

立法會

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Report of the Bills Committee on Import and Export (Amendment) Bill 2025

Purpose

This paper reports on the deliberations of the Bills Committee on Import and Export (Amendment) Bill 2025 (“the Bills Committee”).

Background

2. The Administration is taking forward the implementation of the Trade Single Window (“TSW”) at full steam to provide a one-stop electronic platform for the trading community to lodge Business-to-Government trade documents for trade declaration and cargo clearance. According to the Administration, TSW is a major business and operational process re-engineering exercise which overhauls and enhances the document submission workflows between the participating Government agencies and the trade. TSW is being implemented in three phases, and Phase 1 and Phase 2 have been in full service since 2020 and 2023 respectively. The Administration plans to roll out the Phase 3 services by batches from 2026 onwards.¹ Phase 3 covers the following trade documents:

- (a) Import and Export Declarations (“TDEC”);
- (b) cargo information required to be submitted under different transport modes, including Advance Cargo Information (“ACI”), Cargo Manifests and Cargo Reports; and
- (c) applications for Certificates of Origin (“CO”) and Dutiable Commodities Permits (“DCP”).

¹ The Administration has advised that the first batch of services of TSW Phase 3 is expected to roll out in mid-2026, covering information on road ACI. The second batch of services is expected to roll out in mid-2027, covering air ACI, air and road Cargo Manifest as well as TDEC of all transport modes; the third batch of services is expected to roll out in the second half of 2027, covering sea, rail and ferry Cargo Manifest, CO and DCP.

3. The Phase 3 information technology (“IT”) system will replace the Government Electronic Trading Services (“GETS”)² and major cargo clearance systems of the Hong Kong Customs and Excise Department (“C&ED”) (i.e. Road Cargo System, Air Cargo Clearance System and Sea Cargo Support System) and related back-end processing systems, which has provided an opportunity to streamline and standardize the current cargo clearance processes of different transport modes.

Import and Export (Amendment) Bill 2025

4. The Import and Export (Amendment) Bill 2025 (“the Bill”) was published in the Gazette on 21 March 2025 and received its First Reading at the Council meeting of 2 April 2025. The Bill seeks to amend the Import and Export Ordinance (Cap. 60) and related legislation to:

- (a) provide for the use of the TSW System (“specified system”) for transmitting certain import and export related information;
- (b) provide for offences relating to the use of the specified system;
- (c) allow pre-shipment submission of certain declarations and manifests; and
- (d) make related and miscellaneous amendments.

5. Details of the main provisions of the Bill are set out in paragraph 26 of the Legislative Council Brief ([File Ref.: CEDB/148/2/6](#)) and paragraphs 4 to 13 of the Legal Service Division Report on the Bill ([LC Paper No. LS36/2025](#)).

The Bills Committee

6. At its meeting on 11 April 2025, the House Committee agreed to form a Bills Committee to study the Bill. Dr Hon Kennedy WONG was elected Chairman of the Bills Committee. The membership of the Bills Committee is in [Appendix](#).

² GETS is a front-end electronic service platform for the trading community to submit TDEC, Cargo Manifest and applications for CO and DCP to the Government for customs control, trade declaration, trade control and statistics compilation purposes.

7. The Bills Committee has held one meeting with the Administration and invited submissions from the public. No submissions were received.

Deliberations of the Bills Committee

8. Members of the Bills Committee generally support the Bill and consider that the implementation of TSW could enhance the efficiency of cargo clearance in Hong Kong and help maintain Hong Kong's status as a prominent international trade centre and logistics hub. The deliberations of the Bills Committee are summarized in the ensuing paragraphs.

Implementation and application of TSW

Coverage of TSW

9. Members have advised that as TSW is a trade facilitation measure with high development cost, the Administration should consider making it mandatory for the trading community to use TSW services to maintain Hong Kong's competitiveness. The Administration has advised that TSW Phase 3 will replace GETS and a number of existing cargo clearance systems of C&ED as the only electronic platform for submission of cargo information required to be submitted under different transport modes, including ACI, Cargo Manifest and Cargo Reports as well as applications for CO and DCP. To minimize the impact on trade operation, clauses 26, 41, 42, 59, 61, 63, 69, 80, 89, 101 and 110 have provided for transitional and saving provisions for the implementation of the specified system. Subject to the types of document, the Administration has proposed to allow a transitional period of around four to six months to facilitate the trade to transit to the new system.³ During the transitional period, the trading community may choose to submit documents through GETS or TSW, and any follow-up matters, such as amendment of information, reply to Government queries, etc., have to be handled in the same system to which the documents had been submitted. After the transitional period, stakeholders can only submit new trade documents through TSW. Those transitional provisions also propose to empower the Commissioner of Customs and Excise ("the Commissioner") to specify an expiry date for the transitional arrangement for different types of trade documents.

³ Considering that the road Cargo Manifest is currently submitted in paper form, the Administration will encourage the trading community to submit relevant information electronically after the implementation of TSW Phase 3 and review in due course the adoption of electronic road Cargo Manifest by stakeholders, and consider whether to mandate its use in future after trade consultation.

10. Members have asked whether C&ED can use TSW as a channel for the collection of related duties, such as Government revenue on dutiable goods. The Administration has advised that the function of collecting Government revenue on dutiable goods has been reserved in the design of TSW.

Data sharing and analysis of TSW

11. Members have urged the Administration to facilitate data sharing and analysis under TSW by, for example, considering opening up some of the data collected through the specified system to assist the trading community (e.g. small and medium-sized traders or manufacturers) to develop their business. In addition, some members have suggested designating some data analysis services as payment items to reduce the operating costs of TSW.

12. The Administration has advised that at present, the Census and Statistics Department (“C&SD”) compiles external merchandise trade statistics and shipping statistics of Hong Kong based on information contained in TDEC and Cargo Manifests, and publishes relevant data on a regular basis. The trading community can also make use of C&SD’s Interactive Data Dissemination Services to produce statistical tables and charts according to their own needs through interactive dashboards, and download them for further processing and analyses.

13. The Administration has also advised that the Commerce and Economic Development Bureau (“CEDB”) has discussed with the Hong Kong Monetary Authority (“HKMA”) on how to utilize the data collected via TSW Phase 3 to facilitate trade financing for the trading community. Specifically, TSW Phase 3 will collaborate with HKMA’s Commercial Data Interchange to allow users to share, on a consensual basis, TDEC data with participating banks to assist them in vetting users’ loan applications.

Enhancing C&ED’s risk management

14. Noting that the Administration will establish a new and highly-automated cargo risk assessment engine in TSW Phase 3, members have enquired about the difference between that engine and the existing risk assessment system of C&ED.

15. The Administration has advised that C&ED currently has a number of systems to conduct clearance and risk assessment for different transport modes. The new engine will combine various existing systems

into one single system, and will conduct risk assessment with risk products generated by artificial intelligence and big data analytics to enable C&ED to screen cargo information more efficiently. As a result, C&ED will be able to identify high-risk or suspicious cargo more effectively and focus their enforcement efforts on such cargo, which will in turn expedite the cargo clearance process, reduce unnecessary cargo hold-ups and improve cargo flow. C&ED will also make use of the new system to conduct post-clearance audit checks and review risk assessment results regularly to enhance the accuracy of the cargo risk assessment engine. Therefore, the new risk assessment engine will enable C&ED to conduct more targeted risk assessment, which enhances enforcement efficiency in detecting contrabands and illegal activities, thereby safeguarding the security and public safety of Hong Kong.

Security issues of TSW

16. Members have enquired about the security measures to be taken by the Administration to ensure that the operation of TSW will not be affected by cyber-attacks. The Administration has advised that during the development of TSW, it has incorporated security concepts at the system design stage in accordance with relevant Government IT Security Policy and Guidelines. For instance, the system will adopt a multi-layered defence mechanism as well as protection devices and measures to prevent cyber-attacks or unauthorized access to data. If enterprises choose to connect with TSW using the system-to-system interface, they are required to pre-register and follow the implementation instructions of TSW, including the relevant regulatory and security measures, as well as to conduct and pass system tests and inspections before they can formally use TSW.

17. The Administration has stressed that, before rolling out the services, it will conduct a series of system tests (including user acceptance test, load test, stress test, reliability test, resilience test), security risk assessment and audit, and the additional tests to be arranged by the Digital Policy Office to assess the resilience of the system in response to abnormal or extreme loads and stresses, as well as the recovery capabilities against cyber-attacks in order to ensure the system complies with the Government's information security requirements. It will also plan for different contingency measures to tackle any emergency.

Ensuring the smooth implementation of TSW

18. Members have enquired about the training programmes put in place by the Administration to facilitate the smooth transition of the trading community to the new regime, and whether C&ED has sufficient manpower

to handle the large volume of documents submitted by stakeholders after the implementation of TSW Phase 3.

19. The Administration has replied that C&ED will launch a series of publicity, promotion and training programmes, as well as support services, to help the trading community adapt to and use TSW more easily. In terms of human resources, C&ED will deploy the existing resources to operate and maintain TSW and cope with additional manpower needs. Also, the relevant manpower and resources requirements will be kept under constant review.

Regulatory regime of value-added service providers

Legal liabilities of different entities under the regulatory regime

20. The Bills Committee has noted that after the implementation of TSW Phase 3, commercial players may submit applications to the Commissioner, etc. to act as value-added service providers (“VASPs”) to submit and verify trade documents and cargo information, pay fees, and provide paper-to-electronic conversion services, etc. on behalf of traders.⁴ Clauses 17, 70, 80, 94 and 109 of the Bill respectively provide for a new regulatory regime for VASPs. Some members are concerned whether VASPs and cargo transportation service providers will need to bear any legal liabilities if traders provide incorrect information in respect of TDEC, resulting in the transmission of inaccurate information by VASPs using the specified system.

21. The Administration has explained that Cap. 60 and other relevant legislation have set out clearly the legal liabilities of traders or carriers. For instance, regulations 4 and 5 of the Import and Export (Registration) Regulations (Cap. 60E) provide that traders are required to submit accurate and complete TDEC to the Commissioner, whereas regulations 11 and 12 provide that carriers have to submit Cargo Manifests in respect of the imported and exported cargo to the Commissioner in accordance with statutory requirements. There will be no change to the existing legal liabilities of traders or carriers upon the implementation of TSW Phase 3.

22. The Administration has added that clauses 17, 70, 80, 94 and 109 of the Bill propose to introduce a regulatory framework for the use of specified system by VASP for transmitting information, which include new provisions on the presumption regarding information transmitted by VASP

⁴ VASPs may, according to market need, provide the trading community with other Business-to-Business services, such as customized system interface, flexible payment arrangements, provision of additional reports and statistics, etc.

using the specified system. The provisions provide that where a VASP is authorized in writing to transmit any information on behalf of another person using a specified system, any person named as the person who transmits the information, or makes a statement or declaration contained in the information is, in the absence of evidence to the contrary, presumed to be the person who transmits the information or makes the statement or declaration. Therefore, a data provider (e.g. a trader or a carrier) remains liable for the data transmitted or the statement or declaration made for the purposes of the relevant Ordinances. As regards the question of who should be held liable in the event that a trader, carrier or VASP uses a specified system to provide incorrect information, it will depend on the actual circumstances and evidence of individual cases. The matter cannot be generalized, and will be decided by the Court upon consideration.

Practice guidelines for VASPs

23. Pursuant to the proposed new section 30B of Cap. 60, proposed new section 76 of the Dutiable Commodities Ordinance (Cap. 109), proposed new section 16 of the Reserved Commodities Ordinance (Cap. 296), proposed new section 29B of the Industrial Training (Clothing Industry) Ordinance (Cap. 318), and proposed new section 11A of the Protection of Non-Government Certificates of Origin Ordinance (Cap. 324), the Commissioner etc. may issue practice guidelines specifying (a) the classes of information to which the proposed new scheme would apply (i.e. specified information), (b) the manner in which an application for approval to transmit (on behalf of another person) specified information using the specified system would be made, (c) the specific matters that the Commissioner etc. may have regard to for the purposes of considering such an application, and (d) the standard at which a VASP would be expected to provide its services. The Legal Adviser to the Bills Committee (“the Legal Adviser”) has sought clarification from the Administration as to why the aforesaid practice guidelines will not be subsidiary legislation and thus not subject to scrutiny by the Legislative Council (“LegCo”) under the negative vetting procedure (i.e. LegCo has no right to amend the relevant practice guidelines).

24. The Administration has advised that the matters set out in the practice guidelines are rather operational or technical in nature which may be subject to revision from time to time having regard to the actual operation and trade practices, it is considered more appropriate to provide the flexibility for the Commissioner etc. to stipulate or revise the relevant details in practice guidelines instead of subsidiary legislation. The Government has been consulting the trade throughout the implementation of TSW, and will continue to engage relevant industry stakeholders when devising the details of the practice guidelines.

25. Members are of the view that C&ED should provide a sample of standard contract in the practice guidelines issued to VASPs to clearly set out the obligations between VASPs and traders. The Administration has advised that the practice guidelines will include some requirements of the Government, e.g. specific authorization requirements. It will consider the feasibility of providing appropriate contract sample(s) in the practice guidelines in the future.

Applications for VASP

26. Members have noted that under the proposed new section 30D(1) of Cap. 60, proposed new section 78(1) of Cap. 109, proposed new section 18(1) of Cap. 296, proposed new section 29D(1) of Cap. 318, and proposed new section 11C(1) of Cap. 324, “a company” that holds a valid business registration certificate (“BRC”) issued under the Business Registration Ordinance (Cap. 310) can apply to the Commissioner etc. for approval to transmit, on behalf of another person, any specified information using the specified system. The Legal Adviser has sought clarification from the Administration on the meaning of “a company”, including whether the term (a) carries the meaning given by section 2(1) of the Companies Ordinance (Cap. 622) only (e.g. a company formed and registered under Cap. 622); (b) includes a registered non-Hong Kong company as well; and (c) excludes a sole-proprietorship, partnership, unincorporated association or body corporate. The Legal Adviser has also sought clarification from the Administration on whether the use of “a company” in those proposed new sections reflects the legislative intent accurately and clearly.

27. The Administration has advised that the policy intent is that any entity that holds a valid BRC issued under Cap. 310 may apply to the Commissioner, etc. for becoming a VASP. The Administration has no intention to exclude a registered non-Hong Kong company, sole proprietorship, partnership, unincorporated association or body corporate, etc. from the eligibility for application for VASP so long as they hold a valid BRC. To better reflect such intent, the Administration will move an amendment to amend “company” as “person” in the provisions relating to VASPs in the Bill. By virtue of section 3 of the Interpretation and General Clauses Ordinance (Cap. 1), “person” includes any public body and any body of persons, corporate or unincorporated. The use of “person” should be sufficiently wide to cover all the entities that may apply for becoming a VASP, provided that it can obtain a valid BRC issued under Cap. 310.

28. Members have expressed concern about the role of the existing three GETS providers after the implementation of TSW Phase 3. The

Administration has advised that these three service providers are expected to apply to become VASPs in the future to continue to provide diversified value-added services to the industry.

Appeal/review mechanism for VASPs

29. Under the proposed regulatory regime of VASPs, the Commissioner, etc. may make decisions on a number of matters (e.g. the refusal to grant an approval of an application as a VASP; the issuance of a warning letter to a VASP, and the suspension or revocation of a VASP's approval, etc.). The Legal Adviser has sought clarification from the Administration on whether there will be any mechanism for a person who is aggrieved by the aforesaid decision of the Commissioner, etc. to appeal against or review such a decision; if not, why such a mechanism will not be provided for in the Bill. The Legal Adviser has also sought clarification from the Administration on whether the Commissioner, etc. will provide any reason(s) when making the aforesaid decisions.

30. The Administration has advised that C&ED will set out clear application criteria of VASP as well as requirements of VASP services in the practice guidelines for concerned parties to follow. In practice, C&ED will provide reasons to the applicant on the refusal to grant a VASP's approval, and will consider actual evidence and information provided by the VASP before imposing any punitive measures. C&ED will ensure the VASPs concerned will be informed of the reasons for being imposed such a punitive measure. C&ED will also put in place administrative measures to allow the applicant of VASP/approved VASP to provide further information or clarification for C&ED to re-consider the decision of refusal to grant an approval or the punitive measures imposed. While the Administration does not anticipate that there will be numerous appeal/review cases, C&ED will inform members of the trade of the administrative measures in place through appropriate means (e.g. TSW website) to ensure the affected parties can rely on those channels to seek clarification and ask for re-consideration if necessary. It is considered not necessary to provide a specific appeal/review mechanism in statutory provision in this regard.

Fees of TSW

31. Clause 18 of the Bill seeks to amend section 31 of Cap. 60 to provide the legal basis for charging fees for submitting documents through TSW. Members have asked about the factors considered by the Administration in determining the level of fees for the use of the specified system, and whether the fees will be adjusted to encourage the trading community to use TSW to transmit import-related information. Members

have also commented that the Administration should be aware of the costs currently incurred by the industry in processing the relevant trade documents, and ensure that the costs incurred by the industry in processing such documents through TSW will not rise.

32. The Administration has advised that in TSW Phase 3, the level of fees will be set according to the Government's standing policy, i.e. the fees will in general be set at levels adequate to recover the relevant cost of document submission through TSW, unless otherwise justified. The Administration will review the operating costs relating to TSW, streamline the procedures and manpower as well as exercise stringent control over costs and expenses so that the future fees can be maintained at a reasonable level. Furthermore, it has proposed to allow the trading community to submit pre-shipment TDEC and Cargo Manifests via TSW on a voluntary basis under TSW Phase 3. It will adopt a user-friendly interface in TSW Phase 3, and consider providing incentives (e.g. a more favourable rate) to encourage the trade to make pre-shipment submission voluntarily.

Connection of TSW with other systems

33. Members have asked whether the Administration has promoted the connection of Hong Kong's TSW with single windows of the Mainland and other economies (e.g. the Association of Southeast Asian Nations ("ASEAN")) and what the progress is.

34. The Administration advised that it has established the TSW Expert Group with the Mainland authorities to enhance exchange on the experience in developing single windows and explore opportunities for collaboration through regular meetings. The General Administration of Customs of the People's Republic of China ("GACC") and C&ED launched the "Single Submission for Dual Declaration" Scheme on cargo ("the Scheme") in 2024 to allow the trade to re-use data for submission of road ACI to customs authorities of both sides, saving time and cost in data re-entry. The Scheme currently covers all cargo passing through land boundary control points connecting the two places. Also, GACC and CEDB signed the Cooperation Arrangement on Single Window in May 2025 to further strengthen collaboration and exchanges on single windows between Hong Kong and the Mainland, as well as to enhance system connectivity between the two places. The Administration will continue to work with GACC to explore the feasibility of expanding the Scheme to cover other trade documents and other transport modes in the context of TSW. In addition, it has kickstarted discussion with ASEAN to explore the feasibility of connecting its single window in order to further facilitate the trading community.

35. Members have sought clarification from the Administration on whether the connection between TSW and other commercial systems can be divided into three levels (namely, TSW and the commercial systems of private companies, TSW and utility systems (such as the Port Community System (“PCS”)), and TSW with the single systems of other economies), and enquired about the feasibility of connecting with PCS. The Administration has confirmed members’ understanding of the three levels of connectivity of TSW and indicated that industry stakeholders meeting specific technical requirements could choose to adopt system-to-system interface to connect their IT systems with TSW so as to submit a large volume of trade documents more efficiently and cargo information in greater detail. It has further advised that CEBD is exploring with the Transport and Logistics Bureau the feasibility of collaboration between TSW Phase 3 and PCS, with a view to leveraging the synergy of the two systems to create a more efficient and convenient operating environment for the trading and logistics sector.

Proposed new offences

36. The Bills Committee has noted that the Bill proposes to introduce a number of new offences, including the offences of a person who is not a VASP transmitting, on behalf of another person, any specified information using the specified system and a VASP transmitting, on behalf of another person, any specified information using the specified system without that person’s written authorization (collectively referred as “transmitting offences” hereafter), and the offences of failure to update any inaccuracy in a material particular in a pre-shipment import or export declaration or manifest that has been submitted in advance as required without reasonable excuse (collectively referred as “updating offences” hereafter).⁵ The Legal Adviser has observed that the relevant provisions have not expressly required the proof of *mentes reae* (i.e. the mental elements). In response to the Legal Adviser’s enquiry, the Administration has clarified that it is the legislative intent that these proposed new offences are strict liability regulatory offences and the common law defence of “honest and reasonable mistaken belief” will be available to a person charged with these proposed new offences. The defendant relying on this common law defence will bear the burden of proof on a balance of probabilities. The Administration has further explained that as far as the proposed updating offences are concerned, the statutory reasonable excuse defence is not inconsistent with the implied common law

⁵ The provisions relating to the transmitting offences are proposed new section 30C(3) of Cap. 60, proposed new section 77(3) of Cap. 109, proposed new section 17(3) of Cap. 296, proposed new section 29C(3) of Cap. 318, and proposed new section 11B(3) of Cap. 324; whereas the provisions relating to the updating offences are proposed new sections 4(6A), 5(6A), 11(7) and 12(6) of Cap. 60E and proposed new section 23(6) of Cap. 318.

defence of honest and reasonable mistaken belief and hence, both can co-exist.

Offences relating to failure or neglect to submit import manifest

37. Regulation 11(6) of Cap. 60E provides that a relevant person (e.g. the owner of the vessel concerned) who fails or neglects, without reasonable excuse (the burden of proof whereof shall be upon him), to lodge an import manifest in the prescribed manner and within the prescribed period commits an offence. The Legal Adviser has pointed out that according to the current drafting, it appears that a persuasive burden is imposed on a relevant person for proving that the relevant person has a reasonable excuse. On the other hand, under the proposed new regulation 14A of Cap. 60E as added by clause 57 of the Bill, an evidential burden will be imposed on a person charged with any offence under Cap. 60E which made a reference to a reasonable excuse for an act or omission to establish a defence of “reasonable excuse” (i.e. sufficient evidence is adduced to raise an issue that the person had such a reasonable excuse and the contrary is not proved by the prosecution beyond reasonable doubt). The Legal Adviser has sought clarification from the Administration on whether the reference to “(the burden of proof whereof shall be upon him)” currently under regulation 11(6) of Cap. 60E should be deleted for consistency with the proposed new regulation 14A of Cap. 60E.

38. After considering the Legal Adviser’s views, the Administration has indicated that as a defendant relying on the statutory reasonable excuse defence bears only an evidential burden of proof by virtue of the proposed new regulation 14A of Cap. 60E, an amendment will be moved to delete the reference to “(the burden of proof whereof shall be upon him)” currently under regulation 11(6) of Cap. 60E for clarity and consistency.

Commencement arrangement of the Bill

39. The Bills Committee has noted that the Bill (if passed) will come into operation on the day on which it is published in the Gazette as an Ordinance, except for clauses 3(2), 4, 18(1) and (3), 22, 23, 24(1), 27, 28, 44(5), 48(2), 54, 55, 58, 66(1) and (3), 67, 71, 72, 73, 74, 75, 76(1) and (3), 77, 81, 82, 90(1), 95, 97, 102(1), 103 and 107 of the Bill, which will come into operation on a day to be appointed by the Commissioner by notice published in the Gazette. The excepted clauses relate to the repeal of obsolete definitions and legislative provisions regarding the use of GETS, and the application for, and surrender of, permits and submission of record of goods under the proposed amended regulations 22(3) and (6), 25(2)(b) and 98(1)(b) of the Dutiable Commodities Regulations (Cap. 109A) respectively. The Legal Adviser has sought clarification from the

Administration on the details of the proposed commencement plan of the excepted clauses in the Bill (if passed), and the reason(s) for the plan.

40. The Administration has explained that under clause 1(3) of the Bill, among the provisions whose commencement date will be appointed by the Commissioner by notice published in the Gazette, clauses 73, 74 and 75 which relate to DCP will commence on a day in the second half of 2027 (to be determined nearer the time of roll-out) to tie in with the launch of DCP services under the third batch of TSW Phase 3. Other clauses (except clause 58) relate to the repeal of the legal framework of GETS will commence on a day to be specified by the Commissioner when GETS (including the relevant systems and ancillary services) is no longer required. The Administration has added that the provision will come into operation on the day on which the Bill is published in the Gazette as an Ordinance. An amendment will be moved to remove clause 58 from clause 1(3)(i) of the Bill to this effect.

Other legal and drafting aspects

41. The Legal Adviser has also sought clarification from the Administration on other legal and drafting aspects of the Bill. For details, please refer to the Legal Adviser's [letter](#)⁶ dated 28 April 2025 and the Administration's [written response](#) dated 27 May 2025.⁷

Proposed amendments to the Bill

42. Apart from the proposed amendments to be moved by the Administration as set out in paragraphs 27, 38 and 40 above, the Administration will also move a number of textual and technical amendments to the Bill. The Bills Committee has no objection to these amendments. The Bills Committee will not propose any amendments to the Bill.

Resumption of Second Reading debate on the Bill

43. The Bills Committee has completed the scrutiny of the Bill. The Administration has indicated its intention to resume the Second Reading debate on the Bill at the Council meeting of 2 July 2025. Subject to the relevant amendments to be moved by the Administration, the Bills Committee has no objection.

⁶ See LC Paper No. CB(2)784/2025(01).

⁷ See LC Paper No. CB(2)1061/2025(01).

Consultation with the House Committee

44. The Bills Committee reported its deliberations to the House Committee on 13 June 2025.

Council Business Divisions
Legislative Council Secretariat
25 June 2025

Bills Committee on Import and Export (Amendment) Bill 2025

Membership list

Chairman Dr Kennedy WONG Ying-ho, BBS, JP

Members Hon Paul TSE Wai-chun, JP
Hon Frankie YICK Chi-ming, GBS, JP
Dr Hon Johnny NG Kit-chong, MH, JP
Hon Judy CHAN Kapui, MH, JP

(Total: 5 members)

Clerk Mr Hugo CHIU

Legal Adviser Ms Clara WONG