has long been a subject of concern to members. In February 2017, media reports alleged that two seawalls in the Hong Kong-Zhuhai-Macao Bridge Hong Kong Link Road ("HKLR") project had collapsed in 2014 due to irregular extensions ("the Incident"), and the Highways Department ("HyD") failed to disclose the Incident at that time. The Incident aroused public concerns whether the Administration's monitoring of the reclamation works of the HZMB project was sufficient. The Panel discussed related issues at the meeting on 27 February 2017.

39. Members were concerned whether the alleged collapse of seawalls in the HZMB HKLR project had caused any adverse impact on the water quality and marine ecology. According to media reports, the dispersion of fill materials from the collapsed seawalls had extended the areas of reclaimed land beyond the gazetted scope. Members requested the Administration to explain the case, including whether the contractor had violated the relevant environmental permit ("EP").

40. The Administration advised that since the commencement of the HZMB construction works in 2012, EPD had been conducting surprise on-site inspections every month to ensure all environmental mitigation measures stipulated in the EP had been implemented effectively in the construction works, in particular to ensure that silt curtains were properly installed outside the works area which can effectively prevent sediment dispersion affecting the waters outside the works area. EPD had been reviewing the Environmental Monitoring and Audit Reports submitted regularly by HyD to check that the specified water quality monitoring data had met the relevant standards, and to understand the progress of the works. According to the Administration, past inspections and environmental monitoring data showed that the silt curtains were functioning effectively and no exceedances of the relevant water quality indicators in the vicinity of the reclamation areas due to the works were noted.

41. Regarding the allegation that the extension of reclamation works might have violated the relevant requirements of EP, EPD noted that the temporary toe-loading-platforms constructed outside the seawall were part of the rock-filled platforms that would be constructed for constructing the seawall under the non-dredged method mentioned in the submission by HyD when applying for the variation of EP, and the area of the seabed affected permanently and temporarily was still within the affected area mentioned in the EIA Report.

Tackling marine refuse

42. The Administration briefed the Panel on the progress of the Government's efforts in tackling marine refuse. Referring to the incident of illegal dumping by Mainland vessels in the waters of Wanshan Qundao of Zhuhai in August 2016, some members criticized the Administration for not having provided assistance to Hong Kong fishermen promptly for removing the large quantity of refuse netted by them after the incident. The Administration was requested to establish a mechanism to respond to emergency situations which required special collection of massive quantity of marine refuse.

43. The Administration advised that EPD had developed since 2016 a notification and alert system on marine refuse by collecting and recording data on the volume of rainfall and wind directions during incidents where massive quantity of marine refuse had drifted to Hong Kong waters. The information enabled relevant government departments to deploy staff and take follow-up actions more promptly. According to the Marine Department ("MD"), if the refuse netted by fishermen during their operation was too bulky for collection by the refuse collection fleet of MD's contractor, the fishermen concerned might call MD's hotline to arrange for special collection by large-scale refuse collection vessels.

Other issues

44. During the session, the Panel was also consulted on the following public works proposals and establishment proposals:

- (a) creation of a supernumerary directorate post at the rank of Principal Environmental Protection Officer in EPD to strengthen the leadership and manpower support for implementing the "A Food Waste and Yard Waste Plan for Hong Kong: 2014-2022" and to sustain the initial achievements in reducing food waste disposal at landfills;
- (b) upgrading of Kwun Tong Preliminary Treatment Works and Sewage Pumping Station;
- (c) construction of dry weather flow interceptors to improve water quality and reduce odour in Victoria Harbour and sewer rehabilitation in Kowloon, Shatin and Sai Kung; and
- (d) creation of a permanent Assistant Director of Environmental Protection post in EPD to lead the Waste Reduction and Recycling Division to implement on-going measures and formulate new initiatives to promote waste reduction and recycling as well as the sustainable development of the recycling industry.

Meetings held

45. From 18 October 2016 to mid June 2017, the Panel held a total of 14 meetings, including a joint meeting with the Panel on Economic Development. The Panel has scheduled two meetings for 26 June and 17 July 2017.

Council Business Division 1
Legislative Council Secretariat
26 June 2017

Legislative Council

Panel on Environmental Affairs

Terms of Reference

1. To monitor and examine Government policies and issues of public concern relating to environmental matters (including those on energy), conservation and sustainable development.
2. To provide a forum for the exchange and dissemination of views on the above policy matters.
3. To receive briefings and to formulate views on any major legislative or financial proposals in respect of the above policy areas prior to their formal introduction to the Council or Finance Committee.
4. To monitor and examine, to the extent it considers necessary, the above policy matters referred to it by a member of the Panel or by the House Committee.
5. To make reports to the Council or to the House Committee as required by the Rules of Procedure.

Panel on Environmental Affairs**Membership list for the 2016-2017 session***

Chairman	Hon Tanya CHAN
Deputy Chairman	Dr Hon Junius HO Kwan-yiu, JP
Members	<p> Hon LEUNG Yiu-chung Hon Tommy CHEUNG Yu-yan, GBS, JP Hon Jeffrey LAM Kin-fung, GBS, JP Hon WONG Ting-kwong, SBS, JP Hon CHAN Hak-kan, BBS, JP Dr Hon Priscilla LEUNG Mei-fun, SBS, JP Hon Paul TSE Wai-chun, JP Hon LEUNG Kwok-hung Hon Steven HO Chun-yin, BBS Hon Frankie YICK Chi-ming, JP Hon WU Chi-wai, MH Hon MA Fung-kwok, SBS, JP Hon Charles Peter MOK, JP Hon CHAN Chi-chuen Hon LEUNG Che-cheung, BBS, MH, JP Hon Kenneth LEUNG Hon KWOK Wai-keung Hon Dennis KWOK Wing-hang Dr Hon Fernando CHEUNG Chiu-hung Dr Hon Elizabeth QUAT, JP Hon Martin LIAO Cheung-kong, SBS, JP Ir Dr Hon LO Wai-kwok, SBS, MH, JP Hon Andrew WAN Siu-kin Hon CHU Hoi-dick Hon HO Kai-ming Hon SHIU Ka-fai Hon HUI Chi-fung Hon Kenneth LAU Ip-keung, MH, JP Hon KWONG Chun-yu Hon Nathan LAW Kwun-chung Dr Hon YIU Chung-yim </p>

(Total : 33 members)

Clerk Ms Angel SHEK

Legal Adviser Miss Winnie LO

* Changes in membership are shown in Annex.

Annex to Appendix II

Panel on Environmental Affairs

Changes in membership

Member	Relevant date
Hon Claudia MO	Up to 24 October 2016
Hon Christopher CHEUNG Wah-fung, SBS, JP	Up to 26 October 2016
Hon Mrs Regina IP LAU Suk-yee, GBS, JP	Up to 5 November 2016
Prof Hon Joseph LEE Kok-long, SBS, JP	Up to 6 November 2016
Hon Abraham SHEK Lai-him, GBS, JP	Up to 8 November 2016
Hon WONG Kwok-kin, SBS, JP	Up to 8 November 2016
Hon LUK Chung-hung	Up to 8 November 2016
Hon YIU Si-wing, BBS	Up to 9 November 2016
Hon YUNG Hoi-yan	Up to 9 November 2016
Hon CHEUNG Kwok-kwan, JP	Up to 9 November 2016
Hon LAM Cheuk-ting	Up to 23 November 2016
Hon IP Kin-yuen	Up to 24 November 2016
Dr Hon LAU Siu-lai	Up to 24 November 2016
Hon Jimmy NG Wing-ka, JP	Up to 28 November 2016
Hon SHIU Ka-fai	Since 28 November 2016
Hon SHIU Ka-chun	Up to 29 November 2016
Hon Michael TIEN Puk-sun, BBS, JP	Up to 29 November 2016
Hon Holden CHOW Ho-ding	Up to 29 November 2016
Hon Alvin YEUNG	Up to 29 November 2016
Hon CHAN Chun-ying	Up to 30 November 2016
Hon Starry LEE Wai-king, SBS, JP	Up to 30 November 2016
Hon LAU Kwok-fan, MH	Up to 30 November 2016
Hon CHAN Kin-por, BBS, JP	Up to 1 December 2016
Hon Jeremy TAM Man-ho	Up to 4 December 2016
Dr Hon KWOK Ka-ki	Up to 5 December 2016
Dr Hon Helena WONG Pik-wan	Up to 2 January 2017
Hon Wilson OR Chong-shing, MH	Up to 16 January 2017
Hon Alice MAK Mei-kuen, BBS, JP	Up to 22 January 2017
Hon James TO Kun-sun	Up to 5 February 2017
Hon CHAN Han-pan, JP	Up to 21 February 2017
Dr Hon CHIANG Lai-wan, JP	Up to 16 March 2017