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First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026 – 2030) and 2026 Policy Address Policy Measures of Environment and Ecology Bureau: Environmental Protection

PURPOSE

This paper sets out the major initiatives in relation to the environmental protection and relevant issues in The First Five-Year Plan for Economic and Social Development of the Hong Kong Special Administrative Region (2026–2030) (the Plan) and the 2026 Policy Address, including the Policy Address Supplement.

THE PLAN AND 2026 POLICY ADDRESS

2. This year marks the opening of the 15th Five-Year Plan for National Economic and Social Development of the People's Republic of China (the National 15th Five-Year Plan"). The National 15th Five-Year Plan proposes accelerating the comprehensive green transformation of economic and social development and build a "Beautiful China". The Government of the Hong Kong Special Administrative Region (HKSAR) formulates the Plan to align with the concept of the National 15th Five-Year Plan on "synergistically advancing carbon reduction, pollution reduction, greening expansion, and growth to improve the quality of the ecological environment, fortify the ecological security barrier, and enhance the momentum for green development", so as to actively contribute to the construction of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA) Pioneer Zone for Beautiful China. We will deepen regional cooperation with the Chinese Mainland, promote ecological civilisation construction, enhance biodiversity in the GBA, and jointly build an international first-class Beautiful Bay Area and Waste-free Bay Area.

3. The major indicators and work indicators related to environmental protection and relevant policies under the Environment and Ecology Bureau (EEB) set out in the Plan are as follows:

Major Indicators

Description	Base Year (2025 unless otherwise specified)	2030	Average annual change / cumulative change	Nature
Environmental Protection				
1. Reduction in carbon emission per unit of GDP (i.e. carbon intensity) against the 2020 level (%)	12.3 (2024)	—	32.5 (Cumulative % reduction in 2030 against the 2024 level)	Binding
2. Share of zero-carbon energy in the fuel mix of electricity generation (%)	25 (2024)	30	—	Binding
3. Average concentration of PM2.5 in the ambient air (µg/m ³)	15	<14	—	Binding
4. Overall compliance rate of Hong Kong's surface water quality objectives (%)	> 88	> 90	—	Binding

Work Indicators

	Work Indicators	Paragraph
Build a Green and Liveable City		
1	Establish a Hong Kong Sustainable Aviation Fuel (SAF) value chain in the GBA. The production base is expected to commence operation by 2030.	Table 9
2	Complete the construction of a ChaoJi charging demonstration station in Hong Kong in 2027. The number of fast chargers will increase to 4 000 in 2030 and is expected to further increase to around 10 000 in 2035, supporting around 500 000 electric vehicles (EVs).	Table 38(1)
3	The target is to cease new registrations of fuel-propelled private cars, including hybrid vehicles, in 2035 or earlier.	Table 38(1)
4	Establish a certification system for green hydrogen and low-carbon hydrogen standards that connects with the Mainland and the rest of the world in 2027 and promote its international application.	Table 38(2)

	Work Indicators	Paragraph
5	By 2030, maintain at least 40% of the total terrestrial area as terrestrial protected areas.	Table 39
6	By 2030, maintain at least 20% of the total marine area as marine protected areas and other effective area-based conservation measures.	Table 39
7	To achieve the goal of ceasing the use of coal for daily electricity generation by 2035.	5.62
8	To increase the share of zero carbon energy in the fuel mix of electricity generation to about 60% to 70% by 2035. To strengthen energy security, help lower energy generation costs, and stabilise fluctuations in electricity tariffs, thereby supporting the sustainable and high-quality development of our city.	5.62
9	To enhance the regime of energy efficiency standards for buildings and electrical products, and promote green, energy saving, and carbon reduction retrofits for new and existing buildings. To reduce the electricity consumption of commercial buildings by 30% to 40% and that of residential buildings by 20% to 30% from the 2015 level by 2050, and to achieve half of the above targets by 2035.	5.63
10	To achieve zero vehicular emissions before 2050.	5.64
11	To deepen the reform of the municipal solid waste (MSW) management system. To move away from reliance on landfill disposal for municipal solid waste by 2035, with a view to achieving “Zero Landfill”. This will contribute to reducing carbon emission and promoting the development of a circular economy, including the development of high-value added precious and rare metal recovery and refining industries, thereby establishing a waste material refining hub in Asia.	5.65

4. The Plan serves as the economic and social development blueprint for Hong Kong over the next five years, acting as a forward-looking strategic, and directional guiding document; while the Policy Address serves as the annual report for implementing the Plan and the Chief Executive’s annual policy priorities based on actual circumstances. The two are closely aligned and connected. Relevant indicators for specified tasks in the 2026 Policy Address are set out in the **Annex**.

IMPLEMENTING GREEN TRANSFORMATION

5. To align with the national “dual carbon” targets, the HKSAR sets out four decarbonisation strategies under Hong Kong’s Climate Action Plan 2050, namely “net-zero electricity generation”, “energy saving and green buildings”, “green

transport” and “waste reduction” to reduce the total carbon emissions from the 2005 level by half before 2035 and achieve carbon neutrality before 2050.

6. With our continuous efforts in enhancing fuel mix for electricity generation, green transport, and waste-to-resource/energy, etc., Hong Kong’s total carbon emissions have been gradually decreasing since reaching the peak in 2014. In 2024, the per capita greenhouse gas emissions reached a new low of 4.41 tonnes CO₂-e, which is about a quarter of that of the United States and 70 per cent of that of the European Union. Compared with the emissions peak in 2014, the total emissions, per capita emissions and carbon intensity in 2024 have been reduced by about 27%, 30% and 35% respectively.

7. The Plan has also set a target to reduce the carbon intensity (carbon emissions per unit of gross domestic product) by a cumulative 32.5% by 2030 compared to the 2024 level, demonstrating the HKSAR Government’s determination to align with the national carbon reduction policies.

Net-zero electricity generation

8. The Plan calls for promoting continuous optimisation of the energy mix; maintaining the stability of electricity tariffs; and efficiently utilising clean energy transmission pathways and the country’s clean, low carbon, safe, and efficient new energy system, in order to increase the share of zero-carbon energy in the fuel mix of electricity generation to about 30% by 2030, with a view to meeting the targets of further increasing its share to around 60% to 70% and ceasing the use of coal for daily electricity generation by 2035. These efforts would strengthen energy security, help lower energy generation costs, and stabilise fluctuations in electricity tariffs, thereby supporting the sustainable and high-quality development of our city.

9. To achieve the above goals, we are pressing ahead with the reclamation project at Area 132 in Tseung Kwan O to accommodate new strategic electricity facilities, and working with relevant Chinese Mainland counterparts and the two power companies to explore options for transmitting electricity to Hong Kong, so that we can strive to achieve “net-zero electricity generation” by 2050.

Promoting new energy

10. In supporting the National 15th Five-Year Plan to cultivate and strengthen emerging and future industries, and to enhance the ecosystem for industrial innovation and development, the Plan sets out the initiative to develop an internationally competitive Sustainable Aviation Fuel (SAF) value chain, with a view to promoting development of new energy in the aviation sector. Leveraging the leading position of Hong Kong enterprises in the international SAF industry, the Government has successfully spearheaded the establishment of Hong Kong’s world-leading SAF production base in Dongguan, which is expected to commence production by 2030. The Government will also take forward the construction of an SAF blending facility in Hong Kong, in support of an SAF consumption ratio of 1%

to 3% for flights departing from Hong Kong International Airport in 2030, thereby driving green transformation of the aviation industry.

11. The Plan indicated that the Government will serve as a bridge to help the Chinese standards go global. In respect of hydrogen standards, the Electrical and Mechanical Services Department (EMSD) has joined the National Standards expert group to participate in the drafting of Guobiao (GB) standards for hydrogen energy. By aligning the standards of Hong Kong and the Mainland and promoting the co-ordinated development of the hydrogen supply chains, technologies and safety standards, we will enable the application of GB standards in Hong Kong, showcasing to the international community the strength of our country's hydrogen technologies. We are also developing a "Green Hydrogen Standard Certification Scheme" that aligns with international standards to certify the greenhouse gas emission performance of hydrogen products, connecting hydrogen projects with global green financing. The EMSD is developing the detailed scheme standards, methodologies, and procedures, etc., and is exploring collaboration with relevant stakeholders for the purpose of launching the Scheme in 2027. Pilot projects in collaboration with major hydrogen enterprises will also be launched in Hong Kong and the Mainland within this year. The target is to establish a certification system for green hydrogen and low-carbon hydrogen standards that connects with the Mainland and the rest of the world in 2027 and promote its international application.

12. The Government will continue to promote the development of hydrogen energy by leveraging Hong Kong's role as a demonstration base for green technology and a platform for green finance and professional services, and will advance hydrogen trial projects in areas such as transport and power generation at construction sites. Following the publication of the Strategy of Hydrogen Development in Hong Kong in 2024, the Government has successfully taken forward pilot projects involving transport and power generation at construction sites, demonstrating that hydrogen energy can be safely applied in a high-density urban environment. As at end of August 2026, the Inter-departmental Working Group on Using Hydrogen as Fuel has given agreement-in-principle to 42 applications for hydrogen energy trial projects. The Government plans to submit the relevant subsidiary legislation under the Gas Safety (Amendment) Ordinance 2025 to the LegCo within this year to set out the implementation details for regulating the supply chain, bolstering investors' confidence in developing related businesses.

Energy saving and green buildings

13. We will continuously improve the energy efficiency of buildings, enhance the regime of energy efficiency standards for buildings and domestic electrical products, and promote energy saving and carbon-reduction retrofits for new and existing buildings. Our goal is to reduce the electricity consumption of commercial buildings by 30% to 40% and that of residential buildings by 20% to 30% from the 2015 level by 2050, and to achieve half of the above targets by 2035.

Green transport

14. We will promote green transport in accordance with the policy directions set out in the Plan. We will be steadily promoting vehicle electrification and the trial and application of new energy transport while developing safe and efficient supporting networks for charging and hydrogen filling, etc., thereby creating conditions for ceasing new registration of fuel-propelled private cars (including hybrid vehicles) in 2035 or earlier, and achieving zero vehicular emissions before 2050.

15. The Government has been vigorously promoting the popularisation of EVs. There are now over 180 000 EVs in Hong Kong. The number of parking spaces with charging facilities has increased to over 170 000, including about 17 300 public chargers, supporting more than 270 000 EVs in total. Looking ahead, we will continue to build a public charging network with fast chargers as the backbone. The target is to increase the number of fast chargers to 5 000 in 2031. The number is expected to further increase to around 10 000 in 2035, supporting around 500 000 additional EVs. By that time, it is estimated that there will be nearly 300 000 parking spaces with charging facilities, supporting at least 800 000 EVs.

16. EV charging technologies are developing rapidly. Faster and more diversified charging technologies have contributed to the continuous enhancement of the EV charging infrastructure. Each charger will be able to serve more EVs, and the charging experience will increasingly resemble that of fuel-propelled vehicles, even achieving “same speed for petrol and electric refuelling”. We are steering the implementation and development of megawatt-level flash charging and battery-swapping technologies in Hong Kong to accelerate the popularisation of EVs, with the target of completing the first batch of projects within 2027. On the other hand, the EEB is collaborating with the National Energy Administration to construct the first ChaoJi charging technology demonstration station in Hong Kong in 2027, showcasing its compatibility with national and European charging standards.

17. The Government will also promote electric commercial vehicles in a pragmatic manner. A working group has been set up to explore the introduction of suitable vehicle types for public light buses as a first step, and to promote mobile charging robots to offer a more flexible quick charging solution for commercial vehicles.

Waste reduction

18. Regarding waste management, in accordance with the Plan, we will deepen the reform of MSW management system, strive to move away from reliance on landfills for MSW by 2035, and achieve “Zero Landfill”. This will contribute to reducing carbon emission and promoting the development of a circular economy, including the development of high value-added precious and rare metal recovery and refining industries, thereby establishing a waste material refining hub in Asia. We will enhance our resource recovery facilities and waste-to-energy (WtE) system by

leveraging technology to advance waste sorting and resource utilisation, and building a digital recycling network, with a view to achieving waste-to-resources transformation, waste reduction, and harmless disposal. Meanwhile, we will expand the producer responsibility scheme (PRS) to further promote “waste-to-resources”. Additionally, we will continue to deepen collaboration with the GBA on resource circulation and maintain close cooperation with the Guangdong Province in taking forward the “Zero Waste Bay Area”.

19. The Government continues to promote a green culture of waste reduction and recycling, and to facilitate resource circulation. Hong Kong has already made substantial progress. The MSW disposal quantity has declined for four consecutive years, with an average of 10 326 tonnes per day in 2025, representing a decrease of 9.1% compared to 2021. The amount recovered climbed to about 2.02 million tonnes in 2024, marking a rise in the recovery rate from 28% to 34%.

20. To maintain the positive momentum of waste reduction at source and achieve “Zero Landfill” by 2035 as scheduled, the Government is implementing a five-year waste reduction and recycling plan starting from 2026-27 to enhance community recycling infrastructure in three key areas: expanding the recycling network and gradually upgrading the Recycling Stores of GREEN@COMMUNITY (G@C) into round-the-clock self-service recycling facilities; extracting valuable materials from bulky waste through the use of technology; and building a smart recycling network logistics system to enhance its cost-effectiveness and efficiency. At the same time, owing to the reduction in waste, there is currently no need to build a third MSW WtE facility.

- (i) Expanding the recycling network and upgrading G@C: All Recycling Stores under G@C across the territory have been introduced with self-service recycling time slots since August 2026, and are being progressively upgraded into 24-hour self-service smart facilities. The first 24-hour self-service smart Recycling Store GREEN@ON YU commenced operation in September 2026, and upgrading of the rest will be completed in 2027. The Environmental Protection Department (EPD) will also increase the number of smart recycling bins from about 140 sets at present to around 3 000 sets in public rental housing (PRH) and private housing estates starting in mid-2027, expecting all PRH estates will be covered by the first quarter of 2028. These measures will upgrade community recycling facilities and services in a holistic manner, making waste separation at source and self-service recycling more convenient for members of the public and integrating waste reduction and recycling into daily life. Regarding food waste recycling, the average daily quantity of food waste collected increased from about 130 tonnes in 2021 to about 400 tonnes in the first half of 2026. We will continue to enhance the food waste recycling network, and achieve “one bin per block” in all PRH estates across the territory by the end of 2026 as scheduled. The total number of food waste smart recycling bins in Hong Kong will be increased from about 1 900 at present to approximately 2 500 in the first quarter of 2028, located in residential and public locations across

various districts. Along with other food waste collection facilities, it is expected to provide domestic food waste collection service to about 80% of our population by then. We will also strengthen support for food waste recycling in the commercial and industrial sector, providing more convenient and cost-effective food waste recycling services for all sectors of the community.

- (ii) Using technology to turn waste into valuable resources: In 2025, about 1 200 tonnes of bulky MSW (such as furniture, mattresses, office steel fixtures, and exhibition booth components) were disposed of at refuse transfer stations each day. This includes a significant amount of recyclable and reusable materials, including metals, but they require dismantling before being sorted for recycling. To further explore a more systematic approach for handling bulky waste, we are preparing to set up Hong Kong's first pilot facility for dismantling bulky waste and extracting valuable recyclable materials through a public-private partnership. The facility is expected to become operational in 2028 at the earliest. It will apply technology to assist in extracting valuable recyclable materials from bulky waste, which will then be recycled and reused by the market, realising "turning waste into valuable resources".
- (iii) Smart recycling logistics system: The G@C will be integrated into a district-based recycling network, whereby each of Hong Kong's 18 districts will have a single operator responsible for the operation of all recycling points in the district, door-to-door collection services, and logistics arrangements. This will create economies of scale, enhancing overall operational efficiency and cost-effectiveness.

21. Meanwhile, the Government is working full steam ahead on developing downstream WtE facilities. The first modern WtE facility for MSW, I-PARK1, is expected to come into full operation within 2026, treating 3 000 tonnes of MSW per day. The second WtE facility, I-PARK2, project has also begun, with an operational target in the early 2030s, treating 6 000 tonnes of MSW per day. Upon full commissioning of two I-PARKs, they will be able to treat a total of 9 000 tonnes of MSW per day. By then, landfills will gradually cease to receive MSW. Coupled with the Government's continued effort to promote waste reduction, recycling and resource circulation, Hong Kong is steadily progressing towards the goal of achieving "Zero Landfill" by 2035.

22. To promote and strengthen resource circulation, the common legislative framework for PRS applicable to various products was passed by the Legislative Council (LegCo) in July 2025. The EPD is consulting the trade on the details of PRSs for EV batteries, plastic beverage containers and beverage cartons, consolidating stakeholder views, drafting subsidiary legislation, and plans to consult LegCo Panel on Environmental Affairs in the fourth quarter of 2026. The new PRSs will encourage relevant stakeholders to jointly assume environmental responsibilities, thereby contributing to the development of a circular economy.

STRENGTHENING ECOLOGICAL PROTECTION

Nature conservation

23. The Plan proposes to promote ecological civilization construction and enhance biodiversity in the GBA. We will continue to review and enhance management strategies of various ecological protected areas, covering key areas such as Hong Kong UNESCO Global Geopark, the Mai Po Inner Deep Bay Ramsar Site designated under the Convention on Wetlands, country parks, as well as marine parks and marine reserves, etc., strengthen ecological conservation and enhance biodiversity, and proactively align with the national biodiversity strategy by implementing the priority actions of Hong Kong Biodiversity Strategy and Action Plan 2035. We will expand the network of terrestrial and marine protected areas in an orderly manner, and study the establishment of a coastal protection park at Tsim Bei Tsui, Lau Fau Shan and Pak Nai to strengthen the conservation of the coastal ecosystem of Deep Bay. Meanwhile, we will continue to enhance the protection and governance of wild fauna and flora, and endangered species, rigorously implement the relevant international conventions, and regulate trade in endangered species. We will commence the legislative amendments to the Protection of Endangered Species of Animals and Plants Ordinance in order to strengthen enforcement against smuggling and illegal trade in endangered species, and to submit a bill to amend the Wild Animals Protection Ordinance to the LegCo in the short term for protecting cetaceans found in the waters of Hong Kong. Regarding the collaboration with the relevant Mainland provinces and municipalities, we will continue to advance the development of the Shenzhen Wutong Mountain - Hong Kong Robin's Nest ecological corridor, optimise the protection of Chinese White Dolphins in Guangdong and Hong Kong, strengthen the conservation of Shenzhen Bay (Deep Bay) wetlands and press ahead with coral conservation, while put in place arrangements for rescue cooperation of large aquatic wild animals between Shenzhen and Hong Kong. In the Hong Kong Five-Year Plan, we have established targets to maintain at least 40% of the total terrestrial area as terrestrial protected areas and at least 20% of the total marine area as marine protected areas and other effective area-based conservation measures by 2030.

24. With a view to achieving the triple objectives of wetland conservation, eco-education and eco-recreation, as well as the modernisation of the aquaculture, the construction of the first phase of the Sam Po Shue Wetland Conservation Park is expected to commence in 2027, and to be completed by 2031. To further protect the ecological environment and enhance green tour experience, we are taking forward the designation of Sharp Island Marine Park, so as to strengthen the conservation of coral communities, conserve biodiversity and overall fisheries resources. We aim to complete the designation work by mid-2027.

25. To enhance the management of ecotourism hotspots, alleviate ecological carrying pressure, and improve the visitor experience, the Government has launched a trial online reservation system for the High Island Geo Trail – Po Pin Chau Section at the East Dam of High Island Reservoir in Sai Kung. The system applies on

weekends and long public holidays until the end of the National Day Golden Week. After the trial period ends, we will review the experience and study long-term management strategies and measures, including whether fees should be charged for the reservation system. In addition, to enhance the appeal of country parks, we are also implementing the “Four Peaks” tourism project proposed by the Working Group on Developing Tourism Hotspots, and continue to upgrade supporting facilities in country parks. We will also launch new in-depth cultural and eco-tour activities in the rural area around Yan Chau Tong through the Countryside Conservation Funding Scheme, and complete the remaining two sections of the Hing Chun Alliance Heritage Trail connecting Lai Chi Wo, Siu Tan, Sam A Tsuen, Ngau Shi Wu and So Lo Pun in 2027 to offer visitors an in-depth experience of rural culture and promote countryside revitalisation. We will enhance the green tourism itineraries and facilities of the “Four Peaks” by the end of 2026, enabling visitors to enjoy spectacular mountain-and-sea scenery within reach.

Environmental monitoring and pollution prevention

26. In line with the National 15th Five-Year Plan to improve the environmental risk monitoring and early warning system, and guided by the principle of “environmental protection for the people,” the Plan calls for strengthening environmental protection in key areas to support the building of a “Beautiful China”. We will establish a smart environmental monitoring system, and improve law enforcement efficiency and environmental risk prevention and control, so as to fully realise precise, scientific, and law-based pollution control, leading to reduction in both pollution and carbon emissions in a co-ordinated manner. We will also continue to develop and introduce innovative technologies and infrastructure, such as artificial intelligence (AI) and big data, so as to enhance pollution prevention and control as well as the effectiveness of environmental monitoring through more targeted efforts. As for air quality, through controlling emissions from public electricity generation, road transport and marine vessels, etc., the annual average concentration of PM_{2.5} in Hong Kong’s ambient air in the past ten years was reduced from 22 µg/m³ in 2016 to 15 µg/m³ in 2025, achieving an air quality comparable to that of many European cities. In view of the air quality conditions in Hong Kong and nearby regions, we have set a binding indicator to reduce the annual average concentration of PM_{2.5} in the ambient air to less than 14 µg/m³ in 2030. We will also optimise the air quality monitoring network to make it more targeted and to improve its real-time performance and coverage.

27. The EPD will continue to optimise and expand the application of the Hong Kong Environmental Database (HKED), enrich the database content, and expand the application of AI technology in ecological surveys and environmental monitoring. We plan to complete the phased development of upgraded online air quality and noise, 3D visualisation, and AI environmental monitoring models by 2026-27. The upgraded HKED can help the Northern Metropolis (NM) related projects in expediting overall planning and environmental impact assessment (EIA) process, with the target to complete the overall EIA process within a substantially shortened timeframe of 15 to 20 months. In 2027, we will introduce, in specified areas of the

NM, a performance-based management approach with real-time on-site environmental monitoring to streamline the application and assessment procedures for construction noise permits (CNP), targeting to shorten processing time for CNP from 18 days to 14 days.

28. The EPD will also apply AI and innovative technologies more extensively in routine monitoring, enforcement and licensing. In recent years, the EPD has progressively introduced various innovative technological instruments (including ground-penetrating radar, unmanned sampling boats, and self-developed smart detection dogs) as well as the “EC Enforcement” mobile application, successfully addressing enforcement and operational challenges that were previously difficult to manage. The EPD will also apply AI and innovative technologies more widely to identify potential pollution risks earlier across various environmental aspects such as wastewater, air and noise, thereby enhancing efficiency of pollution investigation and prevention work. Using 2025 as the baseline, the efficiency of handling environmental pollution complaints through the application of smart technology will be improved by 15% by the end of 2027.

29. “Beautiful Bays” is a key implementation platform and priority task for “Beautiful China” in the field of marine ecological and environmental protection. In December 2025, the Hong Kong section of Mirs Bay was selected as one of the fourth batch of national “Outstanding Example of Beautiful Bays” with an excellent overall score, achieving the national marine water quality standard and showcasing a beautiful scene of “pristine water and beaches, thriving marine life, and harmonious co-existence between humans and the sea”.

30. To align with the vision set forth in the Plan to jointly build an international first-class beautiful bay area, the HKSAR will proactively advance the development of “Beautiful Bays” initiative, strengthen nearshore pollution prevention and shoreline remediation, and continuously improve the water quality and marine ecological environment of Victoria Harbour and nearshore waters. Our aim is to include Hong Kong’s Port Shelter in the list of national “Beautiful Bays” by 2027, further promoting the development of “Beautiful Bays”.

CLIMATE CHANGE ADAPTATION

31. The Plan aims to strengthen disaster prevention, mitigation, and response capabilities, and to enhance the resilience of the city through new technologies. In response to the increasingly frequent extreme weather events arising from climate change, we will continue to enhance climate adaptation and resilience. The Climate Change Working Group on Infrastructure, led by the Civil Engineering and Development Department, co-ordinates the efforts of the works departments in adapting to climate change. The Working Group has updated design standards to strengthen infrastructure and enhance its resilience, and will share its findings with public organisations, public utilities, the Airport Authority Hong Kong and the MTR Corporation Limited. The Government has also completed the “Strategic Planning Study on Flood Management against Sea Level Rise and Extreme Rainfall” and the

“Study on Shoreline Management Plan”, and formulated medium-term and long-term flood and shoreline management strategies.

32. The Hong Kong Observatory (HKO) will continue to apply new technologies to enhance extreme weather monitoring and early warning, including the implementation of a phased array weather radar network covering the entire territory of Hong Kong to comprehensively monitor rapidly changing severe weather such as tornadoes, hail, and strong wind gusts; the expansion of the heat index monitoring network to enhance data support for responding to extremely hot weather caused by climate change; and collaborating with meteorological research institute in the Mainland to develop AI weather prediction models to further enhance the accuracy of weather forecasting. HKO will develop a meteorological monitoring data platform for the GBA in the Hong Kong Park of the Hetao Shenzhen-Hong Kong Science and Technology Innovation Co-operation Zone to facilitate data interconnectivity and sharing of outcomes, and will continue to consolidate its status as the Regional Specialised Meteorological Centre for Nowcasting, providing training and technical support in nowcasting for Southeast Asian region.

HIGH-QUALITY GREEN BELT AND ROAD DEVELOPMENT

33. Leveraging the HKSAR’s unique strength as an international city under the “One Country, Two Systems” framework, with strong internal and external connectivity, we echo the global trend of green transformation and fully support our country in advancing high-quality, joint development of a green Belt and Road (B&R). The Plan sets out that by establishing an international green cooperation hub to pool and allocate green resources, and foster green innovation, we will export green solutions and soft power to B&R countries, and strengthen Hong Kong’s status as a hub for B&R green development.

34. To promote alignment with the national 15th Five-Year Plan and green cooperation under the B&R, we are committed to transforming innovative technologies, institutional strengths, and management experience in environmental protection into replicable best practices. We will focus on strengthening international cooperation, training of environmental protection talent, and scientific research collaboration, to promote Hong Kong as an enabler of high-quality green development. The Government has established the Hong Kong Green Technology Innovation Centre, operating as a wholly owned limited company under the Financial Secretary Incorporated, to flexibly pool market and financial resources, promote the transformation of green research outcomes into applicable solutions, and implement green B&R cooperation projects. Additionally, the Centre will be a founding member of the Green Accelerator set up by the Hong Kong Green Finance Association, to support incubation, acceleration, and development of green technology projects in B&R regions. We will launch the Green Technology Bridgehead Programme in 2027 to support green technology and environmental companies that intend to use Hong Kong as a springboard to expand into international

markets, and plan to arrange training related to “going global” for at least five companies.

35. While promoting local enterprises to “go global”, we are also committed to facilitating international exchange and training of green talent. In May 2026, the EPD established the Belt and Road Sustainable Green Development Training Centre to provide high-level training for the personnel of B&R countries. In June of the same year, the Training Centre launched an online self-learning platform, enabling the personnel of B&R countries to freely access various environment-related courses online, continually leveraging Hong Kong’s role as a gateway for international green development.

36. To fully leverage the above gateway role and deepen multi-party collaboration, the HKSAR Government has signed an agreement with the Ministry of Ecology and Environment (MEE) to jointly establish a B&R green development cooperation platform. By connecting with the network of Belt and Road Initiative International Green Development Coalition, the platform will promote technical exchange and cooperation among B&R countries. The EEB, the EPD, and the MEE will jointly organise the Belt and Road Green Innovation Conference in Hong Kong for the first time in October 2026. Around 260 officials and experts from the Chinese Mainland and B&R countries will jointly explore green technology innovation and opportunities for collaboration, focusing on promoting green transition in the Global South, and discussing how to advance sustainable development and low-carbon transition through innovation, cooperation, and technological exchange.

37. In addition, the Government will continue to support the development of green technologies through the \$400 million Green Tech Fund (GTF) in order to enhance the supply of green technologies by driving the transformation of research outcomes. Since the establishment of the GTF, a total of 39 research and development (R&D) projects have been approved, some of which have been successfully transformed into commercial products. Funded local organisations may utilise up to 50% of the funding amount to conduct R&D work outside Hong Kong, including the Chinese Mainland, to develop low-carbon technologies with practical application and commercialisation potential, thereby leveraging Hong Kong’s role as a springboard for green technologies to help our country’s green technologies and products go global.

VIEWS SOUGHT

38. Members are invited to note the content of this paper and provide feedback on the aforementioned initiatives.

Environment and Ecology Bureau
September 2026

2026 Policy Address
Indicators for Specific Tasks Relevant to the Environment and Ecology Bureau
(Environment Branch)

(I) Indicators for Specific Tasks in 2026 Policy Address

Hydrogen Standards

1. Establish a mechanism by 2027 or earlier for professionals from the HKSAR Government to participate as experts in the formulation of national hydrogen energy standards, thereby promoting the joint development of hydrogen supply chains, technologies and safety standards.
2. Professionals from the HKSAR Government will participate in multiple national expert groups in relation to hydrogen energy, covering areas such as technical requirements and testing methods for hydrogen production, storage, transportation and refuelling, as well as hydrogen quality in 2027.
3. Launch pilot projects for the “Green Hydrogen Standard Certification Scheme” in collaboration with major local and Chinese Mainland hydrogen enterprises and stakeholders in different regions within 2026.
4. Develop a green and low-carbon hydrogen standard certification scheme that connects with Chinese Mainland and the world by 2027 or earlier.

Pursue Co-operation under the Belt and Road Initiative

5. To press ahead alignment with the National 15th Five-Year Plan and green and high-quality development objectives of the Belt and Road Initiative:
 - Establish the one-stop display platform and integrated office under the “Green Technology Bridgehead Programme” in 2027.
 - At least five companies to join the “Green Technology Bridgehead Programme” in 2027 and be provided with relevant training in going global.

Build a Green and Liveable City

6. 12.6% reduction in carbon emission per unit of Gross Domestic Product (i.e. carbon intensity) in 2026 against the 2024 level.
7. Increase the share of zero-carbon energy in the fuel mix for electricity generation to 28% by 2026.

8. Annual average concentration of PM_{2.5} in the ambient air less than 15 µg/m³ in 2027.

Enhance Waste Reduction and Recycling

9. I·PARK1 to achieve full operation within 2026, processing 3 000 tonnes of municipal solid waste daily.
10. Extend smart recycling bins to all public rental housing estates in Q1 2028.
11. Increase the total number of food waste smart recycling bins in Hong Kong to approximately 2 500 by Q1 2028.
12. Progressively upgrade all Recycling Stores across the territory into 24-hour self-service smart recycling facilities in 2027.

Promote the Popularisation of Electric Vehicles

13. Steer the implementation and development of megawatt-level flash charging and rapid battery swapping facilities in Hong Kong with the target of completing the first batch of projects within 2027.

Ecological Conservation

14. Take forward three cross-boundary ecological co-operation projects in order to proactively align with the national biodiversity strategy in 2027-2028.

Optimise Government Services through “AI+”

15. Complete the phased development of the upgraded online air quality, noise, 3D visualisation and AI environmental monitoring models by 2026-27.
16. Target to complete the overall environmental impact assessment process for relevant projects in the Northern Metropolis within 15 to 20 months.
17. Using 2025 as the baseline, improve the efficiency of handling environmental pollution complaints by 15% through the application of smart technology by the end of 2027.
18. Introduce a performance-based management approach with real-time on-site environmental monitoring in specified areas of Northern Metropolis in 2027, with a view to streamlining the application and assessment procedures for construction noise permits (CNP), targeting to shorten the processing time for CNP from 18 days to 14 days.

(II) Ongoing and Valid Indicators for Specified Tasks Introduced in the 2025 Policy Address

Build a Green and Liveable City

19. Formulate the approach of hydrogen standard certification suitable to Hong Kong by 2027 or earlier.
20. Establish hydrogen filling facilities on Hong Kong Island and in Kowloon and the New Territories by 2027 or earlier.
21. Continue to promote green transport by increasing the total number of public and private parking spaces with charging infrastructure in Hong Kong to about 200 000 by mid-2027.
22. Enhance the EV charging network by providing 3 000 fast chargers under the Fast Charger Incentive Scheme by end-2028.
23. By end-2027, further improve the water quality of key waterfront areas, and reduce the pollution load discharged at highly polluted outfalls by half, using 2022 as the base year.
24. By end-2027, include Mirs Bay and Port Shelter of the HKSAR in the list of national “Beautiful Bays”.