Index Page

Replies to initial questions raised by Legislative Council Members in examining the Estimates of Expenditure 2026-27

Director of Bureau : Secretary for Environment and Ecology
Session No. : 12
Consolidated e-file name : EEB(E)-1-e1.docx

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)001	1692	CHAN Hoi-yan	22	(2) Nature Conservation and Country Parks
EEB(E)002	1955	CHAN Siu-hung	22	(2) Nature Conservation and Country Parks
EEB(E)003	1364	CHENG Wing-shun, Vincent	22	(2) Nature Conservation and Country Parks
EEB(E)004	0972	CHEUNG Pui-kong	22	(2) Nature Conservation and Country Parks
EEB(E)005	0973	CHEUNG Pui-kong	22	(2) Nature Conservation and Country Parks
EEB(E)006	1206	FAN Hoi-kit, Alex	22	(-) -
EEB(E)007	1993	FOK Kai-kong, Kenneth	22	(2) Nature Conservation and Country Parks
EEB(E)008	0360	FONG Kwok-shan, Christine	22	(2) Nature Conservation and Country Parks
EEB(E)009	0308	HO Chun-yin, Steven	22	(-) -
EEB(E)010	0309	HO Chun-yin, Steven	22	(-) -
EEB(E)011	0310	HO Chun-yin, Steven	22	(-) -
EEB(E)012	0424	HO Chun-yin, Steven	22	(-) -
EEB(E)013	2594	HO Chun-yin, Steven	22	(-) -
EEB(E)014	0867	LAM Chun-sing	22	(2) Nature Conservation and Country Parks
EEB(E)015	2747	LAM Chun-sing	22	(2) Nature Conservation and Country Parks
EEB(E)016	0029	LAM Siu-lo, Andrew	22	(2) Nature Conservation and Country Parks
EEB(E)017	0221	LAMPORT Jonathan Stuart	22	(2) Nature Conservation and Country Parks
EEB(E)018	2670	LAU Ip-keung, Kenneth	22	(2) Nature Conservation and Country Parks
EEB(E)019	2671	LAU Ip-keung, Kenneth	22	(2) Nature Conservation and Country Parks
EEB(E)020	0750	LAU Man-kwan, Julia	22	(2) Nature Conservation and Country Parks
EEB(E)021	3105	LAU Man-kwan, Julia	22	(2) Nature Conservation and Country Parks
EEB(E)022	0455	LEE Hoey Simon	22	(2) Nature Conservation and Country Parks
EEB(E)023	0838	LEE Tsz-king, Dominic	22	(2) Nature Conservation and Country Parks
EEB(E)024	1143	QUAT Elizabeth	22	(2) Nature Conservation and Country Parks
EEB(E)025	1510	TAM Chun-kwok	22	(2) Nature Conservation and Country Parks

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)026	1488	TANG Ming-sum, Michelle	22	(2) Nature Conservation and Country Parks
EEB(E)027	2879	YANG Wing-kit	22	(2) Nature Conservation and Country Parks
EEB(E)028	0727	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)029	0736	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)030	0737	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)031	0744	YIU Pak-leung	22	(-) -
EEB(E)032	2761	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)033	2762	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)034	2186	CHAN Hak-kan	39	(2) Sewage Services
EEB(E)035	1563	CHAN Han-pan	39	(2) Sewage Services
EEB(E)036	1297	CHONG Ho-fung	39	(2) Sewage Services
EEB(E)037	0408	LEE Tsz-king, Dominic	39	(2) Sewage Services
EEB(E)038	0672	CHAU Siu-chung	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety
EEB(E)039	0211	LAMPORT Jonathan Stuart	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety
EEB(E)040	0212	LAMPORT Jonathan Stuart	42	(-) -
EEB(E)041	0213	LAMPORT Jonathan Stuart	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)042	1336	SHIU Ka-fai	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety
EEB(E)043	1337	SHIU Ka-fai	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety
EEB(E)044	1338	SHIU Ka-fai	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)045	1339	SHIU Ka-fai	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)046	0038	BOK Kwok-ming, Aaron	44	(1) Waste
EEB(E)047	0102	BOK Kwok-ming, Aaron	44	(-) -
EEB(E)048	0103	BOK Kwok-ming, Aaron	44	(1) Waste
EEB(E)049	0267	BOK Kwok-ming, Aaron	44	(1) Waste
EEB(E)050	2164	CHAN Hak-kan	44	(1) Waste
EEB(E)051	2165	CHAN Hak-kan	44	(1) Waste
EEB(E)052	2166	CHAN Hak-kan	44	(2) Air
EEB(E)053	2167	CHAN Hak-kan	44	(2) Air
EEB(E)054	2168	CHAN Hak-kan	44	(1) Waste
EEB(E)055	2169	CHAN Hak-kan	44	(1) Waste
EEB(E)056	2170	CHAN Hak-kan	44	(1) Waste
EEB(E)057	2171	CHAN Hak-kan	44	(1) Waste

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)058	2602	CHAN Hak-kan	44	(1) Waste
EEB(E)059	2603	CHAN Hak-kan	44	(2) Air
EEB(E)060	1687	CHAN Hoi-yan	44	(1) Waste
EEB(E)061	1688	CHAN Hoi-yan	44	(1) Waste
EEB(E)062	2833	CHAN Hoi-yan	44	(1) Waste
EEB(E)063	1646	CHAN Kapui, Judy	44	(1) Waste
EEB(E)064	1647	CHAN Kapui, Judy	44	(1) Waste
EEB(E)065	1821	CHAN Pok-chi	44	(1) Waste
EEB(E)066	1822	CHAN Pok-chi	44	(1) Waste
EEB(E)067	3063	CHAN Pok-chi	44	(2) Air
EEB(E)068	3196	CHAN Pok-chi	44	(4) Water
EEB(E)069	1950	CHAN Siu-hung	44	(1) Waste
EEB(E)070	1951	CHAN Siu-hung	44	(1) Waste
EEB(E)071	1952	CHAN Siu-hung	44	(1) Waste
EEB(E)072	1953	CHAN Siu-hung	44	(1) Waste
EEB(E)073	1954	CHAN Siu-hung	44	(1) Waste
EEB(E)074	2827	CHAN Siu-hung	44	(2) Air
EEB(E)075	2828	CHAN Siu-hung	44	(2) Air
EEB(E)076	3171	CHAN Siu-hung	44	(2) Air
EEB(E)077	1353	CHENG Wing-shun, Vincent	44	(4) Water
EEB(E)078	0674	CHEUNG Pui-kong	44	(1) Waste
EEB(E)079	3202	CHEUNG Pui-kong	44	(2) Air
EEB(E)080	1096	CHIK Kit-ling, Elaine	44	(2) Air
EEB(E)081	1405	CHIU Duncan	44	(1) Waste
EEB(E)082	1281	CHONG Ho-fung	44	(1) Waste
EEB(E)083	1282	CHONG Ho-fung	44	(2) Air
EEB(E)084	0803	CHOW Ho-ding, Holden	44	(1) Waste
EEB(E)085	3044	FAN Hoi-kit, Alex	44	(1) Waste
EEB(E)086	2009	FOK Kai-kong, Kenneth	44	(2) Air
EEB(E)087	0340	FONG Kwok-shan, Christine	44	(1) Waste
EEB(E)088	0341	FONG Kwok-shan, Christine	44	(2) Air
EEB(E)089	0353	FONG Kwok-shan, Christine	44	(2) Air
EEB(E)090	0354	FONG Kwok-shan, Christine	44	(1) Waste
EEB(E)091	0358	FONG Kwok-shan, Christine	44	(2) Air
EEB(E)092	0607	HO Kwan-yiu, Junius	44	(1) Waste
EEB(E)093	1192	KAN Wai-mun, Carmen	44	(1) Waste
EEB(E)094	1469	KWOK Fu-yung	44	(2) Air
EEB(E)095	1470	KWOK Fu-yung	44	(4) Water
EEB(E)096	0763	LAM Ming-fung, Lothair	44	(2) Air
EEB(E)097	0766	LAM Ming-fung, Lothair	44	(2) Air
EEB(E)098	0042	LAM Wai-kong	44	(1) Waste
EEB(E)099	0954	LAM Wai-kong	44	(1) Waste
EEB(E)100	3110	LAU Ka-keung	44	(1) Waste
EEB(E)101	0982	LAU Man-kwan, Julia	44	(1) Waste

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)102	0808	LEE Hoey Simon	44	(2) Air
EEB(E)103	2677	LEE Hoey Simon	44	(1) Waste
EEB(E)104	0393	LEE Tsz-king, Dominic	44	(1) Waste
EEB(E)105	0405	LEE Tsz-king, Dominic	44	(2) Air
EEB(E)106	0832	LEE Tsz-king, Dominic	44	(1) Waste
EEB(E)107	0071	LEUNG Chun, Jonathan	44	(1) Waste
EEB(E)108	0978	LEUNG Chun, Jonathan	44	(2) Air
EEB(E)109	1151	QUAT Elizabeth	44	(1) Waste
EEB(E)110	1154	QUAT Elizabeth	44	(4) Water
EEB(E)111	1155	QUAT Elizabeth	44	(1) Waste
EEB(E)112	1156	QUAT Elizabeth	44	(2) Air
EEB(E)113	1163	QUAT Elizabeth	44	(1) Waste
EEB(E)114	2624	QUAT Elizabeth	44	(1) Waste
EEB(E)115	1346	SHIU Ka-fai	44	(1) Waste
EEB(E)116	1347	SHIU Ka-fai	44	(1) Waste
EEB(E)117	1348	SHIU Ka-fai	44	(1) Waste
EEB(E)118	1433	TANG Ka-piu	44	(2) Air
EEB(E)119	2916	TANG Ka-piu	44	(1) Waste
EEB(E)120	1493	TANG Ming-sum, Michelle	44	(1) Waste
EEB(E)121	3125	TANG Ming-sum, Michelle	44	(1) Waste
EEB(E)122	0995	YANG Wing-kit	44	(1) Waste
EEB(E)123	1000	YANG Wing-kit	44	(1) Waste
EEB(E)124	1820	CHAN Pok-chi	100	(2) Port Services
EEB(E)125	0185	HO Chun-yin, Steven	100	(3) Local Services
EEB(E)126	0022	BOK Kwok-ming, Aaron	137	(6) Climate Change
EEB(E)127	1911	CHAN Cho-kwong	137	(-) -
EEB(E)128	1786	CHAN Chung-yee, Alan	137	(4) Environmental Protection
EEB(E)129	2598	CHAN Chun-ying	137	(4) Environmental Protection
EEB(E)130	2175	CHAN Hak-kan	137	(6) Climate Change
EEB(E)131	3221	CHAN Hak-kan	137	(2) Power
EEB(E)132	3169	CHAN Man-ki, Maggie	137	(-) -
EEB(E)133	1815	CHAN Pok-chi	137	(5) Nature Conservation
EEB(E)134	1819	CHAN Pok-chi	137	(-) -
EEB(E)135	1823	CHAN Pok-chi	137	(4) Environmental Protection
EEB(E)136	1824	CHAN Pok-chi	137	(-) -
EEB(E)137	1827	CHAN Pok-chi	137	(5) Nature Conservation
EEB(E)138	3062	CHAN Pok-chi	137	(-) -
EEB(E)139	1943	CHAN Siu-hung	137	(4) Environmental Protection
EEB(E)140	1944	CHAN Siu-hung	137	(-) -
EEB(E)141	3170	CHAN Siu-hung	137	(4) Environmental Protection
EEB(E)142	1283	CHONG Ho-fung	137	(-) -
EEB(E)143	3084	CHONG Ho-fung	137	(4) Environmental Protection
EEB(E)144	3080	CHUANG Ka-pun, Albert	137	(4) Environmental Protection

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)145	1203	FAN Hoi-kit, Alex	137	(4) Environmental Protection
EEB(E)146	2016	FOK Kai-kong, Kenneth	137	(4) Environmental Protection
EEB(E)147	0186	HO Chun-yin, Steven	137	(-) -
EEB(E)148	1191	KAN Wai-mun, Carmen	137	(2) Power
EEB(E)149	0764	LAM Ming-fung, Lothair	137	(4) Environmental Protection
EEB(E)150	0765	LAM Ming-fung, Lothair	137	(4) Environmental Protection
EEB(E)151	3029	LAM Ming-fung, Lothair	137	(4) Environmental Protection
EEB(E)152	0030	LAM Siu-lo, Andrew	137	(4) Environmental Protection
EEB(E)153	0881	LAM Siu-lo, Andrew	137	(6) Climate Change
EEB(E)154	3161	LAM Siu-lo, Andrew	137	(5) Nature Conservation
EEB(E)155	0041	LAM Wai-kong	137	(4) Environmental Protection
EEB(E)156	3024	LAM Wai-kong	137	(6) Climate Change
EEB(E)157	3025	LAM Wai-kong	137	(3) Sustainable Development
EEB(E)158	3026	LAM Wai-kong	137	
EEB(E)159	0217	LAMPORT Jonathan Stuart	137	(6) Climate Change
EEB(E)160	3009	LAMPORT Jonathan Stuart	137	(4) Environmental Protection
EEB(E)161	2456	LAU Ip-keung, Kenneth	137	(4) Environmental Protection
EEB(E)162	1126	LAU Ka-keung	137	(-) -
EEB(E)163	0646	LAU Man-kwan, Julia	137	(4) Environmental Protection
EEB(E)164	0717	LAU Man-kwan, Julia	137	(4) Environmental Protection
EEB(E)165	0988	LAU Man-kwan, Julia	137	(5) Nature Conservation
EEB(E)166	0446	LEE Hoey Simon	137	(4) Environmental Protection
EEB(E)167	2466	LEE Tsz-king, Dominic	137	(4) Environmental Protection
EEB(E)168	0823	LEE Wai-wang, Robert	137	(-) -
EEB(E)169	0009	LEUNG Man-kwong	137	(2) Power
EEB(E)170	2780	LEUNG Man-kwong	137	(-) -
EEB(E)171	0648	NG Wun-kit	137	(4) Environmental Protection
EEB(E)172	1160	QUAT Elizabeth	137	(2) Power
EEB(E)173	1161	QUAT Elizabeth	137	(4) Environmental Protection
EEB(E)174	1162	QUAT Elizabeth	137	(4) Environmental Protection
EEB(E)175	2596	QUAT Elizabeth	137	(2) Power
EEB(E)176	2652	SHIU Ka-fai	137	(4) Environmental Protection
EEB(E)177	1496	TAM Chun-kwok	137	(5) Nature Conservation
EEB(E)178	1499	TAM Chun-kwok	137	(2) Power
EEB(E)179	1432	TANG Ka-piu	137	(4) Environmental Protection
EEB(E)180	2910	TANG Ka-piu	137	(2) Power
EEB(E)181	2915	TANG Ka-piu	137	(2) Power
EEB(E)182	2059	WONG Wing-wai, Ray	137	(-) -
EEB(E)183	0587	WU Yingpeng	137	(-) -
EEB(E)184	2929	YIM Kong, Erik	137	(-) -
EEB(E)185	0730	YIU Pak-leung	137	(5) Nature Conservation
EEB(E)186	1584	CHAN Chun-ying	168	(1) Weather Services

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)187	0380	LAU Ip-keung, Kenneth	168	(1) Weather Services
EEB(E)188	1984	WONG Kwok, Kingsley	168	(1) Weather Services (3) Time Standard and Geophysical Services
EEB(E)189	0782	YIU Ming	168	(3) Time Standard and Geophysical Services

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1692)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in the Programme that the Agriculture, Fisheries and Conservation Department will continue to implement the "Four Peaks" tourism project and measures to enhance the educational, recreational and sustainable eco-tourism functions of country parks in 2026-27. In this connection, please advise this Committee of the following:

1. the manpower and estimated expenditure for implementing the "Four Peaks" tourism project;
2. the specific details of the work plan, in particular, the relevant content and estimated expenditure on enhancement of hiking trail facilities, connection to nearby tourist spots, journey planning, and strengthening of publicity; and
3. how the Government prevents individual tourist spots from exceeding their visitor carrying capacity, whether carrying capacity assessments will be conducted and the adoption of reservation system or diversion measures will be studied in relevant locations, and whether technology will be used for monitoring to balance tourism development and nature conservation; if yes, the details; if not, the reasons.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 34)

Reply:

1-2. To promote the "Four Peaks" tourism project, the Agriculture, Fisheries and Conservation Department (AFCD) is enhancing hiking trail facilities at relevant attractions, including repairing the hiking trails using the handcrafted trail approach, and providing additional passing places to improve hiking safety; carrying out minor improvement works to provide additional facilities, including directional signs and hiking information boards, to provide clearer guidance, and providing additional basic leisure facilities, such as picnic tables and benches, at suitable locations so as to provide opportunities for visitors to enjoy recreations and connect to nature; and conducting thematic planting of native flowering plants along the hiking trails to enhance the appeal of natural scenery. The facility enhancement work for the country parks has commenced progressively in the first half of 2025 and is expected to be completed by the end of 2026.

The AFCD will also work with the Tourism Commission and the Hong Kong Tourism Board in linking up the tourism sector and operators of nearby tourist spots to further work out the planning for green tourism itineraries and tourism product development, and promote them to tourists through various channels. The AFCD launched the promotion of the "Four Peaks" tourism project during the peak hiking season at the end of 2025. For example, the AFCD co-operated with Ngong Ping 360 in November 2025 to organise a digital stamp-collection hiking event at Ngong Ping to take the lead in promoting the Lantau Peak route, and promoted the Peak route during the Hong Kong Trail 40th Anniversary Celebration Programme launched in the same month. The total number of participants of the two events was about 12 000 people. The AFCD plans to launch the green tourism itineraries of the "Four Peaks" through a series of promotional activities during the hiking season in the second half of 2026.

Previously, the expenditure involved in the development of the "Four Peaks" tourism project was part of the daily management and routine education and publicity work of the country parks. The AFCD does not keep the relevant figures. However, the AFCD will be provided with an additional funding for the development of the "Four Peaks" tourism project in 2026-27, and the relevant estimated expenditure is $7.8 million. There are 153 staff involved in the daily management, education and publicity work of country parks. The AFCD does not keep a breakdown of the estimated expenditure and staff establishment for the individual items of the "Four Peaks" tourism project.

3. When developing eco-tourism, we must consider the carrying capacity of the countryside, on the premise of protecting and respecting the ecological environment, so as to ensure the healthy development of eco-tourism. In fact, Hong Kong is rich in scenic spots in the countryside. The promotion of the "Four Peaks" tourism project aims to divert tourists to different attractive hiking trails throughout Hong Kong, all of which are provided with comprehensive ancillary transport and peripheral tourist facilities that can enhance visitors' experience, and minimise the impact of visitor activities on individual hiking trails and the natural ecology of the countryside.

To assist in monitoring and managing visitor flow, the AFCD has installed a total of 86 automatic visitor counters in 12 country parks and 2 special areas since 2022, and plans to gradually expand them to the remaining country parks and special areas to replace manual counting. Moreover, the AFCD is piloting the use of unmanned aircraft to monitor visitor flow at the East Dam of the High Island Reservoir, and publishes information on visitor flow on the "Enjoy Hiking" website in a timely manner to help visitors plan their journey. The AFCD also plans to pilot the use of unmanned aircraft to patrol and make broadcast in the vicinity of Po Pin Chau of the East Dam during peak tourist seasons to remind visitors to beware of their safety. In addition, the AFCD is exploring the approach to assess the carrying capacity of some hiking hotspots, and formulate appropriate visitor management measures to ensure the sustainable development of tourism in country parks. We will study whether a reservation system should be introduced at certain hotspots.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1955)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Agriculture, Fisheries and Conservation Department (AFCD) stated that it would review effectiveness of measures for enhanced management and protection of wild animals, including the enforcement, education and publicity of the feeding ban on wild animals and feral pigeons. In this connection, would the Government advise this Committee of the following:

(1) the respective numbers of public complaints about the feeding of wild pigs and feral pigeons received, the law enforcement operations conducted and prosecutions instituted by the AFCD against feeding of wild pigs and feral pigeons, as well as the expenditures and manpower involved over the past 3 years;

(2) the publicity and education work carried out by the AFCD on the feeding ban of wild pigs and feral pigeons respectively, as well as the expenditures involved over the past 3 years; and

(3) given that from time to time, there have been news about sightings of and attacks on people by wild pigs in Hong Kong, and the AFCD responds with wild pig capture and humane dispatch operations, the numbers of reports on sightings of or nuisance and injuries caused by wild pigs received by the AFCD over the past 3 years as well as the wild pigs humanely dispatched in each year; whether the Department considers the target of controlling the wild pig population has been achieved as expected through wild pig capture and humane dispatch operations; and whether the number of wild pigs has decreased?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 23)

Reply:

(1) The numbers of complaints, enforcement operations, fixed penalty notices (FPNs) issued and prosecutions by summons instituted by the Agriculture, Fisheries and Conservation Department (AFCD) regarding illegal feeding of wild pigs over the past 3 years are tabulated as follow:

Year	Illegal feeding of wild pigs			
	Number of complaints (case)	Enforcement operations (number)	FPNs (number)#	Prosecutions by summons (case)
2023-24	81	1 382	0	23
2024-25	109	1 575	26	5#
2025-26 (as at Feb 2026)	85	1 497	15	1#

The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into effect on 1 August 2024, introducing a fixed penalty of $5,000. Therefore, no FPNs were issued against the illegal feeding of wild pigs in 2023-24. Following the commencement of the Amendment Ordinance, AFCD officers will generally first carry out law enforcement actions through the fixed penalty system, hence the decrease in the number of prosecution cases by summons.

The numbers of complaints, enforcement operations, FPNs issued and prosecutions by summons instituted by the AFCD regarding illegal feeding of wild birds or feral pigeons over the past 3 years are tabulated as follow:

Year	Illegal feeding of wild birds or feral pigeons*			
	Number of complaints (case)	Enforcement operations (number)	FPNs (number)^	Prosecutions by summons (case)
2023-24	54	59	0	1
2024-25	1 118	1 235	36	11^
2025-26 (as at Feb 2026)	1 406	1 628	66	3^

* Reports on illegal feeding of feral pigeons often also involve illegal feeding of wild birds.

^ The Amendment Ordinance came into effect on 1 August 2024, expanding the prohibition on feeding of wild animals to cover feral pigeons. Therefore, no FPNs were issued for illegal feeding of wild birds or feral pigeons in 2023-24, and there were relatively fewer complaints, enforcement operations, and prosecutions by summons. Following the commencement of the Amendment Ordinance, AFCD officers will generally first carry out law enforcement actions through the fixed penalty system, hence the decrease in the number of prosecution cases by summons.

The expenditures and manpower of the AFCD on the management of wild pigs and feral pigeons over the past 3 years are tabulated as follows:

Year	Expenditure ($ million)		Manpower (number of staff)	
	Management of wild pigs+	Management of feral pigeons+	Management of wild pigs+	Management of feral pigeons+
2023-24	21.8	6.0	33	8
2024-25	22.1	5.1	33	11
2025-26 (revised estimate)	20.2	8.0	33	16

+ Since handling complaints of illegal feeding and related law enforcement actions are part of the routine work on animal management, the AFCD does not keep a breakdown of the expenditure.

(2) The AFCD has been disseminating information on the feeding ban requirements and penalties, as well as the adverse impacts of animal feeding, etc., to the public of different age groups through diverse publicity and education activities. The Department has launched a series of campaigns with the themes of "All for No Feeding" and "Mission P.", including placing advertisement and broadcasting short videos on different platforms such as public transport, at terminals, etc., disseminating educational information via social media, setting up education booths, displaying banners at feeding black spots or feral pigeon congregation points, and hosting talks and workshops at schools, elderly centres, and housing estates.

Besides, to enhance publicity for inbound tourists, the AFCD displayed "All for No Feeding" advertisements and broadcast short videos at the airport, high-speed rail station, and border control points, and distributed leaflets at border control points during long public holidays in the Chinese Mainland to remind the public and tourists not to feed wild animals and feral pigeons.

The expenditures on the publicity and education work on feeding ban of wild pigs and feral pigeons incurred by the AFCD over the past 3 years are tabulated as follows:

	Expenditure on the publicity and education ($ million)	
Year	Wild pigs	Feral pigeons
2023-24	3.6	1.0
2024-25	2.8	1.0
2025-26 (revised estimate)	1.9	1.0

(3) The numbers of reports on sightings of or nuisance and injuries caused by wild pigs received by the AFCD in each district over the past 3 years are tabulated as follows:

District	Number of reports on wild pig sightings or nuisance/ Number of reports on injuries		
	2023-24	2024-25	2025-26 (as at Feb)
Islands	8 / 0	6 / 0	16 / 0
Kwai Tsing	22 / 0	16 / 0	15 / 0
North	45 / 0	49 / 1	50 / 1
Sai Kung	164 / 2	174 / 2	217 / 0
Sha Tin	161 / 1	136 / 1	117 / 2
Tai Po	201 / 1	198 / 0	139 / 0
Tsuen Wan	57 / 0	76 / 1	41 / 1
Tuen Mun	37 / 0	49 / 0	41 / 0
Yuen Long	40 / 0	42 / 0	61 / 0
Kowloon City	8 / 1	2 / 0	5 / 0
Kwun Tong	13 / 0	24 / 0	28 / 0
Sham Shui Po	21 / 0	21 / 0	10 / 0
Wong Tai Sin	24 / 0	21 / 0	7 / 0
Yau Tsim Mong	1 / 1	1 / 0	0 / 0
Central and Western	83 / 0	71 / 1	63 / 0
Eastern	46 / 0	71 / 0	46 / 0
Southern	103 / 0	110 / 1	148 / 0
Wan Chai	59 / 1	51 / 0	59 / 1
Total	**1 093 / 7**	**1 118 / 7**	**1 063 / 5**

The AFCD has been adopting a multi-pronged approach to address wild pig nuisance and illegal feeding, including routine patrols and enforcement operations, the provision of preventive measures including the use of wildlife-proof refuse collection facilities, and the enhancement of publicity and education initiatives to reduce food sources that attract wild pigs and prevent them from causing nuisance. Besides, the AFCD will conduct operations to capture and humanely dispatch wild pigs which pose potential danger or cause nuisance to the public, thereby strengthening control over the safety risk and public hygiene issues posed by wild pigs.

The numbers of wild pigs captured and humanely dispatched by the AFCD over the past 3 years are tabulated as follows:

Year	Number of wild pigs captured	Number of wild pigs humanely dispatched*
2023-24	540	525
2024-25	685	672
2025-26 (as at Feb 2026)	705	697

* Including wild pigs humanely dispatched due to injury.

We assess that the multi-pronged approach is yielding results, and the wild pig nuisance issue in Hong Kong has gradually improved The estimated population of wild pigs across the territory decreased from about 1 830 in 2022 to about 900 in 2024; the number of wild pig nuisance black spots (designated based on indicators such as wild pig gatherings and injury cases resulting from illegal feeding) decreased from 42 in 2022 to 9 in 2025; and the number of human injury cases caused by wild pigs reduced from 36 in 2022 to 4 in 2025.

We will continue to monitor the wild pig nuisance issue and the changes in their population to maintain ecological balance, and focus on managing wild pigs that appear in urban areas or near residential areas and cause nuisance, thereby reducing conflicts between humans and wild pigs and effectively managing the wild pig issue.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1364)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the implementation of the "Four Peaks" (the Peak, Tai Mo Shan, Lantau Peak and Sai Kung Hoi) tourism project and measures to enhance the educational, recreational and sustainable eco-tourism functions of country parks, would the Government inform this Committee of the following:

1. given that the Agriculture, Fisheries and Conservation Department is implementing the relevant work in phases and facility enhancement is expected to be completed by the end of this year, please list out in tabulated form the scope and details of the enhancement works to be carried out at the above four locations in the 2025-26 and 2026-27 financial years, as well as the estimated expenditure and completion time;
2. currently, there are various camps (including government camps and camps operated by non-governmental organisations/groups) along the "Four Peaks" tourist routes, whether the Government has reviewed the current status of these camps and their function in the "Four Peaks" tourism project, and considered earmarking dedicated funding in the coming financial years to assist operating organisations in the maintenance of camps and facility enhancement to align with the development direction of the "Four Peaks" tourism project; if yes, the details; if not, the reasons; and
3. upon completion of the facility enhancement of the "Four Peaks" tourist routes by the end of this year, whether the Government has earmarked or sought dedicated funding for publicity and educational activities to enhance public and tourist awareness of the routes; if yes, the details; if not, the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 24)

Reply:

1. For the "Four Peaks" project, the Agriculture, Fisheries and Conservation Department (AFCD) is carrying out minor improvement works to enhance hiking trail facilities, which include installing more directional signs and hiking information boards to provide clearer guidance for visitors; conducting thematic planting of native flowering plants along the hiking trails to enhance the appeal of natural scenery; providing additional basic leisure facilities, such as picnic tables and benches, at suitable locations, and repairing the hiking trails using the handcrafted trail approach, so as to provide

opportunities for visitors to enjoy recreations and connect to nature; and providing additional passing places to improve hiking safety. The facility enhancement work for the country parks has commenced progressively in the first half of 2025, and is expected to be completed by the end of 2026.

The facility enhancement work carried out by the AFCD at the "Four Peaks" in 2025-26 forms part of the daily management work of the relevant country parks. The AFCD does not keep a breakdown of the relevant figures. The estimated expenditure for carrying out facility enhancement work in 2026-27 is $5 million. The AFCD does not keep a breakdown of the estimated expenditure of the enhancement works at individual locations.

2. The AFCD discussed with the Camping Association and operators of the camps near the "Four Peaks" to link up the relevant camps with the "Four Peaks" tourism project, so as to promote alternative accommodations and green tourism experiences, and planned to collaborate on the promotion of the "Four Peaks" tourism. The work mainly involves linking up relevant camps and promoting the "Four Peaks" tourism project for launching for tourists as soon as possible. Currently, the AFCD does not have any plan to earmark funding to assist camps with maintenance and facility enhancement.

3. The AFCD is collaborating with the tourism sector and operators of nearby tourist spots to further work out the planning for green tourism itineraries and tourism product development, and co-operates with the Tourism Commission and the Hong Kong Tourism Board to promote them to tourists through various channels. The AFCD launched the promotion of the "Four Peaks" tourism project during the peak hiking season at the end of 2025. For example, the AFCD co-operated with Ngong Ping 360 in November 2025 to organise a digital stamp-collection hiking event at Ngong Ping to take the lead in promoting the Lantau Peak route, and promoted the Peak route during the Hong Kong Trail 40th Anniversary Celebration Programme launched in the same month. The total number of participants of the two events was about 12 000 people. The AFCD plans to launch the green tourism itineraries of the "Four Peaks" through a series of promotional activities during the peak hiking season in the second half of 2026.

The relevant publicity and education work of the AFCD in 2025-26 forms part of the AFCD's routine education and publicity work. The AFCD does not keep a breakdown of the relevant figures. The estimated expenditure for carrying out relevant publicity and education work in 2026-27 is $2.8 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0972)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

In recent years, the number of tourists has remained high, and the resulting littering has drawn frequent public criticism, and the relevant expenditures on cleansing and management, and induced expenditures have also increased accordingly. In this connection, would the Government inform this Committee of the following:

1. over the past 3 years, the annual expenditures on procurement of litter clean-ups, waste transportation services, cleansing staffing, and maintenance of relevant facilities such as rubbish bins in the Hong Kong Geopark and all country parks in Hong Kong, the annual number of visitors to the above parks over the same period, and whether the Government has made corresponding budget planning for the increase in visitor numbers and cleansing expenditures;
2. over the past 3 years, the number of fixed penalty notices issued by the Government for illegal littering in the geopark and country parks and the actual amount of fines collected in total;
3. over the past 3 years, the specific and quantifiable performance indicators set for assessing the use of public money on waste management, and whether the Government has conducted a comprehensive review of the effectiveness of public money spending; and
4. in addition to direct cleansing expenditures, whether the Government has any plan to allocate a dedicated budget for upgrading waste sorting facilities in parks, promoting visitor etiquette, and controlling visitor flow in popular country parks to reduce waste at source; if yes, the details; if not, the reasons?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 16)

Reply:

1. The Agriculture, Fisheries and Conservation Department (AFCD) is responsible for daily cleansing work in country parks. The AFCD staff and outsourced contractors collect litter from and cleanse AFCD-managed barbecue areas, campsites, picnic sites, hiking trails, toilets, etc.

The AFCD's expenditure on daily cleansing work in country parks (including the Geopark) over the past 3 years is tabulated as follows:

Year	**Expenditure ($ million)**
2023-24	79.9
2024-25	89.6
2025-26 (revised estimate)	85.2

The estimated expenditure on daily cleansing work for 2026-27 is similar to the revised estimate for 2025-26.

Since the amount on the contract of cleansing service provision by the contractor covers costs of litter collection, waste transportation, and cleansing staff, no breakdown of the relevant figures can be provided. In addition, as most areas of the Hong Kong UNESCO Global Geopark (the Geopark) are located within country parks and special areas, the cleansing work and related expenditures for the Geopark are covered in those of the country parks. No breakdown of the relevant figures can be provided.

The annual numbers of visitors to country parks and the Geopark over the past 3 years are tabulated as follows:

Year	**No. of visitors to country parks (million)**	**No. of visitors to the Geopark (million)**
2023	13	1.6
2024	11	1.7
2025	11	1.6

With the launch of the "Four Peaks" tourism project by the AFCD later this year, we will closely monitor the changes in the overall number of visitors to country parks.

2. The number of fixed penalty notices (FPNs) issued by the AFCD for illegal littering in country parks and the actual amount of fines collected over the past 3 years are tabulated as follows:

Year	**Number of FPNs**	**Actual amount of fines collected ($)[#]**
2023	8	18,300
2024	7	18,000
2025	42	105,300

[#] The fixed penalty for illegal littering has been raised from $1,500 to $3,000 since 22 October 2023. The actual amount of fines collected may be subject to multiple factors, including the amount of fixed penalty ($1,500 or $3,000, subject to the time of offence), any additional fine and costs ordered by the magistrate to recover the fine, and any outstanding amounts of fine not yet

received. Therefore, the average actual amount collected for every FPN is not $3,000 across the board.

3 and 4. The AFCD has conducted country park visitor questionnaire surveys since 2015-16. Results revealed that the proportion of respondents rated the cleanliness and tidiness of country park trails as "Satisfactory" or above consistently remained above 90%. Meanwhile, since 2015, the AFCD has been promoting the concept of "Take Your Litter Home". Over the past decade, the amount of litter collected in country parks has decreased by over 40%, reflecting a gradual improvement in most hikers' litter-disposal habits and the effectiveness of the promotional activities. The AFCD will continuously monitor and review the policy implementation and make timely adjustment to the strategies.

The total amount of litter collected by the AFCD in country park areas over the past 3 years is tabulated as follows:

Year	**Total amount of litter (tonnes)**
2023	2 700
2024	2 309
2025	2 175

Regarding waste reduction at source, the AFCD has been promoting messages of "Take Your Litter Home", "Reduce Waste", etc. through various channels, including school visits, guided tours, visitor centres in country parks, online videos and social media. The AFCD will flexibly deploy manpower to step up patrol, education and promotion, and law enforcement at popular locations in country parks as necessary in the light of actual circumstances.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0973)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has implemented the feeding ban on wild animals and feral pigeons and enhanced management and protection of wild animals in Hong Kong through law enforcement, education and publicity measures. In this connection, please advise this Committee of the following:

1. the overall expenditures on implementing the feeding ban on wild animals and feral pigeons, as well as on enhancing management and protection of wild animals over the past year, with a breakdown by 3 key areas, namely "law enforcement operations (including frontline staffing, patrol equipment, procurement and maintenance of surveillance devices)", "education and publicity (including advertisements, public events, promotional material production, school promotion)", and "supporting measures for management and protection of wild animals";
2. the numbers of fixed penalty notices issued by the Government for illegal feeding of wild animals and feral pigeons respectively; the actual amount of fines imposed in total; and
3. whether the Government has carried out a comprehensive review on the effectiveness of public money spending; if yes, the details; if not, the reasons.

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 17)

Reply:

1. The revised estimated expenditures on wild animal and feral pigeon management by the Agriculture, Fisheries and Conservation Department (AFCD) for 2025-26 are tabulated as follows:

	Animal management* ($ million)	Education and publicity ($ million)
Monkeys	9.6	2.0
Wild pigs	20.2	1.9
Feral pigeons	8.0	1.0

* The breakdown on animal management already covers law enforcement operations and supporting management and protection measures. The AFCD does not keep a breakdown of the relevant expenditure.

2. From the commencement of the Wild Animals Protection (Amendment) Ordinance (Amendment Ordinance) to February 2026, the AFCD, the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD) issued a total of 435 fixed penalty notices (FPNs) against illegal feeding of wild animals and feral pigeons. The actual amount of fines collected is about $1.85 million in total.

3. The Government has been adopting a multi-pronged approach to combat illegal feeding of wild animals and feral pigeons. Regarding law enforcement, the Government enacted the Amendment Ordinance in 2024 to expand the prohibition on feeding of wild animals to cover feral pigeons, increase the maximum penalty for illegal feeding to a fine of $100,000 and imprisonment for 1 year, introduce a fixed penalty of $5,000, and, at the same time, expand the categories of enforcement officers to cover appointed officers of the FEHD, the LCSD and the HD, with a view to enhancing deterrence. Meanwhile, the Government has stepped up promotional and educational efforts to raise public awareness about not to feed wild animals and feral pigeons.

In our assessment, the enforcement efforts, coupled with management measures such as promotion and education, have started to yield results, and public money has been spent effectively. Regarding feral pigeons, according to the population surveys by the AFCD, the total number of feral pigeons at the feral pigeon congregation points across all districts in the territory dropped from about 13 500 at the time shortly after the commencement of the Amendment Ordinance (fourth quarter of 2024) to about 12 100 in the first quarter of 2025. The next phase of territory-wide feral pigeon population surveys commenced in the fourth quarter of 2025, with preliminary findings expected in the second quarter of 2026.

Regarding wild pigs, the estimated population of wild pigs in the territory decreased from about 1 830 in 2022 to about 900 in 2024; the number of wild pig nuisance black spots (as defined according to indicators such as gatherings resulting from illegal feeding and injury cases) decreased from 42 in 2022 to 9 in 2025; and the number of human injury cases caused by wild pigs reduced from 36 in 2022 to 4 in 2025.

Regarding monkeys, routine patrols and monkey population surveys conducted by the AFCD showed a substantial reduction in food debris left behind by human feeding at a major black spot on Tai Po Road adjacent to Kam Shan and Lion Rock Country Parks, indicating a significant decrease in illegal feeding activities. In fact, the number of complaints about monkey nuisance received by the AFCD reduced by 18% from 382 in 2024 to 313 in 2025. Given that the total number of patrols by the AFCD at illegal black spots of monkey feeding in each month remained stable, the number of FPNs

issued decreased from an average of 10 FPNs per month between September and December 2024 to an average of 2 FPNs or below per month between May 2025 and February 2026.

With continuous enhancement in enforcement efforts by the AFCD and relevant departments to combat illegal feeding activities, reduce food sources, gradually restore the foraging habits of wild animals and feral pigeons to their natural state, and increase public awareness of the adverse consequences of feeding wild animals and feral pigeons, the number and nuisance of wild animals and feral pigeons will continue to improve. The AFCD will continue to work with relevant departments to closely monitor the latest developments in illegal feeding activities across the territory and take targeted enforcement actions, along with other animal management measures, to effectively combat the illegal feeding of wild animals and feral pigeons.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1206)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Government's work on the protection of endangered species, would the Government inform this Committee of the following:

1. the number of seizure cases under the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586), the quantity of seized items and the estimated value over the past 5 years (2021-2025), with a breakdown by year;
2. seizure figures of the following categories of seized items in the aforesaid years:
   (a) ivory and ivory products;
   (b) pangolin scales;
   (c) wood logs/chips (including red sandalwood, rosewood and agarwood);
   (d) orchids, American ginseng, dried seahorses, shark fins and leather products of reptiles;
   (e) other endangered species;
3. the respective numbers of individuals arrested and prosecuted for breaching the Ordinance, as well as the highest penalty imposed and the average amount of fine among the successful convictions, in the aforesaid years.

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 17)

Reply:

1. Figures on enforcement under the Protection of Endangered Species of Animals and Plants Ordinance over the past 5 years are tabulated below:

Year	**2021**	**2022**	**2023**	**2024**	**2025**
Number of cases	330	343	469	544	598
Quantity of seized items (kg)	408 000	22 300	23 000	39 000	67 000

The Agriculture, Fisheries and Conservation Department (AFCD) did not conduct valuations for the items seized from each case hence no information on the total estimated value of seized items is available.

2. The number of seizure cases under the Protection of Endangered Species of Animals and Plants Ordinance over the past 5 years is tabulated below:

Year	2021	2022	2023	2024	2025
Ivory and ivory products	1	21	7	4	5
Pangolin scales	–	3	2	–	–
Wood logs/chips	23	21	12	9	24
Orchids	52	37	71	204	256
American ginseng	144	124	218	126	134
Dried seahorses	23	28	15	16	12
Shark fins	32	10	20	29	14
Leather products of reptiles	31	21	15	14	6
Other endangered species	111	103	135	163	174

As some seizure cases involve more than one type of species, the total number of seizures across all types of species will be greater than the total number of cases for the year.

3. The numbers of arrests made and prosecutions instituted under the Protection of Endangered Species of Animals and Plants Ordinance over the past 5 years are tabulated below:

Year	2021	2022	2023	2024	2025
Number of persons arrested	151	149	276	308	374
Number of persons prosecuted	34	24	33	32	28
Number of persons convicted	29	28	23	28	27
Maximum penalty imposed (imprisonment)	6 months	6 weeks (suspended sentence of 18 months)	30 months	39 months	30 months
Maximum fine imposed ($)	60,000	3,000	10,000	15,000	30,000
Average amount of fine ($)	10,500	2,000	3,600	3,700	5,600

As prosecution takes time, persons arrested might not be prosecuted and convicted within the same year. In addition, some cases of first-time and minor offences were given warnings instead of being prosecuted upon seeking legal advice.

To raise the awareness of the public and travellers of the control on the import and export of endangered species, the AFCD continued to enhance publicity through various channels, including television and radio broadcasts, press releases, press conferences and social media, as well as placing advertisements on public transport, restaurants, websites and mobile applications, and displaying posters at various Government venues. In addition, the AFCD distributed leaflets, displayed posters and broadcast the relevant messages at boundary control points, as well as placing advertisement on electronic panels at control points in the Mainland, to strengthen publicity and education for travellers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1993)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Matters Requiring Special Attention in 2026-27 that the work of the Agriculture, Fisheries and Conservation Department (AFCD) will include implementing the "Four Peaks" tourism project and measures to enhance the educational, recreational and sustainable eco-tourism functions of country park, as well as promoting awareness of nature conservation and safe and compatible use of country parks and marine parks. Regarding these work objectives, and in view of the number of visitors received were far beyond the capacity of country parks in recent years, with incidents of hikers damaging the ecological environment from time to time, and even serious hiking accidents and problems of illegal littering, would the Government inform this Committee of the following:

1. the specific plans of the Government to increase the staff establishment and financial resources of the AFCD in order to step up management of and patrol in country parks and marine parks; the details of budget allocation in 2026-27, including whether there will be additional patrol teams, enforcement manpower, or educational and promotional resources, and the relevant estimated expenditures;
2. whether the Government has any plan to further establish an inter-departmental collaboration mechanism with the Police, the Fire Services Department, and relevant law enforcement departments to regulate the behaviour of visitors for safety; if so, the collaboration arrangements, the frequency of joint operations and the evaluation of effectiveness, and the estimated expenditure on law enforcement;
3. given that the promotion of "Four Peaks" tourism and sustainable eco-tourism will further increase the visitor flow, how the Government assesses and manages the ecological carrying capacity of country parks to avoid environmental damages and safety risks caused by over-tourism; regarding the preliminary planning for setting specific monitoring indicators (such as daily visitor caps, the introduction of reservation systems or pilot scheme on fee-charging), the resource allocation plan of the Government over the next 5 years for the long-term goal of balancing tourism development and nature conservation; and
4. the specific plan on facilities and works involved under Subhead 610 Minor recreational facilities and roadworks in country parks (block vote), as the estimated expenditure for this year is 30.4% higher than last year?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 8)

Reply:

1. The management work for country parks conducted by the Agriculture, Fisheries and Conservation Department (AFCD) includes regular cleansing, the construction and maintenance of hiking trails and recreational facilities, prevention of hill fire, tree care, etc. The management work for marine parks includes regular cleansing, the setting up and maintenance of facilities, and ecological monitoring. The conservation work for country parks and marine parks includes routine patrols, education and publicity, as well as law enforcement. The above tasks are mainly carried out by AFCD staff, while some are outsourced to contractors. The allocation for AFCD's management and conservation work in 2026-27 is about $452 million, an increase of about $12 million from the estimate for 2025-26. In view of the increasing number of visitors to some countryside hotspots, the AFCD will increase manpower as appropriate to strengthen management, patrols and law enforcement at the relevant hotspots, and will deploy more resources in publicity and education, such as preparing for the launch of an official Xiaohongshu account to enhance promotion of Hong Kong's natural scenery and hiking routes as well as safety tips on hiking and outings, hiking safety and hiking etiquette to Mainland tourists. On the management and conservation work for marine parks, the allocation for 2026-27 is about $80.3 million, an increase of about $5.4 million from the previous year. It will mainly be used for the management and conservation work for marine parks, including strengthening collaboration with relevant Mainland organisations to co-organise publicity activities to jointly promote marine etiquette and eco-friendly guided tours, and conduct ecological monitoring studies. In addition, the AFCD will enhance education and publicity signage at marine parks with more visitors and publish educational materials to strengthen promotion and raise environmental awareness among visitors, while deploying additional staff to step up efforts in patrols and cleansing services during peak visiting periods.

2. The AFCD attaches great importance to hiking safety and has been encouraging the public and tourists to use the hiking trails under its management and maintenance, while promoting such hiking trails through the "Enjoy Hiking" website. Besides, the AFCD has consolidated and uploaded a list of locations with higher risks and records of fatal and serious accidents in country parks onto the "Enjoy Hiking" website, and installed warning signs near dangerous areas in the country parks to remind visitors not to go there to avoid accidents.

   The AFCD will continue to organise public education activities or joint operations from time to time, through various publicity and education channels, and in collaboration with relevant government departments. For example, it organises the annual Mountaineering Safety Promotion Day in collaboration with the Civil Aid Service and other relevant departments to promote messages on hiking safety to visitors on an ongoing basis. As the relevant work forms part of the routine education and publicity work for country parks, the AFCD does not have a breakdown of the estimated expenditure.

3. The promotion of the "Four Peaks" project aims to divert tourists to different attractive hiking trails throughout Hong Kong, all of which are provided with comprehensive ancillary transport and peripheral tourist facilities that can enhance visitors' experience, and minimise the impact of visitor activities on individual hiking trails and the natural

ecology of the countryside.

The AFCD is currently exploring how to assess the carrying capacity of some hiking hotspots and formulate suitable visitor management measures to ensure sustainable tourism development in country parks. In assessing the usage and carrying capacity of country parks, the Government will take into account the actual circumstances of different scenic spots in the country parks, including their topography and terrain, the capacity of accommodating supporting facilities, the safety of visitors, the ecological environment, the number and location of entry and exit points, and the connectivity with public transport. The AFCD will deploy manpower flexibly where necessary by, for example, hiring contract staff, to step up patrols, publicity and education, and law enforcement work at popular countryside locations in country parks in accordance with the actual circumstances.

4. The provision under Subhead 610 is mainly used for improving visitor, recreational and infrastructural facilities in country parks as well as the procurement of related materials. To enhance services and the environment in country parks, the AFCD plans to carry out various enhancement works projects, including renovation works of Tai Mo Shan Country Park Visitor Centre, renovation works of Volcano Discovery Centre, as well as renewal of interpretation systems and facilities in Geopark. Thus, the estimated expenditure is higher than that for 2025-26. A breakdown of the works projects and the estimated expenditure for 2026-27 under Subhead 610 are tabulated as follows:

Works projects	**Estimated expenditure for 2026-27 ($ million)**
Procurement of materials for minor recreational facilities in country parks	6.0
Repair projects of hiking trails in country parks	6.0
Enhancement works of recreational facilities in country parks	6.0
Construction and improvement works of mountain bike trails in country parks	1.3
Enhancement works of visitor information in tree walks	0.9
Installation works of automatic people counters in country parks	1.1
Minor slope works	0.7
Repair works of shelters in country parks	5.5
Repair works of forest tracks in country parks	4.1
Renovation works of Volcano Discovery Centre	1.2
Renovation works of Aberdeen Tree Centre	1.5
Renovation works of Tai Mo Shan Country Park Visitor Centre	0.6
Design and installation works of interpretation systems in Geopark	1.2
Total expenditure	**36.1**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0360)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government oversees the management and operation of country parks and marine parks. Please inform this Committee of:

1. the details of expenditure on the construction of toilets at Long Ke Wan; and
2. taking Long Ke Wan as an example, whether consideration will be given to using prefabricated components or portable toilets in building toilets at tourist hotspots in the countryside to reduce construction costs, and connecting to sewage and power supply systems.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 36)

Reply:

1. The total estimate for the project to provide new public toilets at Long Ke Wan Campsite in Sai Kung East Country Park is approximately $29.8 million.

2. To ensure reasonable construction costs, the Agriculture, Fisheries and Conservation Department (AFCD) and the Architectural Services Department (ArchSD) generally undertake projects on reconstruction or construction of toilets in country parks on term contracts for minor works, with market prices determined through open competitive tendering. The ArchSD will suitably adopt the "Modular Integrated Construction" (MiC) method for individual projects as appropriate, for instance the provision of new public toilets at Long Ke Wan Campsite. Free-standing MiC modules are pre-fabricated off-site in factories, and then transported to the site for assembly into buildings, thereby shortening construction time, reducing material waste, enhancing construction efficiency and site safety. All toilets reconstructed or constructed in country parks will be equipped with power supply systems; as for sewage disposal, given these toilets are generally located in remote areas and unable to connect to the public sewerage network, low-carbon and green designs such as membrane bioreactor will be adopted for sewage treatment and the treated effluent will be reused for flushing, wherever practicable.

Long Ke Wan Campsite is a popular campsite, which attracts many visitors to visit and camp during weekends and holidays. Currently, only dry toilets are available at the campsite. The existing toilet facilities fail to provide campers and hikers with hygienic and comfortable facilities and services. Therefore, we consider it necessary to construct new toilets at Long Ke Wan Campsite to improve toilet hygiene and enhance the overall service of the country park. Due to Long Ke Wan's remote location, lack of water and power supply, and the fact that the nearest carriageway is a half-hour walk away, materials need to be transported by sea, and the works are relatively difficult, the costs of works are higher. The AFCD and the ArchSD will closely monitor the progress to control the expenditure of the project.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0308)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the effectiveness in combatting illegal feeding, please advise of the following:

(a) the numbers of complaints the Department received from the public about nuisances or attacks by wild monkeys, wild pigs, or feral pigeons, and the numbers of human injury cases over the past 3 years;

(b) the respective numbers of fixed penalty notices the Department issued against illegal feeding of monkeys, wild pigs and feral pigeons over the past 3 years;

(c) as it is learnt that the Department has adopted the AI-CCTV system in monitoring illegal feeding of monkeys, the number of installations, their locations and the expenditures involved. Please set out the number of successful prosecutions as a result of the application of such technology, with a breakdown by quarter.

(d) further to the above question, is there any plan to promote the aforesaid technology in combatting other illegal feeding acts; if yes, the plan and the timetable; if not, the reasons.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 16)

Reply:

(a) The numbers of complaints from the public about nuisances or attacks and injuries caused by monkeys, wild pigs, or feral pigeons received by the Agriculture, Fisheries and Conservation Department (AFCD) over the past 3 years are tabulated as follows:

Year	Number of reports on nuisances or attacks (cases)/ Number of reports on injuries (cases)		
	Monkeys	Wild pigs	Feral pigeons
2023	307 / 8	1 128 / 9	943 / 0
2024	382 / 8	1 098 / 7	1 377[(1)] / 0
2025	313 / 11	1 130 / 4	2 064[(1)] / 0

(1) The number of reports on feral pigeon nuisance received by the AFCD has increased significantly since mid-2024. This is mainly due to the increase in complaints and reports received after the Wild Animals Protection (Amendment)

Ordinance 2024 (Amendment Ordinance), which aims to strengthen enforcement against illegal feeding of feral pigeons, came into operation in August 2024. The Government has enhanced publicity and education work at the same time to raise public awareness of the importance of not feeding feral pigeons. The AFCD will continue to closely monitor the latest development of illegal feeding activities across the territory, and take targeted enforcement operations to combat the same effectively.

(b) The total numbers of fixed penalty notices (FPNs) issued by the AFCD and the relevant departments (including the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department and the Housing Department) against illegal feeding of monkeys, wild pigs and feral pigeons over the past 3 years are tabulated as follows:

Year	Number of FPNs		
	Monkeys	Wild pigs	Feral pigeons
2023[(2)]	0	0	0
2024	38	12	49
2025	31	24	163

(2) The Amendment Ordinance introduced a fixed penalty with the amount of $5,000. In the first month of the implementation (i.e. August 2024), enforcement officers gave verbal warnings before taking enforcement actions. Starting from 1 September 2024, immediate enforcement actions were taken without prior verbal warnings. Therefore, the figure on the number of FPNs issued against illegal feeding in 2023 is not available, and the enforcement figure for the entire year of 2024 is also not available.

(c) The AFCD has installed closed-circuit television systems equipped with artificial intelligence (AI) technology in two car parks at Kam Shan Country Park since early 2024 to identify whether acts of feeding are involved in the interactions between humans and wild animals such as monkeys. The expenditure on equipment rental, installation and daily management, etc., is about $1.26 million. The numbers of successful prosecutions instituted by the AFCD with the aid of the systems against illegal feeding of monkeys by quarter between 2024 and 2025 are tabulated as follows:

Year and quarter	Number of successful prosecutions instituted with the aid of AI systems against illegal feeding of monkeys (cases)
Jan-Mar 2024	0
Apr-Jun 2024	0
Jul-Sep 2024	1
Oct-Dec 2024	5
Jan-Mar 2025	0
Apr-Jun 2025	0
Jul-Sep 2025	3
Oct-Dec 2025	1

(d) The AFCD continues to enhance the application of technology in combatting illegal feeding. The AFCD has been piloting a surveillance system equipped with AI technology since September 2025 to enhance the effectiveness in combatting illegal feeding of feral pigeons. The first pilot trial is being carried out at the feeding black spot near the Hang Hau MTR Station. In addition, the AFCD is exploring to pilot AI patrol robot at other feeding black spots and make use of its functions of moving around on its own and broadcasting for targeted promotion of the feeding ban regulation. The department is also examining the use of unmanned aircraft to help combat illegal feeding.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0309)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the nuisances caused by wild monkeys to nearby residents or visitors, please advise of the following:

(a) the expenditure involved in public education and promotion of the feeding ban by the Department over the past 3 years;
(b) the numbers of complaints the Department received from the public about nuisance of or attack by wild monkeys and the numbers of human injury cases over the past 3 years;
(c) the manpower and expenditure involved in the investigation and study on the control of wild monkeys, as well as the contraception and sterilisation for wild monkeys over the past 3 years; and
(d) whether the management plan for monkeys has been updated; if yes, the progress, timetable and details involved; if not, the reasons; and the details of the review conducted in 2025-26.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 18)

Reply:

(a) The expenditure incurred by the Agriculture, Fisheries and Conservation Department (AFCD) on public education and publicity on the prohibition of feeding of monkeys over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)*
2023-24	4.0
2024-25	3.3
2025-26 (revised estimate)	2.0

* Although the expenditure directly allocated for public education and publicity on the prohibition of feeding of monkeys has decreased, the AFCD continues to disseminate information on the feeding ban requirements and associated penalties, as well as the adverse impacts of feeding wild animals, etc. to the public through publicity and education campaigns with the theme of "All for No Feeding" and

"Mission P." concurrently. These campaigns also included the prohibition of feeding of monkeys and produced positive effects in promoting the message.

(b) The number of complaints about monkey nuisance/attack received by the AFCD over the past 3 years is tabulated as follows:

Year	Number of complaints about monkey nuisance/attack
2023-24	320
2024-25	392
2025-26 (as at Feb 2026)	276

(c) The AFCD's expenditure and manpower involved in handling the work of monkey nuisance (including the investigation and study on the control of monkeys, as well as the contraception and sterilisation for monkeys) over the past 3 years are tabulated as follows:

Year	Expenditure ($ million)	Manpower (number of staff)
2023-24	11.8	17
2024-25	11.2	17
2025-26 (revised estimate)	9.6	17

The AFCD arranges for a contractor (Ocean Park Conservation Foundation, Hong Kong) to conduct regular sterilisation operations for monkey populations in Kam Shan, Lion Rock and Shing Mun Country Parks, and has expanded the sterilisation operations to the monkey populations causing nuisance to residential areas near the fringe of other country parks since 2018. In each operation, about 10 staff of the contractor were involved.

(d) The AFCD completed the review of the existing monkey sterilisation programme in 2023-24, and reported the relevant results to the Nature Conservation Subcommittee (Subcommittee) under the Advisory Council on the Environment in December 2023. Members of the Subcommittee supported the AFCD's ongoing operation on sterilisation of monkeys for controlling the monkey population.

The AFCD is conducting a comprehensive review on its management strategies for wild animals (including monkeys) to enhance the existing wild animal management work. We will formulate a concrete management action plan, including collecting statistics about wild animals in a more systematic manner, to obtain more accurate information on their population and control their population size, while exploring the introduction of more applied technologies to assist in enhancing the effectiveness of law enforcement, as well as strengthening public education work. During the process, reference will be made to the Mainland and overseas experiences, and relevant experts will be consulted. It is expected that the review will be completed in the first half of 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0310)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding wild pigs, please advise of the following:

(a) the projected population of wild pigs in Hong Kong over the past 3 years;

(b) the number of help-seeking cases and complaints received and the total value of property losses as reported by the public in relation to wild pig sightings over the past 3 years;

(c) the number of operations conducted by the Government; the number of wild pigs captured, among which the number of female wild pigs injected with contraceptive vaccines and surgically sterilised; the number of wild pigs relocated to the countryside away from residential areas; the number of wild pigs euthanised; and the number of wild pigs hunted over the past 3 years;

(d) the expenditure and manpower dedicated to the work in relation to wild pigs over the past 3 years; please set out the major expenditures;

(e) the number of arrests made and successful prosecutions instituted in relation to illegal feeding of wild pigs over the past 3 years as well as the average, maximum and minimum penalties imposed respectively;

(f) the number of wild pig carcasses found in Hong Kong and the number of wild pigs captured in each of the past 3 years, and whether the Government has conducted African Swine Fever (ASF) testing on the said wild pigs; and

(g) whether the Government will implement any new measures to strengthen the work on prevention of ASF.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 19)

Reply:

(a) Since 2019, the Agriculture, Fisheries and Conservation Department (AFCD) has launched a wild pig population survey project. By using infrared automatic cameras and spatial statistical analysis models, the population density of wild pigs in the countryside is estimated for wild pig population projection across the countryside in Hong Kong, with a view to monitoring their population trend in the long term. The population of wild pigs across the countryside in the territory over the past 3 years is tabulated as follows:

Year*	Population of wild pigs across the countryside in the territory
2023	About 1 360
2024	About 900

* Since the AFCD is currently conducting analysis and estimations for the wild pig population survey in 2025, the figure for 2025 is not available for the time being.

(b) The number of reports on wild pig sightings or nuisance received by the AFCD over the past 3 years is tabulated as follows:

Year	Number of reports on wild pig sightings or nuisance
2023-24	1 093
2024-25	1 118
2025-26 (as at Feb 2026)	1 063

The AFCD does not keep information on property losses due to nuisance caused by wild pigs as reported by members of the public.

(c) Wild pig hunting operations were suspended in 2017 and formally terminated in 2019. The AFCD carried out the Capture and Contraception/Relocation Programme (CCRP) for wild pigs from late 2017 to early November 2021, but the effectiveness of the related operations was far from catching up with the reproduction rate of wild pigs. Moreover, after wild pigs are habituated to being fed by people, they will return to the urban or residential areas relentlessly to seek food even after being relocated to the countryside.

Therefore, the AFCD has implemented new measures since November 2021 to replace the CCRP. Measures taken include launching capture operations against wild pigs which pose potential danger or cause nuisance to the public, so as to reduce the potential danger posed or nuisance caused by wild pigs in the area. During the operations, veterinary officers will use dart guns to capture wild pigs and dispatch them humanely by drug injection.

Figures on wild pig capture and humane dispatch operations conducted by the AFCD over the past 3 years are tabulated as follows:

Year	Number of CCRP operations against wild pigs	Number of wild pig capture and humane dispatch operations	Number of wild pigs captured	Number of wild pigs humanely dispatched*
2023-24	The CCRP ceased	307	540	525
2024-25		341	685	672
2025-26 (as at Feb 2026)		400	705	697

* Including wild pigs humanely dispatched due to injury.

(d) The manpower and expenditure involved in the AFCD's work in relation to wild pig management (including follow-ups to complaints on wild pig nuisance, handling wild

pigs which pose potential danger or cause nuisance to the public, conducting patrols and law enforcement actions to combat illegal feeding, and carrying out publicity and education initiatives) over the past 3 years are tabulated as follows:

Year	Manpower (number of staff)	Expenditure ($ million)
2023-24	33	21.8
2024-25	33	22.1
2025-26 (revised estimate)	33	20.2

(e) Intentional feeding is the main cause of the wild pig nuisance issue. To step up the efforts in curbing wild pig feeding activities, the Government amended the Wild Animals Protection Ordinance (Cap. 170) twice in 2022 and 2024 to expand the Feeding Ban Area to the entire territory of Hong Kong and increase the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, while introducing a fixed penalty system of $5,000 to strengthen the deterrent effect, thereby resolving the wild pig nuisance issue at source.

The AFCD will arrange inspections at wild pig feeding black spots from time to time and take law enforcement actions against anyone who has fed wild pigs illegally, based on availability of sufficient evidence. The AFCD will also review and adjust the patrol and enforcement arrangements in accordance with the actual circumstances, including stepping up blitz and enforcement operations, as well as conducting joint enforcement operations with relevant departments where necessary.

The number of prosecutions instituted, the number of successful prosecutions and the penalties imposed by the AFCD against illegal feeding of wild pigs over the past 3 years are tabulated as follows:

Year	Number of prosecutions instituted for illegal feeding of wild pigs[+#]	Number of successful prosecutions for illegal feeding of wild pigs[+#]	Fine ($)
2023-24	23	19	450 to 1,000 (Average: 621)
2024-25	5[^]	13	300 to 5,000 (Average: 1,439)
2025-26 (as at Feb 2026)	1[^]	0	Not applicable

[+] Some of the prosecutions instituted in the year might be processed in the following year.

[#] Each case of prosecution involved 1 person only.

[^] Following the enactment of the Wild Animals Protection (Amendment) Ordinance 2024 in August 2024, a fixed penalty of $5,000 has been introduced. AFCD officers will normally first carry out law enforcement actions through the fixed penalty system, hence the decrease in the number of prosecutions. Besides, since

the fixed penalty system came into operation to February 2026, the AFCD issued a total of 41 fixed penalty notices for illegal feeding of wild pigs.

(f) The number of wild pig carcasses collected by the Food and Environmental Hygiene Department (FEHD) over the past 3 years is tabulated as follows:

Year	Number of wild pig carcasses[@]
2023-24	757
2024-25	880
2025-26 (as at Feb 2026)	774

[@] Including wild pigs captured and humanely dispatched by the AFCD.

With a view to strengthening the surveillance of African Swine Fever (ASF) on local wild pigs, the AFCD has been working with the FEHD on a surveillance programme for ASF on local wild pigs since late 2019, which includes testing for ASF in wild pig carcasses reported by the FEHD. The programme covers the New Territories and Kowloon as well as other areas found with a large number of wild pig deaths. For early detection of potential cases, the programme also collects samples from humanely dispatched wild pigs for ASF testing.

(g) The AFCD has been closely monitoring the epidemic situation of ASF and taking corresponding measures in a timely manner. In response to the outbreaks of ASF in local pig farms in recent years, new measures which have been implemented by the AFCD include:

(i) inviting Mainland experts to organise talks on ASF, explaining the latest information on ASF for the pig rearing industry, as well as advising on preventive and control measures against ASF, with a view to curbing the spread of ASF in local pig farms;
(ii) collaborating with Mainland and international veterinary experts in conducting epidemiological investigations on outbreaks of ASF in local pig farms, as well as providing guidelines on biosecurity measures to local pig farms;
(iii) imposing new biosecurity requirements on pig farms with previous ASF outbreaks from 28 October 2025 onwards, and incorporating the requirements into the conditions of the Livestock Keeping Licence for those pig farms for strict monitoring and control;
(iv) distributing rapid antigen test kits for ASF virus to all local pig farms ahead of the high-risk season of ASF in stepping up prevention of the disease; and
(v) distributing the new guidelines on proper disposal of pig carcasses to local pig farmers in the first quarter of 2026 to raise awareness and provide guidance on how to properly dispose of pig carcasses, thereby preventing the spread of ASF and other swine diseases among local pig farms;
(vi) arranging for contractors to carry out daily disinfection at animal carcass collection points during the high-risk season of ASF from 2026 onwards, thereby further reducing the risk of potential pathogen spreading between local pig farms; and
(vii) maintaining close liaison with pig farmers via SMS groups to disseminate the latest information on ASF as well as biosecurity measures in pig farms.

The AFCD will remain vigilant and closely monitor the epidemic situation, and will take further measures as appropriate and necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0424)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the operation and effectiveness of marine parks and country parks, please advise of the following:

(a) the operational expenditure and a breakdown of the major expenditure items of the various marine parks, marine reserve and country parks in Hong Kong over the past 3 years;

(b) in view of the ecological conservation and educational values of the marine parks and marine reserve, the number of relevant activities (such as guided tours) organised at the aforesaid locations, the number of participants and the expenditures involved over the past 3 years with a breakdown by districts; how the Government assesses their conservation and educational values;

(c) the Government's plan and measures for enhancing the public awareness of various marine parks and country parks, and the expenditures and manpower involved; and

(d) whether quantifiable objectives have been set to give full play to the recreational and educational potential of marine parks and marine reserve, as well as their values; if yes, the details with a breakdown by locations; if not, the reasons.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 30)

Reply:

a. The major expenditure for marine parks and marine reserve incurred by the Agriculture, Fisheries and Conservation Department (AFCD) involved carrying out duties such as coastal cleaning, enforcement and patrols, management and maintenance of facilities, ecological monitoring, and promotion of nature conservation and education programmes. The relevant operational expenditure over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)
2023-24	76.1
2024-25	73.1
2025-26 (revised estimate)	74.9

The major expenditure for country parks incurred by the AFCD in carrying out cleaning, greening and vegetation management, construction and maintenance of facilities, enforcement and patrols, and promotion of nature conservation and education, etc. The relevant operational expenditure over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)
2023-24	428.7
2024-25	462.7
2025-26 (revised estimate)	466.6

b. The establishment of marine parks aims to facilitate marine conservation, educational and recreational activities, and has been an important platform for carrying out environmental and public educational activities. The diversified activities allow participants to experience the marine ecosystems up close, which helps enhance public awareness of marine conservation and foster awareness of cherishing the natural environment among the public. The AFCD organises about 100 guided tours, eco-tours, and field studies at Hoi Ha Visitor Centre and Hoi Ha Wan Marine Park (HHWMP) in Sai Kung; about 10 dolphin field trips each year in the marine parks in the western waters, allowing members of the public and students to observe wild Chinese White Dolphins and the ecology and conservation of marine mammals in Hong Kong; and about 30 seminars each year in schools across all districts to raise the awareness of marine conservation of the next generation. According to the results of questionnaire surveys, the aforesaid educational activities have all along been well-received by the public with participants highly commending that their content was interesting and effective in raising public awareness of marine conservation. The number of participants in 2023-24, 2024-25 and 2025-26 (as at February 2026) were 14 470, 13 830 and 9 800 respectively (Hoi Ha Visitor Centre has commenced enhancement works since early December 2025).

Besides, the AFCD regularly conducts ecological surveys in various marine parks to monitor the marine resources and biodiversity. For example, the AFCD organises the Hong Kong Reef Check every year to continuously monitor the status of coral communities in Hong Kong and publishes the survey results. The published survey results indicate that the coral ecosystem has remained healthy and stable.

Serving as a diverse and engaging platform, marine parks integrate environmental education into the daily life of the general public, promoting a culture of environmental stewardship. The AFCD, in collaboration with research institutions, further enhances the conservation and educational value of marine parks through restoring corals, organising Citizen Science Programme, and conducting the Hong Kong Reef Check, etc. These collaborative projects incorporate scientific elements, providing the public with more opportunities to gain a deeper understanding of marine conservation.

The expenditure of the AFCD involved in promoting conservation and educational activities as well as ecological monitoring in marine parks and marine reserve over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)*
2023-24	14.4
2024-25	11.7
2025-26 (revised estimate)	17.9

* The AFCD does not maintain a breakdown of expenditure involved for individual activities.

c. The AFCD has been adopting a multi-pronged approach to enhance public awareness of marine parks, which includes strengthening promotion of marine parks through the Hong Kong Marine Classroom website, the Department's Facebook page, and promotional materials; organising guided tours and workshops at Hoi Ha Visitor Centre as well as school educational activities regularly to allow members of the public of different age groups to gain a deeper understanding of the ecology and conservation work in marine parks; providing additional interpretation panels, routes, and safety information in marine parks to improve the visitors' experience and participation; and collaborating with non-governmental organisations, local communities, etc. to extend the reach. In 2026-27, the estimated expenditure and manpower involved in the relevant work are about $17.2 million and 11 staff respectively.

Regarding the promotion of country parks, the AFCD has been promoting Hong Kong's unique natural scenery and enhancing public awareness of country parks through various channels, including school visits, guided tours, country park visitor centres, online videos, and social media. The AFCD also provides a variety of hiking routes and comprehensive information on relevant sections through the "Enjoy Hiking" thematic website, allowing the public to choose suitable routes. The AFCD will continue to review and adjust its promotional strategies and content of information for ongoing dissemination through diverse channels, in order to promote country parks and enable the public to experience the natural beauty of Hong Kong. In 2026-27, the estimated expenditure and manpower involved in the relevant work are about $36.8 million and 39 staff respectively.

d. It may not be appropriate to set quantifiable objectives for recreational and educational potential. Currently, the AFCD regularly organises about 140 activities every year, allowing participants to experience marine ecosystems up close, enhancing public awareness of marine conservation and fostering awareness of cherishing the natural environment among the public. To further leveraging the recreation and education potential of marine parks, the AFCD commissioned consultancy studies on "Enhancement of the Recreation and Education Potential of Hoi Ha Wan Marine Park" and "Study on Visitors Management for Hoi Ha Wan Marine Park(HHWMP)" in 2019 and 2021 respectively, and consulted the Marine Parks Committee, with the aim to explore the enhancement of the recreation and education potential of the HHWMP and adjacent areas so as to broaden and diversify visitors' experience in nature appreciation and outdoor leisure activities and encourage them to participate in and learn about marine conservation. The AFCD has implemented the recommendations of the studies, which include organising "Hoi Ha Festival" to promote participation and awareness of marine conservation of the fisheries sector and community and launching Citizen Science Programme for conserving marine life such as corals and fishes. In addition, the AFCD has actively promoted sustainable water sports at the HHWMP, including co-organising marine park kayak eco-tours with the Leisure and Cultural

Services Department, providing safety support services for water sports participants, organising activities such as “Kayaking Etiquette”, “Snorkelling Etiquette” and “Sustainable Recreational Water Activities Etiquette” for ongoing promotion of conservation and safety etiquette. This year, the AFCD will continue to enhance the promotion of ocean-friendly etiquette and the Code of Conduct for Dolphin Watching Activities in marine parks, launch Citizen Science Programme at Yan Chau Tong Marine Park and design a self-guided eco-tour route at Tung Ping Chau Marine Park to enhance public appreciation of the natural environment and encourage responsible exploration of nature.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2594)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the effectiveness of enforcement against illegal feeding of feral pigeons and minimising the nuisance of feral pigeons, please advise of the following:

(a) to enhance the effectiveness of feeding ban enforcement, the Agriculture, Fisheries and Conservation Department (AFCD), in collaboration with the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department, and the Housing Department, has established an inter-departmental working group on feeding ban enforcement (the Working Group). Please set out the resources (including manpower) allocated by each department and the number of patrols conducted by each department;

(b) the number of joint enforcement operations conducted since the establishment of the Working Group, and their effectiveness;

(c) regarding illegal feeding of feral pigeons, please set out the numbers of reports received and fixed penalty notices issued by the relevant departments in each month since August 2024 and, among them, the respective numbers of reports and successful prosecutions involving feeding of feral pigeons in private places (such as residential premises);

(d) the measures taken by the Government to improve the effectiveness of handling complaints involving feeding of feral pigeons in private places, including reviewing relevant legislations to enhance enforcement effectiveness;

(e) as it is learnt that the AFCD is reviewing the conditions of each monitoring point of feral pigeons, the changes in the number of feral pigeons at the monitoring points over the past 2 years; and

(f) how the Government assesses the effectiveness of the feeding ban regulations and the above enforcement operations in minimising the nuisance of feral pigeons, whether there is any plan to introduce technology, such as low-altitude unmanned aircraft, to monitor feral pigeon nests and reduce the congregation of feral pigeons.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 17)

Reply:

(a) Following the commencement of the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) in August 2024, the Agriculture, Fisheries and Conservation Department (AFCD), in collaboration with the Food

and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD), has established the Inter-departmental Working Group on Feeding Ban Enforcement (Working Group). The relevant departments will conduct routine patrols, and review and enhance strategies and implementation of the feeding ban through regular meetings.

From the commencement of the Amendment Ordinance in August 2024 to February 2026, the number of frontline enforcement officers from the relevant departments involved in enforcing the feeding ban and the number of patrols and enforcement operations against illegal feeding of feral pigeons or wild birds are tabulated below:

Department	**Number of frontline enforcement officers involved in enforcing the feeding ban**	**Number of patrols and enforcement operations against illegal feeding of feral pigeons or wild birds**
AFCD	about 220	2 799
FEHD	about 220	3 792
HD	about 200	2 726
LCSD	about 230	3 743

Since the enforcement of the feeding ban is part of the routine work of the departments concerned, a breakdown of the expenditure involved is not available.

(b) From the establishment of the Working Group to February 2026, the relevant departments conducted 85 joint enforcement operations to combat illegal feeding of feral pigeons or wild birds and issued a total of 8 fixed penalty notices (FPNs). Prior to the commencement of the Amendment Ordinance, the AFCD, in collaboration with the relevant departments, listed 42 locations across Hong Kong as monitoring points of feral pigeon congregation for indicative reference, and deployed staff to conduct regular on-site inspections to review the latest situation. In the initial period after the commencement of the Amendment Ordinance, less than 40% of the monitoring points had low levels of feral pigeons (i.e. fewer than 10). However, according to the AFCD's on-site inspections over the past half year, more than half of the 42 monitoring points have maintained consistently low levels of feral pigeons, and the overall environmental hygiene was generally satisfactory. The congregation of feral pigeons at some illegal feeding black spots, such as in the vicinity of Hang Hau MTR Station and Upper Ngau Tau Kok Estate, has improved.

(c) The numbers of reports received and FPNs issued by the relevant departments regarding illegal feeding of feral pigeons or wild birds from August 2024 to February 2026 are tabulated as follows:

Month	Number of reports received on illegal feeding of feral pigeons or wild birds[#] (total / involving private places)	Number of FPNs issued against illegal feeding of feral pigeons or wild birds[#] (total / involving private places)
Aug 2024[*]	272 / 53	0 / 0[*]
Sept 2024	264 / 77	16 / 5
Oct 2024	286 / 110	26 / 5
Nov 2024	269 / 117	18 / 4
Dec 2024	298 / 109	19 / 3
Jan 2025	312 / 129	28 / 2
Feb 2025	286 / 91	22 / 1
Mar 2025	320 / 92	23 / 1
Apr 2025	285 / 89	20 / 1
May 2025	295 / 81	20 / 4
Jun 2025	250 / 53	14 / 0
Jul 2025	247 / 57	8 / 1
Aug 2025	253 / 72	14 / 1
Sept 2025	224 / 59	8 / 2
Oct 2025	253 / 58	16 / 4
Nov 2025	261 / 54	15 / 1
Dec 2025	299 / 75	13 / 2
Jan 2026	372 / 78	25 / 2
Feb 2026	295 / 66	16 / 2

[#] Reports on illegal feeding of feral pigeons often also involve illegal feeding of wild birds.

[*] In the first month after the commencement of the Amendment Ordinance (i.e. August 2024), enforcement officers would first give verbal warnings prior to law enforcement actions. Starting from 1 September 2024, immediate enforcement actions will be taken without prior verbal warnings.

(d) The Amendment Ordinance is applicable to all places across the territory, including private places or premises. Upon receiving reports on illegal feeding of feral pigeons in private places or premises, enforcement officers of the AFCD will initiate investigations, gather relevant information and evidence, and take appropriate enforcement actions depending on the situation. The AFCD will also request assistance from relevant property management offices or government departments where necessary. Based on the Department's experience in handling such cases, reports and effective intelligence from the public can assist enforcement officers in deploying operations for conducting investigation or instituting prosecution against offenders.

The AFCD will also explore other feasible measures, including strengthening publicity and education in collaboration with property management offices and members of the local communities, as well as the application of technology (such as artificial intelligence (AI) surveillance system) to further curb illegal feeding.

(e) and (f) The AFCD has been commissioning consultants to conduct territory-wide feral pigeon population surveys regularly since the commencement of the Amendment Ordinance, covering about 140 survey points across all districts in the territory. According to the findings, the total number of feral pigeons at the feral pigeon congregation points across all districts in the territory decreased by over 10% from about 13 500 at the time shortly after the commencement of the Amendment Ordinance (fourth quarter of 2024) to about 12 100 in the first quarter of 2025. The next phase of territory-wide feral pigeon population surveys commenced in the fourth quarter of 2025, with preliminary findings expected in the second quarter of 2026.

Besides, the AFCD is continually enhancing the application of technology in combatting illegal feeding. The AFCD has been piloting a surveillance system equipped with AI technology since September 2025 to identify feral pigeon congregation and illegal feeding and collect information, so as to enhance enforcement effectiveness. The first pilot trial is being carried out at the feeding black spot near the Hang Hau MTR Station. With the information gathered by the system, the AFCD planned its law enforcement operations in the fourth quarter of 2025, and succeeded in issuing FPNs to 2 persons for illegally feeding of feral pigeons. In addition, the AFCD is exploring to try out AI patrol robot at other feeding black spots and make use of its functions of moving around on its own and broadcasting for targeted promotion of the feeding ban, as well as studying the use of unmanned aircrafts to help combat illegal feeding.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0867)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the implementation of the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance), would the Government inform this Committee of the following:

(1) since the Amendment Ordinance came into effect on 1 August the year before last to the end of July last year, and from August last year to the present, the respective numbers of fixed penalty notices (FPNs) issued by the Government against illegal feeding activities, prosecutions instituted, successful convictions, and the penalties involved, with a breakdown by the type of animals fed (i.e. (i) feral pigeons, (ii) wild birds, (iii) wild pigs, and (iv) monkeys);

(2) since the Amendment Ordinance came into effect on 1 August the year before last to the end of July last year, and from August last year to the present, the respective numbers of complaints on suspected illegal feeding received by the Inter-departmental Working Group on Feeding Ban Enforcement (Working Group);

(3) regarding the complaints mentioned in (2), the respective numbers of special patrols, enforcement operations, and joint enforcement operations arranged by the Working Group;

(4) over the past year and this year to date, the respective staff establishments, strengths, and estimated expenditures involved in work related to the enforcement of the Amendment Ordinance;

(5) over the past year and this year to date, the total number of feral pigeons at feral pigeon congregation spots across all districts of Hong Kong in each quarter, and the number of congregation spots where the Government found food residues from human feeding; and

(6) the progress and effectiveness of the pilot scheme commenced since the third quarter of last year, in which the Government has installed mobile closed-circuit television (CCTV) systems at specific locations in an attempt to enhance monitoring of illegal feral pigeon feeding activities?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 15)

Reply:

(1) Since the commencement of the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) in August 2024, the Agriculture, Fisheries and Conservation Department (AFCD), in collaboration with the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department and the Housing Department, has established an "Inter-departmental Working Group on Feeding Ban Enforcement". The relevant departments conduct routine patrols, and review and enhance strategies and implementation of the feeding ban through regular meetings.

Since the commencement of the Amendment Ordinance, the respective numbers of fixed penalty notices (FPNs) issued by the AFCD and the relevant departments against illegal feeding activities, prosecutions by summons, successful convictions, and the penalties involved, with a breakdown by the type of animals fed, are tabulated as follows:

August 2024 to July 2025	**Feral pigeons**	**Wild birds**	**Wild pigs**	**Monkeys**
FPNs	156	58	33	63
Prosecutions by summons^	15	9	2	8
Successful convictions^	11	7	0	7
Fines imposed for successful convictions ($)	1,500 to 10,500	5,000 to 10,300	0	2,000 to 10,500

August 2025 to February 2026	**Feral pigeons**	**Wild birds**	**Wild pigs**	**Monkeys**
FPNs	84	23	8	10
Prosecutions by summons ^	0	0	0	1
Successful convictions^	0	0	0	1
Fines imposed for successful convictions ($)	0	0	0	5,000

^ Each enforcement case involved 1 person. Some of the prosecutions instituted in the year might be processed in the following year.

(2) and (3) From the commencement of the Amendment Ordinance to February 2026, the work of the relevant departments in combatting illegal feeding of wild animals, wild birds and feral pigeons is tabulated as follows:

	Number of complaints on suspected illegal feeding	Number of special patrols and enforcement operations	Number of joint enforcement operations
August 2024 to July 2025	3 569	9 378	45
August 2025 to February 2026	2 051	6 849	40

(4) Since the commencement of the Amendment Ordinance, there have been about 870 frontline enforcement officers from the relevant departments involved in enforcing the feeding ban. Since the enforcement of the feeding ban is part of the routine work of the departments concerned, a breakdown of the expenditure involved is not available.

(5) The AFCD has been commissioning consultants to conduct territory-wide feral pigeon population surveys regularly since the commencement of the Amendment Ordinance, covering about 140 survey points across all districts in the territory. According to the findings, the total number of feral pigeons at the congregation points across all districts in the territory reduced by over 10% from about 13 500 at the time shortly after the commencement of the Amendment Ordinance (fourth quarter of 2024) to about 12 100 in the first quarter of 2025. The details are tabulated as follows:

Region	2024 Q4 (Number of feral pigeons)	2025 Q1 (Number of feral pigeons)
Hong Kong Island	about 3 400	about 3 000
Kowloon	about 5 800	about 5 400
New Territories	about 4 300	about 3 700
Total	about **13 500**	about **12 100**

According to the consultant's survey findings, a total of 37 survey points were found to have food debris resulting from intentional feeding during the surveys in the fourth quarter of 2024, while in the first quarter of 2025, similar situation was found in only 30 survey points, which has decreased by around 20% compared to the previous quarter. Before the commencement of the Amendment Ordinance, the AFCD, in collaboration with the relevant departments, listed 42 locations across Hong Kong as monitoring points of feral pigeon congregation for indicative reference, and deployed staff to conduct regular on-site inspections to review the latest condition. During the initial period after the commencement of the Amendment Ordinance, only less than 40% of the monitoring points had low levels of feral pigeons (i.e. fewer than 10). However, according to the AFCD's on-site inspections over the past half year, more than half of the 42 monitoring points have maintained consistently low levels of feral pigeons, and the overall environmental hygiene was generally satisfactory. The congregation of feral pigeon at some illegal feeding black spots, such as in the vicinity of the Hang Hau MTR station and Upper Ngau Tau Kok Estate has improved. The AFCD and the relevant

departments will continue to strengthen enforcement at these locations, in order to combat illegal feeding activities.

The next phase of territory-wide feral pigeon population surveys commenced in the fourth quarter of 2025, with preliminary findings expected in the second quarter of 2026.

(6) The AFCD has been piloting a surveillance system equipped with AI technology since September 2025 to identify feral pigeon congregation and illegal feeding and collect information, so as to enhance enforcement effectiveness. The first pilot trial is being carried out at the feeding black spot near the Hang Hau MTR Station. With the information gathered by the system, the Department planned its enforcement operations in the fourth quarter of 2025, and succeeded in issuing FPNs to 2 persons for illegal feeding of feral pigeons. The Department will continue to review the effectiveness of the system in combatting illegal feeding activities and explore the feasibility of applying the system at other black spots.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2747)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the control of nuisance caused by wild and stray animals, would the Government inform this Committee of the following:

(1) the number of wild pigs in Hong Kong's countryside, as well as the manpower and expenditure involved in handling wild pig nuisance in each of the past 2 years and this year to date;
(2) the number of wild pig capture operations conducted by the Agriculture, Fisheries and Conservation Department (AFCD) and the number of wild pigs captured in each month of the past 2 years and this year to date;
(3) the number of reports on injuries caused by wild animals received by the AFCD in each of the past 2 years and this year to date, with a breakdown by animal type;
(4) the respective numbers of cats and dogs received and captured by the AFCD and the number and proportion of cats and dogs rehomed in each of the past 2 year and this year to date; and
(5) the number of animals humanely dispatched by the AFCD in each of the past 2 years and this year to date (with a breakdown by animal type)?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 16)

Reply:

1) Since 2019, the Agriculture, Fisheries and Conservation Department (AFCD) has launched a wild pig population survey project. By using infrared automatic cameras and spatial statistical analysis models, the population density of wild pigs in the countryside is estimated for wild pig population projection across the countryside in Hong Kong, with a view to monitoring the population trend in the long term. The population of wild pigs across the countryside in the territory over the past 2 years is tabulated as follows:

Year*	Population of wild pigs across the countryside in the territory (head)
2024	about 900

* Since the AFCD is currently conducting analysis and estimations for the wild pig population survey in 2025, the figure for 2025 is not available for the time being.

The manpower and actual expenditure involved in wild pig management by the AFCD over the past 2 years (including carrying out patrols and enforcement actions to combat illegal feeding, conducting publicity and education initiatives, and handling wild pig nuisance) are tabulated as follows:

Year	Wild pig management	
	Manpower	Expenditure ($ million)
2024-25	33	22.1
2025-26 (revised estimate)	33	20.2

(2) The numbers of wild pig capture operations conducted and wild pigs captured by the AFCD each month over the past 2 years and in this year so far are tabulated as follows:

Year / Month	Number of wild pig capture operations/ Number of wild pigs captured		
	2024	2025	2026
Jan	40/78	21/40	34/69
Feb	17/29	25/50	31/45
Mar	13/12	26/42	Data not yet available
Apr	16/20	33/52	
May	24/58	28/64	
Jun	29/60	27/40	
Jul	33/85	38/76	
Aug	31/87	38/69	
Sep	32/58	32/69	
Oct	40/77	53/82	
Nov	33/50	40/76	
Dec	31/58	46/63	
Total	**339/672**	**407/723**	**65/114**

(3) The numbers of reports on injuries caused by wild animals received by the AFCD over the past 2 years and in this year so far are tabulated as follows:

Year	Number of reports on injuries	
	Monkeys	Wild pigs
2024	8	7
2025	11	4
2026 (as at Feb)	2	2

(4) The numbers of cats and dogs received and caught by the AFCD over the past 2 years and in this year so far are tabulated as follows:

Year	Number of stray animals captured		Number of animals surrendered by owners		Animals received through other channels		Number of animals rehomed		Percentage of animals rehomed*	
	Dogs	Cats	Dogs	Cats	Dogs	Cats	Dogs	Cats	Dogs	Cats
2024	425	157	408	163	179	145	328	155	41.0%	39.9%
2025	398	168	360	114	156	138	266	123	37.8%	46.8%
2026 (as at Feb)	73	17	51	26	25	15	29	20	26.9%	57.1%

* Animals received by the AFCD but subsequently reclaimed by owners were not counted towards the rehoming rate.

(5) The numbers of animals humanely dispatched by the AFCD over the past 2 years and in this year so far by animal type are tabulated as follows:

Year	Number of animals humanely dispatched			
	Wild pigs*	Dogs	Cats	Other animals#
2024	657	436	145	403
2025	719	375	130	788
2026 (as at Feb)	110	62	18	1 601^

* Including animals humanely dispatched due to injury

\# Including small mammals (rabbits, hamsters, chinchillas, guinea pigs and rats), reptiles, pigs/cattle and poultry/birds

^ Including 1 551 reptiles involved in illegal imports

The AFCD will arrange for the transfer of animals to animal welfare organisations for adoption by the public as far as possible. Only animals that are not suitable for rehoming or eventually not rehomed will be euthanised.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0029)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the protection of endangered species and wild animals, would the Government inform this Committee of the following:

(1) the amounts of subsidies provided by the Government to partnering conservation organisations, the key endangered species received and rescued, and the respective numbers of such animals rescued over the past 3 years; and

(2) among the animal species rescued, the ultimate conservation outcome in terms of the following indicators: survival rate in captivity, percentage of successful release to the wild and percentage of successful reintroduction to nature; and for those unsuitable for release to the wild, the percentage of successful inclusion into the *ex-situ* conservation or propagation programmes?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 18)

Reply:

(1) The Agriculture, Fisheries and Conservation Department provided a partnering conservation organisation with annual grants of $1 million and a service contract worth about $560,000 over the past 3 years, in support of their work in rescuing endangered species of conservation importance and other wild animals, including leopard cats, yellow-crested cockatoos, Burmese pythons, big-headed turtles and three-banded box turtles. It involved providing the animals with health checks, treatment and rehabilitation care, and where situation allowed, releasing the animals to the wild or carrying out *ex-situ* conservation breeding at an appropriate time.

The numbers of animals received and rescued by the partnering conservation organisation by species group over the past 3 years are tabulated as follows:

	Numbers of animals received and rescued		
Species group	**2023**	**2024**	**2025**
Mammal	154	219	220
Bird	2 463	2 131	2 419
Reptile	2 116	1 015	1 468
Amphibian	10	1	7
Total	**4 743**	**3 366**	**4 114**

(2) The percentages of survival, successful release to the wild, and *ex-situ* conservation among the animal rescued over the past 3 years are tabulated as follows:

	2023[#]	**2024**[#]	**2025**[#]
Successful release to the wild	44%	38%	48%
Ex-situ conservation	1%	1%	1%
Survival rate[*]	62%	52%	61%

[#] Since it might take a long time for animals to undergo medical and rehabilitation treatment after they were received, the tabulated figures might not refer to the animals received in the same year.

[*] Most of the animals rescued were in poor health at the time of receipt. Some had to be humanly dispatched due to serious trauma, disease or loss of bodily functions, so as to relieve them from unnecessary suffering.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0221)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

A high-quality natural environment is the key to attracting global top talent and senior executives of multi-national enterprises to settle in Hong Kong. As stated in the Programme, the Agriculture, Fisheries and Conservation Department (AFCD) will implement the "Four Peaks" tourism project and related measures to enhance the educational, recreational, and sustainable eco-tourism functions of country parks. In this connection, would the Government inform this Committee of the following:

1. whether the Government has established an inter-departmental collaboration mechanism to present the "Four Peaks" tourism project and Hong Kong's excellent country park resources as the core promotional package in order to "tell good stories of Hong Kong as a green and liveable city", and promote the unique advantage of Hong Kong's "half-hour natural living circle", thereby enhancing the overall business attractiveness and liveability of Hong Kong;
2. regarding the enhancement of the recreational and eco-tourism functions of country parks, whether the Government would actively consider removing barriers and easing restrictions to introduce more high-value-adding supporting facilities with commercial potential and in line with the principle of sustainability; and
3. regarding high-spending overseas tourists and foreign professionals in Hong Kong, the specific plans and schedules of the Government in optimising the software and hardware facilities for "Four Peaks" tourism, as well as the estimated expenditure involved?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 15)

Reply:

1. Hong Kong, a bustling metropolis with spectacular mountain and sea views, possesses rich and diverse green tourism resources, and the proximity of mountains and sea to the urban area, creating a unique allure. The Agriculture, Fisheries and Conservation Department (AFCD) has been working closely with the Tourism Commission (TC) and the Hong Kong Tourism Board (HKTB). For example, through the HKTB's year-round promotional platform "Hong Kong Great Outdoors", the AFCD introduces in detail and promotes Hong Kong's unique natural scenery under themes such as hiking to strengthen the promotion of green tourism resources in country parks, including the

"Four Peaks", allowing tourists to experience the natural charm of Hong Kong's countryside and telling good stories of Hong Kong. The AFCD also collaborates with some economic and trade offices in the Mainland to promote Hong Kong's natural scenery and hiking routes on their social media platforms (such as WeChat official accounts and Xiaohongshu).

2. The AFCD is upgrading the facilities in country parks, including taking forward larger-scale enhancement projects, such as setting up new type of camping facilities, tree-top adventure, and open museums on historical relics. Regarding new type of camping facilities and tree-top adventure, the AFCD commissioned feasibility studies to determine the site locations, design, modes of operation, fee levels and operation requirements, etc., of these facilities. The AFCD will collect and consider the views of the public and relevant stakeholders to assist in formulating modes of operation of these facilities.

3. To complement the "Four Peaks" project, the AFCD will carry out minor improvement works to enhance hiking trail facilities, which include installing more directional signs and hiking information boards to provide clearer guidance for visitors; conducting thematic planting of native flowering plants along the hiking trails to enhance the appeal of natural scenery; providing additional basic leisure facilities, such as picnic tables and benches, at suitable locations, and repairing the hiking trails using the handcrafted trail approach, so as to provide opportunities for visitors to enjoy recreations and connect to nature; and providing additional passing places on hiking trails to improve hiking safety. The facility enhancement work for the country parks has commenced progressively in the first half of 2025 and is expected to be completed by the end of 2026.

   The AFCD also collaborates with the TC and the HKTB in linking up the tourism sector and operators of nearby tourist spots to further work out the planning for green tourism itineraries and tourism product development and promote them to tourists through various channels. The AFCD launched the promotion of the "Four Peaks" tourism project during the peak hiking season at the end of 2025. For example, the AFCD co-operated with Ngong Ping 360 in November 2025 to organise a digital stamp-collection hiking event at Ngong Ping to take the lead in promoting the Lantau Peak route, and promoted the Peak route during the Hong Kong Trail 40th Anniversary Celebration Programme launched in the same month. The total number of participants of the two events was about 12 000 people. The AFCD plans to launch the green tourism itineraries of the "Four Peaks" through a series of promotional activities during the hiking season in the second half of 2026. Previously, the expenditure involved in the development of the "Four Peaks" tourism project was part of the daily management and routine education and publicity work of the country parks. The AFCD does not keep the relevant figures. However, the AFCD will be provided with an additional funding for the development of the "Four Peaks" tourism project in 2026-27, and the estimated expenditure is $7.8 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2670)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

In recent years, despite the Government's control over the population of wild pigs through capture and humane dispatch operations, wild pigs still intrude into farmlands and urban areas from time to time to forage for food, and even attack people. In this connection, please advise this Committee of the following information over the past 3 years:

1) the distribution of wild pigs by District Council District, as well as the numbers of help-seeking and complaint cases on sightings of wild pigs;
2) the number of wild pig capture operations conducted by the Agriculture, Fisheries and Conservation Department in each district; the manpower and the relevant expenditure involved;
3) the numbers of wild pigs captured and humanely dispatched each year; and
4) the numbers of prosecutions instituted and successful prosecutions against illegal feeding of wild pigs, as well as the respective penalties imposed.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 23)

Reply:

1) Since 2019, the Agriculture, Fisheries and Conservation Department (AFCD) has launched a wild pig population survey project. By using infrared automatic cameras and spatial statistical analysis models, the population density of wild pigs in the countryside is estimated for wild pig population projection across the countryside in Hong Kong, with a view to monitoring the population trend in the long term. However, the projected population of wild pigs by district is not available. The population of wild pigs across the countryside in the territory over the past 3 years is as follows:

Year*	**Population of wild pigs across the countryside in the territory (head)**
2023	About 1 360
2024	About 900

* Since the AFCD is currently conducting analysis and estimations for the wild pig population survey in 2025, the figure for 2025 is not available for the time being.

The number of reports on wild pig sightings or nuisance received by the AFCD over the past 3 years with a breakdown by 18 districts is tabulated as follows:

District	Number of reports on wild pig sightings or nuisance		
	2023-24	2024-25	2025-26 (as at Feb 2026)
Islands	8	6	16
Kwai Tsing	22	16	15
North	45	49	50
Sai Kung	164	174	217
Sha Tin	161	136	117
Tai Po	201	198	139
Tsuen Wan	57	76	41
Tuen Mun	37	49	41
Yuen Long	40	42	61
Kowloon City	8	2	5
Kwun Tong	13	24	28
Sham Shui Po	21	21	10
Wong Tai Sin	24	21	7
Yau Tsim Mong	1	1	0
Central and Western	83	71	63
Eastern	46	71	46
Southern	103	110	148
Wan Chai	59	51	59
Total	**1 093**	**1 118**	**1 063**

2) The AFCD has been adopting a multi-pronged approach to address wild pig nuisance and illegal feeding, including routine patrols and enforcement operations, the provision of preventive measures including the use of wildlife-proof refuse collection facilities, and the enhancement of publicity and education initiatives to reduce food sources that attract wild pigs and prevent them from causing nuisance. Besides, the AFCD will conduct operations to capture and humanely dispatch wild pigs which pose potential danger or cause nuisance to the public, thereby strengthening control over the safety risk and public hygiene issues posed by wild pigs.

The number of wild pig capture operations conducted by the AFCD over the past 3 years with a breakdown by 18 districts is tabulated as follows:

Year / District	2023-24	2024-25	2025-26 (as at Feb 2026)
Islands	0	1	0
Kwai Tsing	1	0	3
North	9	11	14
Sai Kung	39	28	46
Sha Tin	23	37	50
Tai Po	29	35	42
Tsuen Wan	22	17	33
Tuen Mun	20	22	25
Yuen Long	5	19	29
Kowloon City	0	0	6
Kwun Tong	4	6	6
Sham Shui Po	11	9	0
Wong Tai Sin	3	6	4
Yau Tsim Mong	1	0	0
Central and Western	37	40	33
Eastern	27	39	23
Southern	50	43	33
Wan Chai	26	28	53
Total	**307**	**341**	**400**

The manpower and expenditures involved in the aforesaid work in relation to wild pig management (including carrying out patrols and enforcement actions to combat illegal feeding, conducting publicity and education initiatives, and handling wild pig nuisance) by the AFCD over the past 3 years are tabulated as follows:

Year	Manpower (number of staff)	Expenditure on management work ($ million)
2023-24	33	21.8
2024-25	33	22.1
2025-26 (revised estimate)	33	20.2

3) The numbers of wild pigs captured and humanely dispatched by the AFCD over the past 3 years are tabulated as follows:

Year	Number of wild pigs captured	Number of wild pigs humanely dispatched*
2023-24	540	525
2024-25	685	672
2025-26 (as at Feb 2026)	705	697

* Including wild pigs humanely dispatched due to injury.

4) Intentional feeding is the main cause of the wild pig nuisance issue. To step up the efforts in curbing wild pig feeding activities, the Government amended the Wild Animals Protection Ordinance (Cap. 170) twice in 2022 and 2024 to expand the Feeding Ban Area to the entire territory of Hong Kong, increase the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, and introduce a fixed penalty system of $5,000, with a view to strengthening the deterrent effect, thereby resolving the wild pig nuisance issue at source.

The AFCD will arrange patrols at wild pig feeding black spots from time to time and take law enforcement actions against anyone who has fed wild pigs illegally, based on availability of sufficient evidence. The AFCD will also review and adjust the patrol and enforcement arrangements in accordance with the actual circumstances, including stepping up blitz and enforcement operations, as well as conducting joint enforcement operations with relevant departments where necessary.

The number of prosecutions instituted, the number of successful prosecutions and the penalties imposed against illegal feeding of wild pigs over the past 3 years are tabulated as follows:

Year	**Number of prosecutions instituted for illegal feeding of wild pigs** [+#]	**Number of successful prosecutions for illegal feeding of wild pigs** [+#]	**Fine ($)**
2023-24	23	19	450 to 1 000 (Average: 621)
2024-25	5[^]	13	300 to 5 000 (Average: 1 439)
2025-26 (as at Feb 2026)	1[^]	0	Not applicable

[+] Some of the prosecutions instituted in the year might be processed in the following year.

[#] Each case of prosecution involved 1 person only.

[^] Following the commencement of the Wild Animals Protection (Amendment) Ordinance 2024 in August 2024, a fixed penalty of $5,000 has been introduced. AFCD officers will generally first carry out law enforcement actions through the fixed penalty system, hence the decrease in the number of prosecutions. Since the fixed penalty system came into operation to February 2026, the AFCD issued a total of 41 fixed penalty notices for illegal feeding of wild pigs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2671)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

In recent years, popular outdoor scenic spots such as the Sai Kung East Country Park have attracted large numbers of visitors to go there for camping and recreational activities, leading to "over-tourism". In this connection, please advise this Committee of the following:

1) the numbers of law enforcement actions and prosecutions taken by the Agriculture, Fisheries and Conservation Department against illegal behaviours including littering, illegal camping and illegal lighting at country parks over the past 3 years (please list out the related figures by country park);
2) further to the above question, the manpower deployed by the AFCD in conducting routine patrols and law enforcement work at country parks over the territory; and
3) besides enhancing law enforcement and publicity efforts, whether the Government will consider inviting private organisations to take part in the operation and management of popular scenic spots under the public-private-partnership model, so as to facilitate the development of ecotourism; if yes, the details; if not, the reasons.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 24)

Reply:

1) Figures on prosecutions instituted by the Agriculture, Fisheries and Conservation Department (AFCD) against littering, illegal camping and illegal lighting at country parks (CPs) and special areas (SAs) over the past 3 years are tabulated as follows:

Location	Number of prosecutions against littering		
	2023	2024	2025
Shing Mun CP	1	1	15
Kam Shan CP	0	0	2
Lion Rock CP	0	0	1
Sai Kung East CP	0	1	20
Lantau South CP	0	0	1
Lantau North CP	0	0	1
Pat Sin Leng CP	1	4	1
Tai Lam CP	0	1	0
Clear Water Bay CP	6	0	1
Total	**8**	**7**	**42**

Location	Number of prosecutions against illegal camping		
	2023	2024	2025
Shing Mun CP	0	3	0
Lion Rock CP	0	0	2
Aberdeen CP	1	0	0
Sai Kung East CP	22	78	30
Sai Kung West CP	2	3	0
Plover Cove CP	6	6	0
Lantau South CP	2	0	7
Pat Sin Leng CP	5	4	1
Tai Lam CP	3	11	20
Tai Mo Shan CP	29	16	1
Lam Tsuen CP	1	0	0
Ma On Shan CP	68	40	50
Clear Water Bay CP	16	0	0
Sai Kung West (Wan Tsai Extension) CP	41	53	0
Tung Lung Fort SA	3	0	5
Total	**199**	**214**	**116**

Location	Number of prosecutions against illegal lighting		
	2023	2024	2025
Shing Mun CP	1	2	1
Aberdeen CP	0	0	1
Sai Kung East CP	1	1	0
Plover Cove CP	1	1	1
Pat Sin Leng CP	2	6	0
Tai Lam CP	2	3	3
Tai Mo Shan CP	5	0	1
Ma On Shan CP	4	0	4
Tai Tam (Quarry Bay Extension) CP	0	0	1
Clear Water Bay CP	5	6	1
Sai Kung West (Wan Tsai Extension) CP	1	1	0
Lung Fu Shan CP	0	0	2
Tung Lung Fort SA	0	0	1
Tai Po Kau Nature Reserve	0	0	1
Total	**22**	**20**	**17**

2) There are currently 157 staff in the AFCD who are responsible for conducting routine patrols and law enforcement work in CPs and SAs across the territory.

3) To better manage CPs, the AFCD is exploring the approach to assess the carrying capacity of some hiking hotspots, and formulate suitable visitor management measures to ensure the sustainable development of tourism in country parks. The AFCD will also introduce major enhancement projects, including the provision of a new type of camping facilities, tree top adventure and an open museum of historical relics, and is exploring the site locations, design, modes of operation, fee levels, operation requirements, etc., of these facilities. The AFCD will consult relevant stakeholders to determine the specific modes of operation for the facilities. We are receptive to different ideas of management models such as the public-private partnerships, and will inform the public of the details in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0750)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

"Matters Requiring Special Attention in 2026-27" include overseeing further study and planning for the development of the Sam Po Shue Wetland Conservation Park and the Coastal Protection Park in the Northern Metropolis. Please provide:

1. the manpower and the estimates of expenditure involved;
2. the total project estimate of the Sam Po Shue Wetland Conservation Park as a whole; and
3. whether additional basic visitor facilities including public toilets, drinking fountains, rain shelters and communications network facilities (such as Wi-Fi hotspots and mobile base stations) will be provided; if yes, the estimated quantities, locations and expenditures; if not, the reasons.

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 33)

Reply:

The Agriculture, Fisheries and Conservation Department (AFCD) is taking forward the development of the Sam Po Shue Wetland Conservation Park (SPS WCP) at the Northern Metropolis and the feasibility study on the development of the Coastal Protection Park at Tsim Bei Tsui/Lau Fau Shan/Pak Nai. The manpower and estimated expenditures involved as well as the details of the facilities in the parks are as follows:

1. The AFCD's manpower and estimated expenditures on the work for the development of SPS WCP in 2026-27 are 10 staff and about $11.3 million respectively. In addition to the development of SPS WCP, the aforesaid staff will also oversee studies to take forward the development of other parks under the Wetland Conservation Parks (WCPs) System in accordance with the recommendations set out in the Strategic Feasibility Study on the Development of WCPs System released in October 2024, and will also assess the way forward for wetland conservation on a continuous basis in light of the progress of potential projects under the Public-Private Partnership Scheme of the New Nature Conservation Policy. As for the Coastal Protection Park, the AFCD is carrying out the feasibility study by redeploying some of its existing manpower resources.

2. The Government is taking forward the development of SPS WCP in phases, including engaging engineering consultants to carry out the investigation study on SPS WCP and the detailed design for Phase 1. Upon substantial completion of the aforesaid work, we plan to seek funding approval from the Finance Committee of the Legislative Council later this year for the commencement of the works for Phase 1 as well as the detailed design for the Remaining Phase. The consultancy fee for the investigation study on SPS WCP is $25.22 million, while that for the design and construction of SPS WCP Phase 1 is $42.88 million. More accurate estimates of expenditures for the overall construction and operation of SPS WCP will only be available upon completion of the investigation study and the detailed design.

3. To enrich the eco-tourism experience for the public and visitors, the commissioned engineering consultant will lay out plans for the number and site selection of various visitor facilities (including public toilets, drinking fountains, rain shelters and communications network facilities). Details of SPS WCP will be determined progressively upon completion of the investigation study and the detailed design.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3105)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Matters Requiring Special Attention in 2026-27 that the Department will take forward the phased development of Sam Po Shue Wetland Conservation Park and feasibility study on the development of Coastal Protection Park at Tsim Bei Tsui/Lau Fau Shan/Pak Nai. In this connection, would the Government inform this Committee whether it will consider implementing a low-density, eco-friendly health and wellness projects that integrates art and natural landscape, such as a high-end eco-convalescent centre serving various functions including health checks, healthcare and elderly-care services, in the above parks, so as to conserve and promote their geological and cultural heritage and develop tourism.

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 21)

Reply:

The Government is taking forward the development of the Sam Po Shue Wetland Conservation Park (SPS WCP) to enhance the ecological function of the wetland ecosystem in the Deep Bay area, protect bird habitats and enrich biodiversity. We will enhance and proactively manage the fishponds and wetlands within SPS WCP and introduce modernised and sustainable aquaculture, while providing quality outdoor eco-education and recreation facilities, thereby achieving triple objectives of wetland conservation, eco-education, and recreation and tourism development, as well as the modernisation of aquaculture industry.

We plan to adhere to principles of environmental friendliness, low-carbon practices and innovation, while adopting elements such as landscape designs flexibly to enhance the characteristic, significance and attractiveness of SPS WCP, thereby developing it into a green tourism attraction that boasts the unique natural scenery in Hong Kong and the characteristics of local agriculture and fisheries industries. Meanwhile, we will explore, on the premise of not affecting the wetland conservation function of SPS WCP, the provision of facilities and activities for diversified, immersive and in-depth eco-education, recreation and eco-tourism at locations compatible with the ecological environment for public use and participation. About 10 hectares in the SPS WCP will be planned for the provision of associated facilities such as visitor centres, nature trails, bird hides, eco-lodges and open spaces.

The Government engaged an engineering consultant to commence detailed design work for Phase 1 in September 2025, and plans to seek funding approval from the Finance Committee of the Legislative Council later this year for the commencement of the works for Phase 1 as well as the detailed design for the Remaining Phase. Subject to funding approval, we plan to engage a consultant in the first quarter of 2027 to commence detailed design work for the Remaining Phase. Details of SPS WCP will be hammered out progressively upon completion of the investigation study and the detailed design.

As for the establishment of the Coastal Protection Park at Tsim Bei Tsui/Lau Fau Shan/Pak Nai, the Agriculture, Fisheries and Conservation Department commissioned a consultancy to conduct a feasibility study in December 2024 to explore the proposed boundary, objectives, functions and management model, with a view to conserving natural coastlines, inshore mangrove and the mudflat ecosystems, as well as providing visitors with suitable outdoor eco-recreation space. The study includes the upcoming public engagement activities to gauge views from the public and stakeholders on the specific development plan of the Coastal Protection Park, including how to integrate elements of art, natural landscapes and eco-tourism.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0455)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

As eco-tourism in Hong Kong attracts a growing number of local and Mainland visitors, country parks are on the verge of overloading. In this connection, would the Government inform this Committee of the following:

1. how the Government assesses the visitor flow at various hiking trails, campsites and popular tourist attractions in country parks during different periods;
2. further to the above question, how the Government assesses the utilisation rates and carrying capacities of country parks;
3. how the Government strengthens the management and manpower deployment for country parks during peak periods;
4. how the Government makes good use of the technology to enhance the management of country parks;
5. the numbers of enforcement cases and types of offences handled by the Agriculture, Fisheries and Conservation Department in country parks in each of the past 3 years; and
6. the major projects, expenditures involved and manpower for raising awareness of environmental protection among country park visitors in each of the past 3 years?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 21)

Reply:

1. The staff of Agriculture, Fisheries and Conservation Department (AFCD) currently counts the number of visitors at the main entry points of popular hiking trails and countryside locations in country parks by manual counting or automatic visitor counters to assess the visitor flow in country parks. Currently, a total of 86 automatic visitor counters have been installed in 12 country parks and 2 special areas, and the AFCD plans to gradually install counters to replace manual counting in the remaining country parks and special areas.

2. In assessing the usage and carrying capacity of country parks, the Government will take into account the actual circumstances of different scenic spots in the country parks, including their topography and terrain, the capacity of accommodating supporting

facilities, the safety of visitors, the ecological environment, the number and location of entry and exit points, and the connectivity with public transport.

3. The AFCD will deploy manpower flexibly where necessary subject to the actual situation, for example, hiring contract staff, to step up patrols, publicity and education, and law enforcement works at popular countryside locations in country parks.

4. The AFCD has been exploring the use of technology to enhance the management of country parks. For instance, apart from the automatic visitor counters mentioned above, the AFCD has installed smart hill fire detectors equipped with infrared thermal imaging, video analytics, and artificial intelligence technology in all 11 fire lookouts across country parks. These detectors provide round-the-clock and real-time detection to enhance the efficiency of hill fire detection and enable the AFCD to promptly deploy firefighting operations upon detection of hill fires, thereby minimising damages to the natural environment caused by hill fires.

   In addition, in line with the Government's Smart City initiatives, the AFCD, in collaboration with the Electrical and Mechanical Services Department (EMSD), commenced a pilot scheme to install the smart toilet system (including sensors such as cubicle and urinal occupancy sensors, people counting sensors and septic tank liquid level sensors) in some existing and new or reconstructed public toilets of country parks in August 2024. The AFCD is piloting the use of unmanned aircraft to patrol and make broadcast at hotspots in Sai Kung East Country Park such as in the vicinity of Po Pin Chau of the East Dam during peak tourist seasons to remind visitors to beware of their safety. The AFCD will continue to enhance the management of country parks through application of technologies, thereby providing better services.

5. Over the past 3 years, the number of prosecutions instituted by the AFCD under the Country Parks and Special Areas Regulations (Cap. 208A) were 531 (2023), 692 (2024), and 455 (2025) respectively, mainly involving offences such as unauthorised possession or riding of bicycles or driving of vehicles, use of fire or camping outside designated sites, damage of plants, and littering.

6. Regarding raising awareness of environmental protection, the AFCD has been promoting Hong Kong's unique natural scenery and the message of care for the countryside environment through various channels, including school visits, guided tours, visitor centres in country parks, online videos and social media. The AFCD will continuously review and adjust its promotional strategies and content of promotional information, and continue to disseminate information through diversified channels to promote the code for visiting countryside, and messages of "Hiking Etiquette" and "Take Your Litter Home". Meanwhile, the AFCD has been working with the Tourism Commission and the Hong Kong Tourism Board (HKTB) to promote green tourism and provide important information on hiking safety and care for the environment to tourists through the HKTB's "Hong Kong Great Outdoors" thematic webpage and social media accounts. The AFCD also collaborates with the Hong Kong Economic and Trade Offices in the Mainland and the Forestry Administration of Guangdong Province to promote Hong Kong's natural scenery and hiking routes on Mainland social media platforms, while promoting messages of hiking etiquette. The AFCD is preparing for the launch of an official Xiaohongshu account to enhance promotion of Hong Kong's natural scenery and hiking routes as well as safety tips on hiking and outings, hiking

safety and etiquette to Mainland tourists. In addition, the AFCD continues to update and enhance the "Enjoy Hiking" thematic website to provide information on hiking routes and attractions as well as hiking etiquette in Chinese, English, Japanese and Korean.

The expenditure and manpower involved in the promotion of nature conservation and education programmes for country parks by the AFCD over the past 3 years are tabulated as follows:

Year	**Expenditure ($ million)**	**Manpower (number of staff)**
2023-24	33.4	39
2024-25	34.1	36
2025-26 (revised estimate)	31.1	39

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0838)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the tackling of wild pig and wild monkey nuisance and the relevant wild animal management work, would the Government inform this Committee of the following:

(1) the manpower and actual expenditures involved in the management of wild animals, such as wild pigs and monkeys, in each of the past 3 financial years (2023-24 to 2025-26); the relevant estimated manpower and expenditures for 2026-27; the rates of change as compared with the revised estimates for 2025-26, as well as the reasons;

(2) the specific expenditures of the Agriculture, Fisheries and Conservation Department (AFCD) on "humane management" measures in 2026-27, including:
   (i) the expenditures on sterilisation surgeries to be performed on wild pigs and moneys, as well as the estimated number of surgeries to be completed;
   (ii) the expenditures on habitat control (such as setting up barriers and removing food sources that attract wild animals);
   (iii) the percentage of the two measures mentioned above in the overall expenditure on wild animal management;

(3) the respective numbers of reports on wild pig sightings and nuisance received by the AFCD and wild pigs captured in Sha Tin and Tai Po Districts last year (2025-26); the numbers of reports of monkey nuisance and monkey captured in Shing Mun Country Park and adjacent areas (including Sha Tin District) over the same period; and

(4) the effectiveness of law enforcement carried out by the "Inter-departmental Working Group on Feeding Ban Enforcement" established by the AFCD in collaboration with the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department and the Housing Department last year (2025-26), following the enactment of the Wild Animals Protection (Amendment) Ordinance 2024, including:
   (i) the numbers of inspections and joint enforcement operations;
   (ii) the numbers of fixed penalty notices issued against illegal feeding activities and successful prosecutions; and
   (iii) the number and distribution of infrared cameras currently installed at illegal feeding black spots across the territory.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 20)

Reply:

(1)

The manpower and actual expenditures involved in the Agriculture, Fisheries and Conservation Department's (AFCD) management of wild animals over the past 3 years, such as wild pigs and monkeys (including carrying out patrols and enforcement actions to combat illegal feeding, conducting publicity and education initiatives, handling wild pig nuisance, and performing sterilisation on monkey populations), are tabulated as follows:

Year	Wild Pig management		Monkey management	
	Manpower	Expenditure ($ million)	Manpower	Expenditure ($ million)
2023-24	33	21.8	17	11.8
2024-25	33	22.1	17	11.2
2025-26 (revised estimate)	33	20.2	17	9.6

The estimated manpower and expenditures for 2026-27 are roughly the same as those for 2025-26.

(2)

On wild pig management, the AFCD implemented the Capture and Contraception/Relocation Programme (CCRP) for wild pigs during the period between late 2017 and November 2021, but the effectiveness of the relevant operations was far from catching up with the reproduction rate of wild pigs. Moreover, after wild pigs are habituated to being fed by people, they will return to the urban or residential areas relentlessly to seek food even after being relocated to the countryside. Therefore, the AFCD has launched new operations to replace CCRP since November 2021 by capturing and humanely dispatching wild pigs that are near residential areas and pose threats to the public, with a view to stepping up control over the safety risks and public hygiene problems caused by wild pigs. Therefore, there is no estimated expenditure on contraception for wild pigs in 2026-27.

On monkey management, the AFCD arranges for a contractor (Ocean Park Conservation Foundation, Hong Kong) to conduct regular sterilisation operations for monkey populations in Kam Shan, Lion Rock and Shing Mun Country Parks, as well as those causing nuisance to residential areas near the fringe of country parks, and the target is to conduct sterilisation surgery on about 100 to 120 monkeys every year. The AFCD's estimated expenditure on contracting out the above work in 2026-27 is about $2.2 million, which is roughly the same as that in 2025-26, accounting for about 22% of the total expenditure on monkey management.

Besides, the AFCD will continue to reduce the source of food that attracts monkeys and wild pigs through enforcing the feeding ban regulation and recommending preventive measures including the use of wildlife-resistant refuse collection facilities to persons or relevant departments affected, thereby preventing causing monkey nuisance. Since the aforesaid work is part of the routine work of the relevant departments, there is no breakdown of the relevant expenditure.

(3)

The numbers of reports on wild pig sightings or nuisance received as well as wild pigs captured by the AFCD in Sha Tin and Tai Po Districts in 2025-26 (as at February 2026) are tabulated as follows:

Area	**Number of reports on wild pig sightings or nuisance**	**Number of wild pigs captured and humanely dispatched**
Sha Tin District	117	75
Tai Po District	139	72

The numbers of reports on monkey nuisance received and monkeys captured by the AFCD in Shing Mun Country Park and adjacent areas, including Tsuen Wan, Sha Tin and Kwai Tsing in 2025-26 (as at February 2026) are tabulated as follows:

Area	**Number of reports on monkey nuisance**	**Number of monkeys captured[#]**
Shing Mun Country Park	20	12
Tsuen Wan District[*]	17	1
Kwai Tsing District[*]	35	15
Sha Tin District	106	285

* Places outside Shing Mun Country Park.

\# This includes monkeys captured for causing nuisance, as well as those captured during sterilisation operations at country parks; monkeys will be released back into the country parks after the sterilisation surgery as appropriate.

(4)

Following the commencement of the Wild Animals Protection (Amendment) Ordinance 2024 in August 2024, the AFCD, in collaboration with the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department and the Housing Department, has established the Inter-departmental Working Group on Feeding Ban Enforcement. In addition to conducting routine patrols, the relevant departments will also review and enhance strategies and implementation of the feeding ban through regular meetings.

In 2025-26 (as at February 2026), the relevant departments carried out over 10 573 inspections and enforcement operations in response to reports on illegal feeding activities, as well as a total of 54 joint enforcement operations against illegal feeding. There were a total of 208 fixed penalty notices issued against illegal feeding of wild animals or feral pigeons, and 23 successful prosecutions by summons.

Besides, the AFCD installed over 100 infrared cameras at black spots of illegal feeding of wild pigs to aid in detecting illegal feeding activities and gathering relevant information to assist deployment of enforcement operations. We will flexibly deploy the devices in all districts across the territory in response to intelligence and actual circumstances.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1143)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is noted that there has been a growing number of people in recent years who want to keep endangered species or "exotic species" (i.e. non-native, wild or non-domesticated, non-traditional or unusual species) as pets, which will lead to a rise in illegal trafficking of animals or threaten the ecosystem. On the work to protect the above species, would the Government inform this Committee of:

1. the quantities of imported animals listed under the Convention on International Trade in Endangered Species of Wild Fauna and Flora and other "exotic" animals in the past 3 years;
2. the types and quantities of endangered species and other "exotic" species involved in prosecutions, and the numbers of the prosecutions concerned;
3. the numbers in relation to cases of illegal import/export of endangered species and other "exotic" species, arrests, prosecutions and convictions; the maximum terms of imprisonment and amounts of fine; the endangered species involved and the numbers of seizures in the past 3 years;
4. the manpower and expenditures involved in the work to protect endangered species and other "exotic" species in the past 3 years; and
5. whether there are any measures to strengthen the monitoring of the smuggling of endangered species and the trade in "exotic pets", such as considering legislative amendments?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 4)

Reply:

1. The Government implements the Convention on International Trade in Endangered Species of Wild Fauna and Flora (CITES) regulations through the enforcement of the Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586). The quantity of imported live animals of species listed in the appendices to CITES over the past 3 years is tabulated as follows:

	Quantity of imports (number)		
Year / Animal type	**2023**	**2024**	**2025**
Birds	426	230	2 052
Reptiles	445 143	324 745	474 765
Amphibians	801	768	642
Fishes	15 832	29 929	34 481
Molluscs	339	189	110
Arthropods	0	97	26
Corals	70 288	49 896	53 783

In addition, the quantities of imported live non-endangered pet birds and reptiles under the Public Health (Animals and Birds) Ordinance (Cap. 139) over the past 3 years are tabulated as follows:

	Quantity of imports (number)		
Year / Animal type	**2023**	**2024**	**2025**
Birds	37 121	15 686	12 123
Reptiles	323 092	243 883	214 004

2. The quantity of live animals of endangered species seized by the Agriculture, Fisheries and Conservation Department (AFCD) under Cap. 586 for suspected illegal imports, exports or possessions (the AFCD does not have a breakdown on the number for pet keeping) and the number of successful prosecutions over the past 3 years are tabulated as follows:

Year / Animal type	**2023**		**2024**		**2025**	
	Quantity seized (number)	**Number of prosecutions**	**Quantity seized (number)**	**Number of prosecutions**	**Quantity seized (number)**	**Number of prosecutions**
Birds	52	1	2	1	21	5
Reptiles	593	3	191	14	3 735	15
Fishes	9	3	3	4	9	4
Arthropods	26	0	40	0	36	0
Corals	137	0	45	4	1 574	1

Note: Some seizure cases involve a large quantity of animals, such as a case involving 2 139 live turtles and a case involving 1 574 pieces of live corals in 2025. Since it took

time to investigate and seek legal advice, some cases of prosecution were not initiated in the same year as the seizure. Moreover, some seizure including, amongst others, certain reptile cases and coral cases, did not lead to prosecution because the evidence was considered insufficient upon investigation and/or seeking legal advice.

In addition, the quantities of imported live non-endangered pet birds and reptiles seized by the AFCD at the airport and land boundary control points for non-compliance with Cap. 139 and the number of successful prosecutions over the past 3 years are tabulated as follows:

Year / Animal type	2023		2024		2025	
	Quantity seized (number)	**Number of prosecutions**	**Quantity seized (number)**	**Number of prosecutions**	**Quantity seized (number)**	**Number of prosecutions**
Birds	757	4	413	6	1 769	5
Reptiles	286	0	1	0	109	0

Note: As investigations take time, some prosecutions were not instituted in the year of seizure.

3. Figures on prosecutions against suspected illegal imports and exports of live animals of endangered species instituted by the AFCD under Cap. 586 (the AFCD does not have a breakdown on the number for pet keeping) over the past 3 years are tabulated as follows:

Year	**2023**	**2024**	**2025**
Number of persons prosecuted	1	13	18
Number of prosecution cases	2	18	22
Number of conviction	2	5	21
Maximum term of imprisonment	30 months	16 months	24 months
Maximum amount of fine ($)	N/A	4,000	30,000
Endangered species involved	21 reptiles	233 pieces of corals, 403 fish, 1 100 reptiles and 1 bird	7 fish, 91 reptiles and 23 birds

Figures on successful prosecutions against illegal imports of live non-endangered pet birds and reptiles instituted by the AFCD under Cap. 139 are tabulated as follows:

Year	2023	2024	2025
Number of persons prosecuted	4	6	5
Number of prosecution cases	4	6	5
Number of convictions	4	6	5
Maximum term of imprisonment	N/A	N/A	N/A
Maximum amount of fine ($)	15,000	10,000	10,000

4. The work in protecting endangered species include licensing control of international trade in endangered species under Cap. 586, examination of cargoes imported and exported, and relevant inspections and enforcements as well as promotional and educational work for curbing the illegal trade in endangered species in Hong Kong. The expenditure and manpower involved in the above work by the AFCD over the past 3 years are tabulated as follows:

Year	Expenditure ($ million)	Manpower (number of staff)
2023-24	47.8	55
2024-25	48.4	50
2025-26 (revised estimate)	52.7	53

The AFCD regulates the import of animals into Hong Kong through a permit system under Cap. 139, performs quarantine and enforcement for imported animals at boundary control points and the Hong Kong International Airport, and carries out relevant promotional and educational work. The expenditure and manpower involved in the above work over the past 3 years are tabulated as follows (a breakdown of the figures for pet keeping is not available):

Year	Expenditure ($ million)	Manpower (number of staff)
2023-24	64.6	102
2024-25	64.3	102
2025-26 (revised estimate)	63.4	101

5. The Government is committed to protecting endangered species and regulates the imports and exports as well as local trade in endangered species by enforcing Cap. 586, which gives effect to the CITES in Hong Kong. The Conference of the Parties to CITES (CoP) convenes every 2 to 3 years to discuss matters such as CITES implementation and proposals to amend CITES Appendices, with a view to reviewing the relevant trade controls to enhance protection of endangered species. Following the conclusion of CoP, the Government will promptly initiate amendments to Cap. 586 to

include species newly listed in CITES Appendices in the amendments and implement the relevant trade controls to ensure that the trade control measures in Hong Kong are in compliance with CITES requirements.

Under the Public Health (Animals and Birds) (Trading and Breeding) Regulations (Cap. 139B), any person who sells or offers to sell animals or birds must hold an animal trader licence (ATL) issued by the AFCD. The types of animals or birds permitted to be traded by the trader will be specified on the licence. In general, the AFCD will not issue an ATL for the sale of animals of "exotic" species that are not approved for importation.

The AFCD has been working closely with the Hong Kong Customs and Excise Department in conducting joint operations at various import control points and stepping up cargo examination to combat the smuggling of live animals and animal products, including endangered species. The Government will closely monitor the import of exotic animals and the trade of pets, and review the need to strengthen control measures in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1510)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in the Matters Requiring Special Attention in 2026-27 that the Environment Branch will oversee further studies and planning for the development of Sam Po Shue Wetland Conservation Park in the Northern Metropolis. Would the Government advise this Committee of the following:

1. as Sam Po Shue Wetland Conservation Park will be developed in 2 Phases, the detailed timetable and planning for the works of the first phase covering an area of about 150 hectares of land to be commenced this year;
2. how the Government will implement the functions of the Park including birdwatching activities, the conservation of the wetlands in the Deep Bay area and the promotion of the modernisation of the aquaculture industry, as well as whether the Government has earmarked the relevant funding; if yes, the details and the relevant expenditures; if not, the reasons; and
3. regarding the works of the second phase, whether the Government has further details and the timetable?

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 22)

Reply:

(1) – (2)

The Government is taking forward the development of the Sam Po Shue Wetland Conservation Park (SPS WCP) in phases to enhance the ecological functions of the wetland ecosystem in the Deep Bay area and the Northern Metropolis, protect bird habitats and enrich biodiversity. We will enhance and proactively manage the fishponds and wetlands within SPS WCP and introduce modernised and sustainable aquaculture, while providing quality outdoor eco-education and recreation facilities, thereby achieving triple objectives of wetland conservation, eco-education, and recreation and tourism development, as well as the modernisation of aquaculture industry.

Most of the proposed area of SPS WCP will be used for ecological and fisheries enhancement measures. The Government plans to enhance and manage different habitats in SPS WCP through proactive conservation measures including setting up ecologically enhanced fish

ponds, modifying and restoring pond habitats to enhance ecological connectivity (such as consolidating smaller, fragmented ponds into larger waterbodies and creating artificial islands for wildlife use), reprofiling pond bunds in shallow areas, managing pond drain-down to increase feeding opportunities for waterbirds, as well as setting up remote monitoring systems, with a view to enhancing the overall ecological function of the wetlands. Modernised aquaculture practice, such as container eco-culture systems and pond eco-captive systems, will be introduced to some ecologically enhanced fishponds, while adopting techniques and equipment such as remote real-time monitoring systems, smart control facilities and renewable energy systems, so as to improve production efficiency. Enhanced freshwater wetland habitats will also be established in SPS WCP to provide birds and other wild animals with diverse wetland microhabitats by setting up zones of varying water depths, planting dense vegetation and preserving seasonal wetlands.

Besides, about 10 hectares in SPS WCP will be planned for the provision of eco-education, recreational and eco-tourism facilities, such as visitor centres, outdoor classrooms, bird hides, nature trails, open spaces for public use and eco-lodges to provide visitors with quality and diversified eco-tourism experiences.

SPS WCP Phase 1 development mainly covers about 150 hectares of fishponds and wetlands on Government land in the northern part of SPS WCP. The proposed content covers ecological enhancement measures, ecologically-friendly fisheries operations, modernised aquaculture facilities and techniques, as well as eco-education facilities and experience. In September 2025, the Government engaged an engineering consultant to commence detailed design for SPS WCP Phase 1. Upon completion of the design, we plan to seek funding approval from the Finance Committee of the Legislative Council later this year for the commencement of the works for Phase 1 as well as the detailed design for the Remaining Phase. Subject to funding approval, the works for Phase 1 are expected to commence in late-2026/early-2027, with completion targeted for 2031.

(3)

As for the works for the Remaining Phase of SPS WCP, we plan to engage a consultant in the first quarter of 2027 to commence detailed design for the facilities and works involved. More accurate cost estimates for the overall construction and operation of SPS WCP will be available upon completion of the investigation study and the detailed design.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1488)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Given that the Government is actively implementing the "Four Peaks" tourism project and measures to enhance the educational, recreational and sustainable eco-tourism functions of country parks, would the Government inform this Committee of:

a) how the effectiveness of the measures will be reflected in the relevant performance indicators in the Estimates; and for instance, the indicators for the numbers of visitors to country parks remains at 11 million for 2024, 2025 and 2026, whether there will be corresponding changes or adjustments to these figures in future following the implementation of various promotional measures;

b) among these 11 million visitors, whether the Government has more detailed statistics, including a breakdown of the numbers of locals and overseas tourists, for the purpose of formulating more targeted measures or policies to promote countryside tourism for specific groups of visitors in future; if yes, the figures; if not, the reasons; and

c) as to address the issue of overcrowding at some popular countryside locations during holidays, such as the area near the East Dam of High Island Reservoir in Sai Kung, whether the Government has considered adopting technology, such as setting up a reservation system for tourist hotspots or a real-time visitor flow monitoring system open for use by the public and tourists, thereby suitably regulating the visitor flow at those hotspots; if yes, the plans and details; if not, the reasons?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 31)

Reply:

a) Following the implementation of the "Four Peaks" tourism project, the Agriculture, Fisheries and Conservation Department (AFCD) will continue to monitor the effectiveness of the project by tracking the feedback from all the sectors through the ongoing conduct of country park visitor questionnaire surveys, reports of the media and online platforms, and the changes in visitor numbers as recorded by the existing visitor counting mechanism.

b) The number of visitors to country parks, comprising locals and tourists, includes the number of visitors to the "Four Peaks". The AFCD will conduct visitor surveys for

"Four Peaks" activities, which include the major places where the tourists come from. The AFCD has been closely monitoring the usage of hiking hotspots in country parks, especially during peak tourist seasons such as the Golden Week, and makes advance preparation and deploys resources flexibly to strengthen management of facilities and visitor flow.

The AFCD has been working with the Tourism Commission and the Hong Kong Tourism Board (HKTB) to promote green tourism and provide important information on hiking safety and care for the environment to tourists through the HKTB's "Hong Kong Great Outdoors" thematic webpage and social media accounts. The AFCD also collaborates with the Hong Kong Economic and Trade Offices in the Mainland and the Forestry Administration of Guangdong Province to promote Hong Kong's natural scenery and hiking routes as well as messages of hiking etiquette on Mainland social media platforms, and is preparing to launch an official Xiaohongshu account to enhance promotion to Mainland tourists. In addition, the AFCD continues to update and enhance the "Enjoy Hiking" thematic website to provide information on hiking routes and attractions in Chinese, English, Japanese and Korean, with a view to introducing Hong Kong's natural scenery and green tourism experiences in a comprehensive manner.

c) To assist in monitoring and managing visitor flow, the AFCD is piloting the use of unmanned aircraft to monitor visitor flow at the East Dam of the High Island Reservoir. The AFCD has also installed an automatic visitor counter at the East Dam, which uses infrared sensing technology to record the number of visitors and publishes the information on visitor flow on the "Enjoy Hiking" website in a timely manner to facilitate visitors to plan their journey. The AFCD plans to pilot the use of unmanned aircraft to patrol and make broadcast in the vicinity of Po Pin Chau of the East Dam during peak tourist seasons to remind visitors to beware of their safety. In addition, the AFCD is exploring the approach to assess the carrying capacity of some hiking hotspots, and formulate suitable visitor management measures to ensure the sustainable development of tourism in country parks, and will study whether a reservation system should be introduced at certain hotspots.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2879)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the law enforcement work for the feeding ban on feral pigeons, would the Government advise this Committee of the following:

1. since the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) took effect, the respective numbers of patrols and joint enforcement operations conducted by various departments in response to reports on the feeding of wild animals and feral pigeons in each year;
2. since the Amendment Ordinance took effect, the numbers of reports received and fixed penalty notices issued by various departments against illegal feeding of feral pigeons/wild birds in each year; and
3. whether the Government has assessed the effectiveness of the enforcement of the feeding ban; if yes, the details; if not, the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 22)

Reply:

1. The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation on 1 August 2024. The numbers of patrols and joint enforcement operations conducted by various departments in response to reports on illegal feeding of wild animals and feral pigeons/wild birds each year from the commencement of the Amendment Ordinance to February 2026 are tabulated as follows:

Year	Number of reports on illegal feeding of wild animals and feral pigeons/wild birds	Number of patrols	Number of joint enforcement operations
2024	1 499	3 079	21
2025	3 431	10 638	54
2026 (as at Feb)	690	2 510	10

2. The numbers of reports received and fixed penalty notices (FPNs) issued by various departments regarding illegal feeding of feral pigeons/wild birds each year from the

commencement of the Amendment Ordinance to February 2026 are tabulated as follows:

Year	Number of reports on illegal feeding of feral pigeons/wild birds	Number of FPNs issued regarding illegal feeding of feral pigeons/wild birds
2024	1 389	79
2025	3 285	201
2026 (as at Feb)	667	41

3. The Government has been adopting a multi-pronged approach to combat illegal feeding of wild animals and feral pigeons. Regarding law enforcement, the Government enacted the Amendment Ordinance in 2024 to expand the prohibition on feeding of wild animals to cover feral pigeons, increase the maximum penalty for illegal feeding to a fine of $100,000 and imprisonment for 1 year, introduce a fixed penalty of $5,000, and, at the same time, expand the categories of enforcement officers to cover appointed officers of the Food and Environmental Hygiene Department, the Leisure and Cultural Services Department and the Housing Department, with a view to enhancing deterrence. Meanwhile, the Government has stepped up promotional and educational efforts to raise public awareness about not to feed wild animals and feral pigeons.

In our assessment, the enforcement efforts, coupled with management measures such as promotion and education, have started to yield results. Regarding feral pigeons, according to the population surveys by the AFCD, the total number of feral pigeons at the feral pigeon congregation points across all districts in the territory dropped from about 13 500 at the time shortly after the commencement of the Amendment Ordinance (fourth quarter of 2024) to about 12 100 in the first quarter of 2025. Regarding wild pigs, the estimated population of wild pigs in the territory decreased from about 1 830 in 2022 to about 900 in 2024; the number of wild pig nuisance black spots (as defined according to indicators such as gatherings resulting from illegal feeding and injury cases) decreased from 42 in 2022 to 9 in 2025; while the number of human injury cases caused by wild pigs reduced from 36 in 2022 to 4 in 2025. Regarding monkeys, routine patrols and monkey population surveys conducted by the AFCD showed a significant decrease in illegal feeding activities and a substantial reduction in food debris left behind by human feeding at major black spots in the area near Tai Po Road, adjacent to Kam Shan and Lion Rock Country Parks. The number of complaints about monkey nuisance received by the AFCD reduced by 18% from 382 in 2024 to 313 in 2025. Given that the total number of patrols by the AFCD at illegal black spots of monkey feeding in each month remained stable, the number of FPNs issued decreased from an average of 10 FPNs per month between September and December 2024 to an average of 2 FPNs or below per month between May 2025 and February 2026.

With continuous enhancement in enforcement efforts by the AFCD and relevant departments to combat illegal feeding activities, reduce food sources, gradually restore the foraging habits of wild animals and feral pigeons to their natural state, and increase public awareness of the adverse consequences of feeding wild animals and feral pigeons, the number and nuisance of wild animals and feral pigeons will continue to improve. The AFCD will continue to work with relevant departments to closely monitor the latest developments in illegal feeding activities across the territory and take targeted

enforcement actions, along with other animal management measures, to effectively combat the illegal feeding of wild animals and feral pigeons.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0727)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. In the 2021-22 Budget, the Government set aside $500 million to carry out enhancement works on facilities in country parks. Please list out the latest situation of the use of the provision, the progress of various works and the use of the remaining provision.
2. Regarding the project items "Provision of new type of camping facilities at Tai Tong Barbecue Area Site No. 7 within Tai Lam Country Park" and "Provision of tree top adventure facility at Pak Tam Chung in Sai Kung West Country Park", what are the Government's plans to operate and optimise the use of the new facilities so as to tie in with the development of "Ecology + Tourism"?
3. In view of their proximity to the urban area, the Devil's Peak Battery (including Devil's Peak Fort, the Gough Battery and the Pottinger Battery) have huge tourism potential. Will the Government consider turning the fortifications at Devil's Peak into an open museum through revitalisation?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 4)

Reply:

1. In the 2021-22 Budget, the Government set aside $500 million to carry out enhancement works on country park facilities. The Agriculture, Fisheries and Conservation Department (AFCD) and the relevant works departments are taking forward the relevant projects in phases. The project estimates and planned completion dates are tabulated in **Table 1**. After the implementation of the projects listed below, it is expected that the $500 million fund will leave no surplus.

Table 1 List of Enhancement Projects for Country Park Facilities

Name of project	(Approved) Project estimate ($ million)	Progress	Completion/Planned completion date
Public toilets			
Provision of a new public toilet at Pak Kung Au within Lantau South Country Park	24.25	Completed	1st half of 2026
Reconstruction of the public toilet at Bride's Pool Road within Pat Sin Leng Country Park	23.75	In progress	1st half of 2026
Reconstruction of the public toilet at Tai Tam Tuk within Tai Tam Country Park	26.60	In progress	1st half of 2026
Reconstruction of the public toilet and refreshment kiosk at Aberdeen Country Park physically handicapped and able-bodied barbecue site	47.40	In progress	2nd half of 2026
Provision of a new public toilet at Long Ke Wan Campsite within Sai Kung East Country Park	29.80	In progress	2nd half of 2026
Provision of a new public toilet at Twisk Campsite within Tai Lam Country Park	29.40	In progress	1st half of 2027
Reconstruction of the public toilet at Hok Tau Campsite within Pat Sin Leng Country Park	27.60	Pre-construction preparatory works in progress	2nd half of 2027
Reconstruction of the public toilet at Tai Tong Barbecue Area Site No. 6 within Tai Lam Country Park	29.65	Pre-construction preparatory works in progress	2nd half of 2027
Reconstruction of the public toilet at Lau Shui Heung within Pat Sin Leng Country Park	24.75	Pre-construction preparatory works in progress	2nd half of 2028
Provision of a new public toilet at Tung Lung Chau Campsite within Tung Lung Fort Special Area	25.00	Pre-construction preparatory works in progress	2nd half of 2028

Name of project	(Approved) Project estimate ($ million)	Progress	Completion/Planned completion date
Provision of a new public toilet at Quarry Bay Tree Walk within Tai Tam (Quarry Bay Extension) Country Park	28.00	Pre-construction preparatory works in progress	2nd half of 2028
Other projects			
Provision of a viewing platform overlooking Po Pin Chau and associated hiking facilities near East Dam within Sai Kung East Country Park	12.25	Completed	2nd half of 2024
Revitalisation of Lin Ma Hang Lead Mine Cave within Robin's Nest Country Park	34.06	Completed	2nd half of 2024
Provision of a viewing platform overlooking Aberdeen Upper Reservoir and associated physically handicapped and able-bodied recreation facilities within Aberdeen Country Park	15.00	In progress	1st half of 2027
Provision of an outdoor free exploration field at Lions Nature Education Centre within Tsiu Hang special area, Sai Kung	26.40	In progress	1st half of 2027
Provision of new type of camping facilities at Tai Tong Barbecue Area Site No. 7 within Tai Lam Country Park	26.50	Pre-construction preparatory works in progress	1st half of 2028
Provision of centre for historical relics interpretation in Shing Mun Country Park	27.50	Pre-construction preparatory works in progress	2nd half of 2028
Provision of tree top adventure facility at Pak Tam Chung in Sai Kung West Country Park	29.40	Pre-construction preparatory works in progress	2nd half of 2028

Name of project	(Approved) Project estimate ($ million)	Progress	Completion/Planned completion date
Provision of new type of camping facilities at Tai Mong Tsai Barbecue Area Nos. 13 & 14 within Sai Kung West Country Park	20.00	Pre-construction preparatory works in progress	1st half of 2029
Historical relics conservation works of Shing Mun Redoubt in Shing Mun Country Park	28.70	Pre-construction preparatory works in progress	2nd half of 2029

2. Regarding the project items "Provision of new type of camping facilities at Tai Tong Barbecue Area Site No. 7 within Tai Lam Country Park" and "Provision of tree top adventure facility at Pak Tam Chung in Sai Kung West Country Park", the AFCD commissioned feasibility studies to determine the site locations, design, modes of operation, fee levels and operation requirements, etc., of these facilities. The AFCD will actively collect and thoroughly consider the views of the public and relevant stakeholders to determine the specific modes of operation for these facilities and announce in due course.

3. The Devil's Peak Battery is not located within the boundaries of a country park and is therefore not under the management of the AFCD. According to information provided by the Development Bureau (DEVB), under the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Government will invite non-profit-making organisations to submit revitalisation proposals for revitalising selected government-owned historic buildings in the form of social enterprises. Under the scheme, the Government has rolled out 24 conservation projects to date, including those located in or near urban areas such as the Stone Houses (Kowloon City District), Mei Ho House (Sham Shui Po District), the Blue House Cluster (Wan Chai District), and the Bridges Street Market (Central and Western District), all of which are popular among the public and tourists. The Commissioner for Heritage's Office of the DEVB has an established mechanism to review from time to time whether government-owned historic buildings are suitable for inclusion in the Revitalisation Scheme. Factors to be taken into account include historical value and architectural significance of the historic buildings, the location, area, scale and accessibility of the buildings, as well as the potential for social enterprise operation. Regarding the Fortifications at Devil's Peak (i.e. the Devil's Peak Battery mentioned in the Question), despite being a Grade 2 historic building, it is not currently included in the Revitalisation Scheme due to its relatively remote location, low accessibility, and the very limited floor area available for social enterprise operations. Nevertheless, the Government will continue to review other government-owned historic buildings under the above mechanism to identify suitable projects for inclusion in the Revitalisation Scheme and will announce relevant arrangements for selected projects in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0736)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. Please list out the number of visitors to each country park and marine park in 2023, 2024 and 2025 and the proportion of tourists.
2. Does the Government have any plan to introduce different new technologies to monitor the number of visitors to each country park and marine park in real time to improve their management?
3. Regarding Woodside Biodiversity Education Centre, Ngong Ping Nature Centre, Lions Nature Education Centre, Shing Mun Country Park Visitor Centre, Clear Water Bay Country Park Visitor Centre, Sai Kung Country Park Visitor Centre and Tai Mo Shan Country Park Visitor Centre, please list out the estimated expenditure and manpower involved, the number of visitors in 2025 (and the proportion of tourists among them), the number of places and attendance of the guided tour services provided, if any.
4. What measures will the Government take in 2026-27 to support the development of ecotourism as stated in the Development Blueprint for Hong Kong's Tourism Industry 2.0?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 21)

Reply:

1. The number of visitors to country parks over the past 3 years is tabulated as follows. The Agriculture, Fisheries and Conservation Department (AFCD) does not keep statistics on the proportion of tourists.

Year	Number of visitors to country parks (million)
2023	13
2024	11
2025	11

The number of visitors to marine parks and marine reserve over the past 3 years is tabulated as follows. The AFCD does not keep statistics on the proportion of tourists.

Year	Number of visitors to marine parks and marine reserve
2023	100 000
2024	79 000
2025	85 000

2. The AFCD currently counts the number of visitors at the main entry points of popular hiking trails and countryside locations in country parks by manual counting or automatic visitor counters to assess the visitor flow in country parks. Currently, a total of 86 automatic visitor counters have been installed in 12 country parks and 2 special areas. The use of counters can significantly reduce input of human resources and enhance patrol efficiency, and they are highly accurate and stable. The AFCD plans to gradually install such counters to replace manual counting in the remaining country parks and special areas, as well as the popular locations in marine parks, and will consider using unmanned aircrafts to monitor visitor flows more efficiently.

3. The AFCD manages and operates country park visitor centres to provide visitor information and nature education services to visitors, which is the routine education and publicity work in country parks. The estimated expenditure and manpower involved in the overall education and publicity work for country parks by the AFCD in 2026-27 are $36.8 million and 39 staff respectively. The AFCD does not keep a breakdown of the operational expenses and staff establishment of each visitor centre.

The AFCD provides guided tour services at visitor/education centres in country parks and accepts advanced bookings by groups and walk-in enrolments. These tours, each with a quota of around 20 to 30 in general, introduce the ecology and cultural history of country parks and promote messages such as nature conservation, hiking etiquette, and hiking safety. In 2025, visitor/education centres in country parks conducted a total of 236 guided tours for 3 705 participants. The number of visitors to each visitor/education centre in country parks and the attendance of guided tour services are tabulated as follows. The AFCD does not keep statistics on the proportion of tourists.

Visitor/education centre in country parks[#]	Number of visitors	Attendance of guided tour services
Woodside Biodiversity Education Centre	24 699	1 786
Ngong Ping Nature Centre	23 795	311
Lions Nature Education Centre	367 880	1 490
Clear Water Bay Country Park Visitor Centre	8 629	No guided tour services provided
Sai Kung Country Park Visitor Centre	31 979	No guided tour services provided
Tai Mo Shan Country Park Visitor Centre	8 092	118
Shing Mun Country Park Visitor Centre[#]	6 972	0

[#] Shing Mun Country Park Visitor Centre was temporarily closed for renovation works until completion in November 2025, and was reopened in the same month.

4. Among others, the AFCD is preparing for the "Four Peaks" tourism project, which features four scenic hiking trails with Hong Kong's characteristics and fabulous

mountain and sea views, namely the Peak, Lantau Peak, Tai Mo Shan and Sai Kung Hoi, under the theme "Hills and Sea in the City within Arm's Reach". The project aims to deepen the development of green tourism by enhancing supporting facilities and incorporating additional tourism elements. The AFCD plans to launch the green tourism itineraries of the "Four Peaks" through a series of promotional activities during the peak hiking season in the second half of 2026.

At the same time, the AFCD seeks to enhance trails, improve the toilets, provide other suitable recreational and basic supporting facilities in country parks and gradually set up major enhancement facilities such as tree-top adventure, new type of camping facilities and museums of historical relics to enrich tourism experience.

The Hong Kong Tourism Board will leverage its year-round promotional platform "Hong Kong Great Outdoors" to introduce and promote Hong Kong's unique natural scenery and countryside experiences in detail, under themes such as hiking, beaches and outdoor activities, sightseeing and island hopping, through a comprehensive range of promotional channels, including event guides, dedicated webpages, television features, social media, and mobile applications. The platform also conveys messages on nature conservation and environmental protection to visitors, so as to ensure the coexistence of nature conservation and tourism.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0737)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

The East Dam of High Island Reservoir in Sai Kung is very popular among tourists. Would the Government inform the Committee of the following:

1. the numbers of visitors to the East Dam of High Island Reservoir in Sai Kung in 2023, 2024 and 2025 respectively, the respective 10 dates with the highest single-day figure and the respect numbers of visitors, as well as the proportion of tourists over the said 3 years in table form;
2. in view of the huge popularity of the East Dam among tourists, the Government's measures to divert the visitor flow at the East Dam of High Island Reservoir in Sai Kung, and the manpower and expenditures involved;
3. whether the Government has any plan to leverage the newly opened Leung Shuen Wan Pier to encourage visitors to make better use of water-borne transport before going to the East Dam on foot, with a view to diverting some of the visitors, providing more diversified experience to East Dam visitors and encouraging them to spend near Leung Shuen Wan; and
4. the Government's measures to improve the hardware facilities of the East Dam to enhance visitors' experience at the East Dam?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 22)

Reply:

1. Over the past 3 years, the average daily number of visitors to the East Dam of High Island Reservoir during weekends and public holidays is tabulated as follows. The Agriculture, Fisheries and Conservation Department (AFCD) does not keep statistics on the proportion of tourists and the number of visitors on days other than weekends and public holidays.

Year	Average daily number of visitors
2023	1 051
2024	1 265
2025	1 418

Over the past 3 years, regarding the visitors to the East Dam of High Island Reservoir during weekends and public holidays, the 10 dates with the highest single-day figure and the respective numbers of visitors are tabulated as follows:

Date	Number of visitors
17 Mar 2024	5 126
4 Apr 2024	5 056
24 Mar 2024	4 536
22 Mar 2025	4 232
18 Jan 2025	4 205
24 Feb 2024	4 045
11 Feb 2024	3 932
13 Jan 2024	3 817
21 Dec 2024	3 612
12 Jan 2025	3 448

2. The Government has taken targeted measures during weekends and public holidays, including carrying out traffic control at strategic locations at Pak Tam Chung, Man Yee Road and East Dam during peak visitor arrival and departure periods; the Transport Department has co-ordinated with the green minibus (GMB) operator to enhance service and extend service hours of GMB Route No. 9A (Pak Tam Chung - High Island Reservoir East Dam). The AFCD also increases and deploys manpower (about 20 people on average, subject to the circumstances) to station at East Dam during weekends and public holidays to strengthen crowd management, keep monitoring visitor flow and publish the information on visitor flow on the "Enjoy Hiking" website in a timely manner. Temporary crowd control measures will be implemented at the entrance of the Po Pin Chau Section of the High Island Geo Trail when necessary. The AFCD has also enhanced cleansing in the vicinity of the East Dam and provided temporary toilets and large rubbish bins for visitors during peak hiking season. In addition, the AFCD is promoting the "Four Peaks" tourism project, which aims to divert tourists to different attractive hiking trails throughout Hong Kong.

   The above measures are part of the routine management, patrols, enforcement, and education and publicity work for country parks. The AFCD does not keep a breakdown of the estimated expenditure involved for individual locations.

3. Currently, visitors may take a kaito from Sai Kung Pier to High Island, which takes about 45 minutes, while the Leung Shuen Wan Pier is about 4 km from the East Dam of High Island Reservoir, which takes about 1 hour by walking. However, the kaitos currently run about every two hours, so visitors need to observe the kaito schedule. Regarding promotion, the AFCD has updated and listed out the information on routes from Leung Shuen Wan Pier to the East Dam of High Island Reservoir on the Hong Kong Geopark website to provide visitors with options, and will endeavour to enhance the promotion of relevant information in future.

4. The AFCD is planning to provide more covered seats and update maps on information boards at the East Dam of the High Island Reservoir to improve visitor facilities at the

East Dam of the High Island Reservoir, and erect a new geopark monument to attract visitors to the spot for taking photos. The relevant facilities are expected to be completed in 2026 and 2027 progressively. In addition, the AFCD has conducted assessments with the power supply company and identified potential locations for installing additional outlet points to provide water filling stations and beverage vending machines. The AFCD will also enhance and improve the railing facilities of the Po Pin Chau Section, so as to enhance visitor experience and ensure visitor safety.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0744)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: Not Specified

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. The Agriculture, Fisheries and Conservation Department (AFCD) will reduce 55 non-directorate posts from 2 308 to 2 253 in 2026-27. Please tabulate the staff establishment and vacancies in 2025-26 and 2026-27, and the posts to be deleted in 2026-27.
2. Regarding the staff establishment in 2025-26 and 2026-27, how many posts were/will be deployed for the management, patrolling and enforcement duties in country parks (including campsites), special areas, marine parks and marine reserve?
3. Regarding prosecutions instituted at country parks (including campsites), special areas, marine parks and marine reserve by the AFCD, please list out the numbers of prosecutions, successful prosecutions and associated penalties, as well as 5 cases with the lowest and highest penalties imposed in 2023, 2024 and 2025.
4. For some popular eco-attractions such as Sharp Island (Kiu Tsui) lying outside country parks, special areas, marine parks and marine reserve, how would the Government step up patrols to protect the ecological environment of these areas?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 23)

Reply:

1. The staff establishment and the number of vacancies of the Agriculture, Fisheries and Conservation Department (AFCD) in 2025-26 and 2026-27 are tabulated as follows:

Year (as at 31 March)	Staff establishment	Vacancies
2025-26	2 316	283
2026-27	2 261	Not yet available

The 55 non-directorate posts to be deleted in 2026-27 are tabulated as follows:

Post	Number
Senior Forestry Officer	1
Engineer	1
Forestry Officer	2
Field Officer I	1
Supervisor of Typing Services	1
Calligraphist	2
Photographer I	1
Clerical Assistant	2
Artisan	4
Motor Driver	2
Workman I	37
Workman II	1

2. There were 699 staff at the various ranks under the AFCD whose duties involved the daily management, patrols, law enforcement and education work of country parks in 2025-26. There were 101 staff at the various ranks whose duties involved the management, patrols and law enforcement work of marine parks and marine reserve in 2025-26. The manpower in 2026-27 is roughly the same. The AFCD will deploy manpower flexibly where necessary by, for example, hiring contract staff, to step up patrols, publicity and education, and law enforcement work at popular countryside locations in accordance with the actual circumstances.

3. The numbers of prosecutions instituted, successful prosecutions, and related penalties imposed by the AFCD in relation to country parks and special areas over the past 3 years are tabulated as follows:

Year	Number of prosecutions instituted (cases)	Number of successful prosecutions (cases)*	Total amount of fine ($)
2023	531	646	331,650
2024	692	635	309,050
2025	455	524	430,330

* Including cases where prosecutions were initiated previously but concluded in that year.

The 5 successful prosecutions with the highest penalties imposed in relation to country parks and special areas are tabulated as follows:

Date of offence	Offence	Amount of fine ($)
5 Nov 2023	Littering	6,300*
5 Jul 2025	Littering	6,300*
13 Oct 2025	Littering	3,000#
16 Nov 2025	Littering	3,000#
16 Nov 2025	Littering	3,000#

* Including the fixed penalty payable under the Fixed Penalty (Public Cleanliness and Obstruction) Ordinance (Cap. 570), plus additional fines and legal costs for recovery of the fixed penalty.

\# The fixed penalty payable under Cap. 570.

The 5 successful prosecutions with the lowest penalties imposed in relation to country parks and special areas are tabulated as follows:

Date of offence	Offence	Amount of fine ($)
25 Dec 2024	Unauthorised possession or driving of a bicycle	100
25 Dec 2024	Unauthorised possession or driving of a bicycle	100
9 Oct 2022	Illegal camping	150
9 Oct 2022	Illegal camping	150
16 Feb 2025	Unauthorised possession or driving of a vehicle	200

The numbers of prosecutions instituted, successful prosecutions, and related penalties imposed by the AFCD in relation to marine parks and marine reserve over the past 3 years are tabulated as follows:

Year	Number of prosecutions instituted (cases)	Number of successful prosecutions (cases)*	Total amount of fine ($)
2023	23	20	19,500
2024	19	17	29,300
2025	20*	9	12,600

* As at February 2026, 10 cases in 2025 are still under investigation; of the remaining 10 cases, 9 have resulted in successful prosecutions.

The 5 successful prosecutions with the highest penalties imposed in relation to marine parks and marine reserve are tabulated as follows:

Date of offence	Offence	Term of imprisonment/ Amount of fine ($)
30 May 2024	Anchoring outside designated mooring sites	Imprisonment for 14 days (suspended for 24 months)
13 Oct 2024	Illegal fishing	2,000
8 Oct 2024	Illegal fishing	2,000
8 Oct 2024	Illegal fishing	2,000
8 Oct 2024	Illegal fishing	2,000

The 5 successful prosecutions with the lowest penalties imposed in relation to marine parks and marine reserve are tabulated as follows:

Date of offence	Offence	Amount of fine ($)
8 Apr 2023	Illegal fishing	500
2 Dec 2023	Illegal fishing	500
2 Dec 2023	Illegal fishing	500
2 Dec 2023	Illegal fishing	500
19 Feb 2024	Illegal fishing	500

4. On the premise of ecological conservation, the AFCD has been carrying out publicity and education work through various channels to promote green tourism and publicise hiking safety information to visitors, and to raise environmental awareness among visitors, appealing to them to protect the natural environment while appreciating the nature, as well as promoting key messages such as “Take Your Litter Home”. When engaging in water activities and appreciating nature, visitors should avoid disturbing marine life or causing an impact on the marine ecosystems. Taking Sharp Island as an example, the AFCD will deploy additional manpower during long holidays in the Mainland and the peak seasons in summers to distribute promotional leaflets to promote marine conservation messages appealing to visitors for protecting the nature while enjoying it, as well as reminding them to respect the geological and ecological features on the island, and not to collect, disturb, or harm marine life. The AFCD will also explore appropriate conservation measures to enhance conservation of habitats at Sharp Island and other locations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2761)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Matters Requiring Special Attention in 2026-27, please advise this Committee of the following:

1. the progress, timetable and budget of the Government in "taking forward the phased development of the Sam Po Shue Wetland Conservation Park and feasibility study on the development of the Coastal Protection Park at Tsim Bei Tsui/Lau Fau Shan/Pak Nai"; and
2. the progress, timetable and budget of the Government in "implementing the 'Four Peaks' tourism project and measures to enhance the educational, recreational and sustainable eco-tourism functions of country parks".

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 2)

Reply:

1. The Government is taking forward the development of the Sam Po Shue Wetland Conservation Park (SPS WCP) in phases to enhance the ecological functions of the wetland ecosystem in the Deep Bay area, protect bird habitats and enrich biodiversity. We will enhance and proactively manage the fishponds and wetlands within SPS WCP and introduce modernised and sustainable aquaculture, while providing quality outdoor eco-education and recreation facilities, thereby achieving triple objectives of wetland conservation, eco-education, and recreation and tourism development, as well as the modernisation of aquaculture industry.

   The scale of SPS WCP is vast, with Phase 1 covering about 150 hectares, which mainly covers fishponds and wetlands on Government land in the northern part of SPS WCP. In September 2025, the Government engaged an engineering consultant to commence detailed design for SPS WCP Phase 1. Upon completion of the design, we plan to seek funding approval from the Finance Committee of the Legislative Council later this year for the commencement of the works for Phase 1 as well as the detailed design for the Remaining Phase. Subject to funding approval, the works for Phase 1 are expected to commence in late-2026/early-2027, with completion targeted for 2031.

As for the Remaining Phase of SPS WCP, we plan to engage a consultant in the first quarter of 2027 to commence detailed design for the facilities and works involved. More accurate estimates for the overall construction and operation of SPS WCP will be available upon completion of the investigation study and the detailed design.

In addition, in December 2024, the AFCD engaged a consultant to conduct a feasibility study on the development of the Coastal Protection Park at Tsim Bei Tsui/Lau Fau Shan/Pak Nai to determine the proposed boundary, role, functions and management model. The contract fee for the study is about $8.4 million, which is expected to be completed by the end of 2026. The study will involve launching public engagement activities shortly to solicit views from the public and stakeholders on the specific development proposals for the Coastal Protection Park. We will review the results of the study in due course and set a concrete timetable for the development of the Coastal Protection Park in the light of the development progress at Tsim Bei Tsui, Lau Fau Shan and Pak Nai areas.

2. To promote the "Four Peaks" tourism project, the AFCD is enhancing hiking trail facilities at relevant attractions, including repairing the hiking trails using the handcrafted trail approach and providing additional passing places to improve hiking safety; carrying out minor improvement works to provide additional facilities including directional signs and hiking information boards to provide clearer guidance, and providing additional basic leisure facilities, such as picnic tables and benches, at suitable locations so as to provide opportunities for visitors to enjoy recreations and connect to nature; and thematic planting of native flowering plants along the hiking trails to enhance the appeal of natural scenery. The facility enhancement works has commenced progressively in the first half of 2025 and are expected to be completed by the end of 2026.

The AFCD is also working with the Tourism Commission and the Hong Kong Tourism Board in linking up the tourism sector and operators of nearby tourist spots to further work out the planning for green tourism itineraries and tourism product development, and promote them to tourists through various channels. The AFCD launched the promotion of the "Four Peaks" tourism project during the peak hiking season at the end of 2025. For example, the AFCD co-operated with Ngong Ping 360 in November 2025 to organise a digital stamp-collection hiking event at Ngong Ping to take the lead in promoting the Lantau Peak route, and promoted the Peak route during the Hong Kong Trail 40th Anniversary Celebration Programme launched in the same month. The total number of participants of the two events was about 12 000 people. The AFCD plans to launch the green tourism itineraries of the "Four Peaks" through a series of promotional activities during the hiking season in the second half of 2026.

Previously, the expenditure involved in the development of the "Four Peaks" tourism project was part of the daily management and routine education and publicity work of the country parks, the AFCD does not keep the relevant figures. However, the AFCD will be provided with an additional funding for the development of the "Four Peaks" tourism project in 2026-27, and the relevant estimated expenditure is $7.8 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2762)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Nature Conservation and Country Parks

Controlling Officer: Director of Agriculture, Fisheries and Conservation (LAI Kin-ming, Mickey)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. Please provide the number of visitors to Hong Kong Wetland Park (HKWP) in 2025, the proportion of tourists and the operating expenses of HKWP;
2. Please provide the number of visitors to Long Valley Nature Park (LVNP) in 2025, the proportion of tourists and the operating expenses of LVNP; and
3. Please provide the number of visitors to Mai Po Nature Reserve (MPNR) in 2023, 2024 and 2025, and the proportion of tourists.

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 3)

Reply:

1 and 2. The numbers of visitors to the Hong Kong Wetland Park (HKWP) and the Long Valley Nature Park (LVNP) in 2025, the proportion of tourists (i.e. non-local visitors) and the operating expenses are tabulated below:

	Number of visitors	**Proportion of tourists (%)**	**Operating expenses[(1)] ($ millions)**
HKWP	200 726[(2)]	6.68[(2)]	76.5[(3)]
LVNP	76 602	Not applicable[(4)]	39.0

(1) The revised estimate for 2025-26.

(2) The number of visitors and proportion of tourists decreased due to the partial or temporary closure of the themed exhibition galleries and some visitor facilities (including Entry Plaza, Atrium, Viewing Gallery, Indoor Play Area, Multi-function Rooms, Souvenir Shop and Café) for upgrading.

(3) Including expenses to support the upgrading programme for the exhibition and visitor facilities.

(4) Figures on the proportion of tourists are not available for LVNP.

3. The numbers of visitors to Mai Po Nature Reserve (MPNR) in 2023, 2024 and 2025 are tabulated as follows:

Year	Number of visitors to MPNR[5]
2023	28 050
2024	27 446
2025	28 469

(5) Figures on the proportion of tourists (i.e. non-local visitors) for MPNR are not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2186)

Head: (39) Drainage Services Department

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Sewage Services

Controlling Officer: Director of Drainage Services (MOK Wing-cheong)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the existing Tai Po Sewage Treatment Works (TPSTW) and Sha Tin Sewage Treatment Works (STSTW), would the Government inform this Committee, in the past 3 years:

1. of the annual expenditures and manpower of the existing TPSTW and STSTW;
2. of the numbers of malfunction incidents at the existing TPSTW and STSTW each year and the details;
3. of the design treatment capacities and actual treatment volumes of the existing TPSTW and STSTW;
4. of the expenditures on conducting the "Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme" (the Trial Scheme) at the existing TPSTW and STSTW; and the number of accidents involved; and
5. in view of the spare capacity currently available at O·PARK1 and O·PARK2, whether the Government will defer the Trial Scheme to reduce the burden on TPSTW and STSTW; if yes, of the details; if not, of the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 35)

Reply:

1. In the past 3 years, the operational expenses (including management, maintenance and repair fees) of Tai Po Sewage Treatment Works (TPSTW) and Sha Tin Sewage Treatment Works (STSTW), as well as the manpower involved, are tabulated as follows:

Year	STSTW		TPSTW	
	Operational expenses	No. of staff	Operational expenses	No. of staff
2023-24	Around $170 million	82	Around $80 million	56
2024-25	Around $160 million		Around $70 million	
2025-26 (Revised estimate)	Around $190 million		Around $70 million	

2. Since the TPSTW and STSTW have been in operation for over 40 years and are subject to ageing problems, the Drainage Services Department (DSD) has stepped up maintenance to reduce the risk of malfunctioning. In the past 3 years, there was no major incident occurred at the TPSTW. Two relatively major incidents took place at the STSTW, and the details are as follows:

(1) On 26 May 2024, a small amount of sludge mixture overflowed from a digester at the STSTW through its overload protection device, giving rise to unpleasant odour. This was a very rare incident. Investigation revealed that the cause was a blockage in the pipe connecting the digester and the central piping system, resulting in sludge mixture overflowing through the overload protection device. The DSD completed improvement works in July 2024, including the installation of additional sensors and closed-circuit television (CCTV) system to monitor the overload protection device, to prevent similar incidents from happening again.

(2) On 2 September 2025, a leakage occurred in an underground sewage pipeline at the STSTW that had been in service for about 40 years. During the incident, part of the sewage treatment facilities had to be suspended, causing the remaining facilities to be overloaded and resulting in relatively turbid water in the Kai Tak River downstream of the plant. The DSD immediately implemented contingency measures, and the suspended facilities resumed operation on 6 September. As the affected biological sewage treatment process gradually restored, the water quality of the Kai Tak River returned to the levels prior to the leakage.

3. The current design treatment capacities and actual treatment volumes of TPSTW and STSTW are tabulated as follows:

	TPSTW	STSTW
Design treatment capacity	120 000 m^3 per day	340 000 m^3 per day
Average actual treatment volumes in 2025-26 (as at February 2026)	Around 100 000 m^3 per day	Around 280 000 m^3 per day

4. Since 2019, the Environmental Protection Department (EPD) has been collaborating with the DSD to examine the use of existing sewage treatment facilities for food waste/sewage sludge anaerobic co-digestion through the "Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme" (the Trial Scheme). This serves as an additional component of the Organic Resources Recovery Centre network, with a view to enhancing food waste treatment capability in Hong Kong. Under the Trial Scheme, the two food waste pre-treatment facilities at TPSTW and STSTW are operated by the EPD, and their operational expenses in the past 3 years are tabulated as follows:

	Operational expenses for food waste pre-treatment facilities under the EPD (Programme under Head 44) ($ million)		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)
Trial Scheme at TPSTW	9	10	6
Trial Scheme at STSTW	3	15	17

After pre-treatment, food waste is injected into designated sludge digesters within the sewage treatment plants for anaerobic co-digestion. Currently, both sewage treatment plants utilise existing sludge digesters and treatment facilities to process both sewage sludge and food waste, with food waste accounting for only a small portion of the total sludge volume treated at the plants. As the relevant expenditure has been subsumed under the overall operational expenses of the DSD, a separate breakdown of the expenditure involved is not available.

In the past 3 years, one incident occurred at a digester at STSTW under the Trial Scheme. Details of the incident are provided in 2(1) above.

5. The Trial Scheme has demonstrated that that food waste/sewage sludge anaerobic co-digestion not only diverts food waste from landfills, but also improves the nutrient balance of sewage sludge anaerobic digestion and enhances biogas yield, thereby promoting the development of convertible renewable energy. At present, the two trials on food waste/sewage sludge anaerobic co-digestion are operating smoothly, and the relevant operation contracts are still effective. In conclusion, the Trial Scheme has confirmed the feasibility of anaerobic co-digestion of food waste and sewage sludge, and has accumulated practical operational experience and data, which will serve as a reference for advancing larger-scale projects in the future.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1563)

Head: (39) Drainage Services Department

Subhead (No. & title): Not specified

Programme: (2) Sewage Services

Controlling Officer: Director of Drainage Services (MOK Wing-cheong)

Director of Bureau: Secretary for Environment and Ecology

Question:

Provision for the coming year under Programme (2) Sewage Services will increase by $95.6 million. As stated in the Controlling Officer's Report, this is due to the filling of vacancies and operating expenses, as well as the increased cash flow requirement for procurement of equipment.

1. What proportion of this additional provision has been set aside for recurrent operational and electricity expenses of newly completed or expanded sewage treatment facilities?

2. What financial indicators or energy-saving measures does the Department have in place to control the substantial and continuously rising costs of sewage treatment?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 18)

Reply:

1. Provision for 2026-27 under Programme (2) Sewage Services is $95.6 million higher than the revised estimate for 2025-26, of which approximately 70% has been set aside for recurrent operating expenses (such as electricity and contract maintenance) of newly completed or expanded sewage treatment facilities.

2. The Drainage Services Department (DSD) will continue to implement a number of energy-saving measures to control the costs of sewage treatment, including the use of energy efficient electrical and mechanical equipment such as high-efficiency air blowers and permanent magnet motors to reduce energy consumption. The DSD will also install additional solar photovoltaic systems at sewage treatment plants, and will apply advanced sludge treatment technologies to enhance biogas production, thereby offsetting daily electricity consumption with the renewable energy generated. In addition, the DSD will adopt innovative technologies such as digital twins, artificial intelligence (AI), and robotics to optimise the operation of sewage treatment plants, with an aim to further reducing resource consumption and operating costs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1297)

Head: (39) Drainage Services Department

Subhead (No. & title): Not specified

Programme: (2) Sewage Services

Controlling Officer: Director of Drainage Services (MOK Wing-cheong)

Director of Bureau: Secretary for Environment and Ecology

Question:

One of the aims of the Drainage Services Department is to investigate, plan, design and construct sewer systems and sewage treatment and disposal facilities. However, the construction of sewerage systems for many villages in Yuen Long District lags far behind, while the status of trunk and branch sewer connections varies. In this connection, would the Government inform this Committee of the following:

(a) please set out in tabular form the current status of trunk sewers for villages in Yuen Long District: (i) the length completed and in operation; (ii) the length under planning or construction, and the anticipated completion timetable; and (iii) the list of villages which have not yet commenced works or lack connections to trunk sewers, as well as the number of households concerned;

(b) please set out in tabular form the current status of branch sewers for villages in Yuen Long District: (i) the length completed and in operation; (ii) the length under planning or construction, and the anticipated completion timetable; and (iii) the list of villages with trunk sewers completed but yet to be connected to branch sewers, as well as the number of households concerned;

(c) whether the Government has shelved any village sewerage projects in Yuen Long District in the past 3 years; if yes, the reasons for that; and

(d) the estimated expenditure on village sewerage; the construction cost per metre of trunk sewer; and the construction cost per metre of branch sewer?

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 31)

Reply:

(a)&(b)

At present, Yuen Long District is provided with public sewers totalling about 160 kilometres in length, including trunk sewers and branch sewers, offering sewage services to Yuen Long Town and rural areas. In general, trunk sewers serve both urban and rural areas, and therefore the Drainage Services Department does not maintain separate records specifically on the lengths of trunk sewers or branch sewers for villages.

Current status of sewers for villages in Yuen Long District is as follows:

Progress	No. and name of village areas	Total length of sewers [Note 1]
Completed and in operation	17 Tai Tong Tsuen (part), Chung Sam Wai, Sai Tau Wai, Sai Pin Wai, Sha Chau Lei Tsuen (1), Tung Tau Wai, Tung Tau Wai San Tsuen, Lam Uk Tsuen, Nam Pin Wai (Yuen Long), Ying Lung Wai, Tong Yan San Tsuen, Chun Hing San Tsuen, Kwan Lok Sun Tsuen, Yeung Uk Tsuen (Ping Shan), Fuk Hing Tsuen, Tsoi Uk Tsuen and Kam Tin Shi (part)	About 37 km
Under construction (anticipated completion in 2028)	1 Tung Tau Tsuen (Shap Pat Heung)	About 1 km
Investigation study completed	29 Wong Nai Tun Tsuen, Pak Sha Tsuen, Ma Tin Tsuen, Tin Liu Tsuen, Lung Tin Tsuen, Muk Kiu Tau Tsuen, Ma Tin Pok, Sham Chung Tsuen, Shui Tsiu San Tsuen, Shung Ching San Tsuen, Hung Tso Tin Tsuen, Tai Kei Leng (1), Tai Kei Leng (2), Shui Tsiu Lo Wai, Nam Hang Tsuen, Yau Cha Po, Tong Tau Po Tsuen, Nga Yiu Tau (Shap Pat Heung), Shap Pat Heung (1), Shap Pat Heung (2), Tai Tong Tsuen (remaining parts), Ha Ko Po, Ko Po San Tsuen, Ko Po Tsuen (Kam Tin), Tsz Tong Tsuen (Kam Tin), Wing Lung Wai, Kam Tin San Tsuen, Tai Hong Wai and Kat Hing Wai	About 45 km

Note 1: The total length of sewers covers both village sewers and those connected to the existing sewerage systems.

The implementation of village sewerage projects is a lengthy process. Pre-construction work involves various procedures, including planning, feasibility study, detailed design, public consultation, gazettal and land resumption, etc. In addition, due to the intertwined land ownership of some villages, it is necessary to have thorough communication and the attainment of consensus with relevant stakeholders on the sewerage proposals and land resumption arrangements, before the projects can be taken forward in a progressive manner. Hence, it is difficult to draw up a concrete works schedule for the remaining village projects in Yuen Long District at this stage. The Government will continue to strengthen communication with stakeholders such as District Councils, Rural Committees, and village representatives, to plan and implement the village sewerage projects in an orderly manner.

(c)
In the past 3 years, the Government has not shelved any village sewerage projects in Yuen Long District.

(d)
In 2026-27, the estimated expenditure on village sewerage projects is around $586 million, of which approximately $8.5 million is for Yuen Long District.

As regards village sewerage projects in recent years, the average construction unit cost of sewers is about $30,000 per metre (in September 2025 prices). However, as each project differs in site constraints, scope, and scale, the unit cost of individual sewer construction projects cannot be generalised.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0408)

Head: (39) Drainage Services Department

Subhead (No. & title): Not specified

Programme: (2) Sewage Services

Controlling Officer: Director of Drainage Services (MOK Wing-cheong)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has been actively taking forward the construction of village sewerage systems to improve rural environmental hygiene conditions and enhance the living quality. In this connection, would the Government inform this Committee:

1. of the estimated expenditure on the construction of village sewerage systems in 2026-27; the rate of change as compared with the revised estimate for 2025-26; and the estimated expenditures on such works in each district in 2026-27, with a breakdown by District Council district;
2. of the numbers of villages expected to have sewerage systems completed and covered in 2026-27, with a breakdown by District Council district; and the number of households expected to be connected to public sewers;
3. of the actual expenditures on the construction of village sewerage systems, the numbers of villages covered, and the numbers of households connected in each of the past 3 financial years (from 2023-24 to 2025-26), with a breakdown by District Council district;
4. of the number of villages in each district yet to be constructed with sewerage systems and the estimated number of households concerned as at end-February 2026, with a breakdown by District Council district; and the expected completion date of all village sewerage works in various districts; and
5. whether the Drainage Services Department has set aside resources in 2026-27 for conducting feasibility studies on sewage treatment solutions (such as small sewage treatment facilities or the type of sewage treatment system in private housing estates) for remote villages or villages with complex terrain; if yes, of the estimated expenditure involved?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 38)

Reply:

1.
A comparison of the estimated expenditures on village sewerage projects in 2025-26 and 2026-27 is set out as follows:

Year	2025-26 (Revised estimate)	2026-27 (Estimate)	Rate of change
Expenditure ($ million)	708.4	586.0	-122.4 (-17.3%)

In 2026-27, the estimated expenditures on village sewerage projects, with a breakdown by District Council district, are as follows:

District	2026-27 Estimated expenditure ($ million)
Tsuen Wan	50.7
Tuen Mun	6.5
Yuen Long	8.5
North	94.9
Tai Po	8.6
Sai Kung	178.6
Sha Tin	0.9
Kwai Tsing	10.1
Islands	227.2
Total	586.0

Note: No village sewerage projects are implemented for the Central and Western, Wan Chai, Eastern, Southern, Yau Tsim Mong, Sham Shui Po, Kowloon City, Wong Tai Sin and Kwun Tong Districts.

2.
In 2026-27, the numbers of villages expected to have sewerage projects completed and the projected population served, with a breakdown by District Council district, are as follows:

District	No. of villages expected to have village sewerage projects completed in 2026-27	Projected population served (Approximate)
Sai Kung	7	8 900
Islands	12	3 800
Total	19	12 700

3.
In the past three financial years, the actual expenditures and revised estimates for village sewerage projects, with a breakdown by District Council district, are as follows:

District	2023-24 Actual expenditure ($ million)	2024-25 Actual expenditure ($ million)	2025-26 Revised estimate ($ million)
Kwun Tong	35.1	6.3	0.4
Tsuen Wan	20.7	34.9	41.0
Tuen Mun	127.9	33.8	15.0
Yuen Long	1.4	2.0	0.9
North	61.8	127.9	105.1
Tai Po	156.6	50.4	14.3
Sai Kung	329.1	209.9	138.9
Sha Tin	19.4	23.7	4.0
Kwai Tsing	13.3	22.3	16.9
Islands	302.4	268.6	371.9
Total	1,067.7	779.8	708.4

Note: No village sewerage projects are implemented for the Central and Western, Wan Chai, Eastern, Southern, Yau Tsim Mong, Sham Shui Po, Kowloon City and Wong Tai Sin Districts.

In the past three financial years (as at December 2025), the numbers of villages with village sewerage projects completed and the population served are as follows:

District	No. of villages with village sewerage projects completed in the past three financial years (as at December 2025)	Population served (Approximate)
Kwun Tong	4	3 200
Tsuen Wan	2	4 200
Tuen Mun	4	6 800
Yuen Long	1	300
North	5	7 300
Tai Po	6	5 000
Sai Kung	11	5 500
Sha Tin	2	1 000
Kwai Tsing	1	3 700
Islands	6	2 600
Total	42	39 600

4. & 5.

The Government has all along been allocating resources with a view to taking forward the Village Sewerage Programme (the Programme). As at December 2025, the Programme has covered 586 villages, of which the sewerage systems for 307 villages with relatively large de jure populations and in close proximity to the public sewerage network have been completed, serving around 230 000 people. In addition, the relevant construction works in another 33 villages are currently in progress. When taking forward village sewerage projects, the Government will holistically take into account various factors, including the level of improvement to the environment by the project, density of village population, preference of residents, technical feasibility, cost effectiveness and financial position, etc. and will initiate planning for relevant sewerage works at an opportune time to ensure the prudent use of resources.

The implementation of village sewerage projects is a lengthy process. Pre-construction work involves various procedures, including planning, feasibility study, detailed design, public consultation, gazettal and land resumption, etc. In addition, due to the intertwined land ownership of some villages, it is necessary to have thorough communication and the attainment of consensus with relevant stakeholders on the sewerage proposals and land resumption arrangements, before the projects can be taken forward in a progressive manner. Hence, it is difficult to draw up a concrete works schedule for the remaining village projects under the Programme at this stage. As for unsewered villages or areas, residents may continue to use on-site sewage treatment facilities, such as septic tanks and soakaway systems, to treat their sewage.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0672)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Energy Supply; Electrical, Gas and Nuclear Safety

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Voluntary Registration Scheme for Technicians Handling Mildly Flammable Refrigerant of Household Air-conditioners, can the Government inform this Committee of:
(1) the number of newly registered technicians per year and the total number of registered technicians by registration class (i.e. Classes A and B) since the launch of the scheme to date;
(2) whether the Government has formulated the administrative procedures and criteria for registration renewal, as the first batch of registered technicians will require renewal; if so, the details; if not, the reasons; and
(3) whether the Government will conduct a study on making the registration of technicians handling mildly flammable refrigerants of household air-conditioners mandatory; if so, the details; if not, the reasons?

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 31)

Reply:

(1) Since the launch of the Voluntary Registration Scheme for Technicians Handling Mildly Flammable Refrigerant of Household Air-conditioners (the Voluntary Registration Scheme) on 30 May 2023 to date, the number of newly registered technicians per year and the total number of registered technicians are as follows:

Year	Number of Newly Registered Technicians		
	Class A (Note 1)	Class B (Note 2)	Classes A and B in Total (Note 3)
2023 (Starting from 30 May)	49	951	1 000
2024	43	561	604
2025	27	341	368
2026 (As of 28 February)	0	34	34
Total (From 30 May 2023 to 28 February 2026)	119	1 887	2 006

Note 1: Registered technicians who can install window-type air-conditioners using mildly flammable refrigerant.

Note 2: Registered technicians who can install household air-conditioners using mildly flammable refrigerant (including window-type, split-type and multi-split type) and carry out works for handling mildly flammable refrigerant (including repairing refrigerant pipework of air-conditioners).

Note 3: When the Voluntary Registration Scheme was launched in 2023, it received an enthusiastic response from the market, attracting the participation of 1 000 technicians. Subsequently, as the total number of technicians in the market remained roughly unchanged, and 1 000 technicians had already registered in the first year of the scheme, the number of new participants gradually dropped over the following 2 years. At present, it is believed that most of the technicians who wish to join have already been enrolled in the Voluntary Registration Scheme, so a decline in the number of new registrations is a normal market phenomenon, as expected.

(2) As the technology of designing and installing household air-conditioners using mildly flammable refrigerant has become mature, after the deliberation and endorsement by the Provisional Refrigerant Technical Advisory Committee (the Committee), the Electrical and Mechanical Services Department (EMSD) decided to extend the validity period of technicians' voluntary registration from 3 years to 5 years in March 2026. The relevant arrangements were announced in the "New Refrigerant Newsletter" published in the same month, and all registered technicians were notified by email and post. The first batch of applications for registration renewal will progressively commence in the first half of 2028. The renewal criteria include that the applicants must have at least 1.5 years of work experience relevant to their registration class within the 5-year registration period, and have completed no less than 10 hours of continuing professional development training. The relevant criteria and procedures for registration renewal have been uploaded to the EMSD website for industry practitioners' reference.

(3) The Voluntary Registration Scheme aims to raise the technical competence and safety awareness of technicians in handling mildly flammable refrigerant of household air-conditioners. The EMSD and the Committee will continue to review the effectiveness of implementing the Voluntary Registration Scheme, and consider the development needs of the trade as well as the technology development in the design and installation of household air-conditioners, with a view to exploring ways to optimise the registration system. Should there be any proposed measures, the trade will be consulted in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0211)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Energy Supply; Electrical, Gas and Nuclear Safety

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

The estimated provision for Programme (1) Energy Supply; Electrical, Gas and Nuclear Safety of the Electrical and Mechanical Services Department in 2026-27 is $232.9 million, representing an increase of 6.8% over the original estimate for 2025-26. This is mainly due to the formulation of a regulatory framework and related codes of practice for hydrogen development. Will the Government inform this Committee of the following:

1. What is the specific progress in the preparation of the subsidiary legislation under the Gas Safety Ordinance to regulate hydrogen and the expected timeline for submission to the Legislative Council for scrutiny?

2. What is the amount of resources earmarked by the Government for formulating "hydrogen standard certification" and establishing a certification system that connects with both the Chinese Mainland and the world; and how will the relevant certification assist local innovation and technology enterprises in exporting their products overseas?

3. What is the estimated expenditure for the Hydrogen Week scheduled for May 2026? What specific measures will the Government take to facilitate technical collaboration between the local business sector and international hydrogen enterprises through this event?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 1)

Reply:

1. The Gas Safety (Amendment) Ordinance 2025 was gazetted on 25 July 2025. The Ordinance empowers the Chief Executive in Council to make subsidiary regulations on matters relating to the entire supply chain of "regulated hydrogen". The Government is drafting the subsidiary legislation and plans to submit it to the Legislative Council for negative vetting in the fourth quarter of this year, with a view to providing a clear legal framework and a stable regulatory environment for the hydrogen industry.

2. The Electrical and Mechanical Services Department (EMSD) has engaged a consultant to conduct a study on the Green Hydrogen Standard Certification Scheme (Certification

Scheme). Drawing on the latest developments of green and low-carbon hydrogen certification standards in the Chinese Mainland (Mainland) and overseas countries, we have established a preliminary certification framework, and commenced a trade consultation on 16 January 2026 to collect views from stakeholders. The consultation will end on 17 April 2026. The EMSD and the consultant team will conduct a detailed analysis of the views collected to refine the Certification Scheme and formulate specific implementation details. Our target is to establish, by 2027, a green hydrogen certification approach that connects with both the Mainland and the world, and is tailored to Hong Kong's actual circumstances.

To proceed to the next phase of the study and formulate the details of the Certification Scheme, we have earmarked about $2 million for consultancy fees. The green hydrogen certification model will help align with and promote the development of green finance, support Hong Kong's development into demonstration base for global hydrogen development, and foster quality growth in the green energy sector.

3. Multiple events are being planned for the Hydrogen Week, including the International Hydrogen Development Symposium 2026, a mega event to be held from 18 to 20 May 2026 at the Hong Kong Convention and Exhibition Centre. The symposium is expected to attract more than 1 000 experts and industry representatives from around the world, and bring together over 100 government officials in-charge of hydrogen development, global experts, industry leaders, scholars and industry elites as speakers. A large exhibition area will also be set up at the symposium for domestic and overseas organisations and enterprises to showcase their hydrogen products and service solutions, offering opportunities for the trade to expand networks and foster collaboration. We are planning to leverage the symposium as a platform for negotiation and signing of memoranda of understanding to promote multilateral collaboration. We will also introduce hydrogen standard certification scheme at the symposium, and invite guests and experts from the financial sector to deliver speeches and engage in discussions to advance green financing for hydrogen projects. Furthermore, we will continue to play the roles of "super connector" and "super value-adder" by arranging for overseas experts visits to the Mainland to attract foreign investment and demand, and help Mainland technologies and products "go global", with a view to identifying and facilitating collaboration opportunities domestically and internationally. The EMSD is actively taking forward the preparation of the symposium, including exploring co-operation with various organisations and finalising event details. As the relevant preparatory work is absorbed by existing manpower and resources, a breakdown of the estimated expenditure is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0212)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (661) Minor plant, vehicles and equipment (block vote)
(696) Energy saving projects in government buildings (block vote)

Programme: Not specified

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

There are significant changes in the figures of block votes under the Capital Account of the Electrical and Mechanical Services Department (EMSD) for 2026-27. The estimate for Subhead 661 decreases substantially by 67.7% to $10 million when compared with the revised estimate for the previous year. Will the Government inform this Committee of the following:

1. What are the reasons for the substantial decrease in the provision for Subhead 661? After the completion of the "Retro-commissioning for Government Buildings" and "Green Welfare NGOs" programmes, how will the EMSD sustain its efforts to promote carbon reduction in existing buildings?

2. The provision for Subhead 696 "Energy saving projects in government buildings" will decrease by 11.9% to $96.88 million in 2026-27, mainly due to the decreased cash flow requirement for the energy saving projects in government buildings. Please explain the reasons for the decreased cash flow requirement. Will the Government's set target of reducing the energy consumption of buildings by 6% in 2028-29 be affected?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 2)

Reply:

1. The provision of $10 million for Subhead 661 "Minor plant, vehicles and equipment (block vote)" in 2026-27 represents a decrease of $21 million (67.7%) against the revised estimate for 2025-26. This is mainly due to the completion of the "Retro-commissioning for Government Buildings" programme in March 2026 and the completion of the majority of energy-saving retrofit works under the "Green Welfare NGOs" programme in 2025-26. With the amended Buildings Energy Efficiency Ordinance coming into full effect in September 2026, about 400 government buildings will be legally required to conduct energy audits every 5 years to review their building services installations and energy use for identifying energy-saving opportunities including retro-commissioning. They are also

required to disclose technical information on energy efficiency in the audit reports to enhance data transparency. In addition, the Community Energy Saving Funds established by the 2 power companies under the Scheme of Control Agreements offer programmes to provide non-profit social welfare organisations and schools with funding for one-stop energy efficiency improvements, succeeding the "Green Welfare NGOs" programme which is approaching completion. We will discuss with the 2 power companies to continuously review and enhance various subsidy schemes, and strengthen collaboration with the industry to jointly explore innovative energy-saving solutions.

2. The estimated provision of $96.89 million for Subhead 696 "Energy saving projects in government buildings (block vote)" in 2026-27 represents a decrease of $13.11 million (11.9%) against the revised estimate for 2025-26. This is mainly because some projects have already been commenced ahead of schedule in 2025-26. The Government initially projected that the overall energy performance of government buildings and facilities would improve by over 6% in 2024-25 as compared with the 2018-19 baseline. The above target was achieved in 2023-24, one year ahead of schedule. As at 2024-25, the overall energy performance of government buildings and facilities improved by 7.7%.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0213)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Energy Efficiency and Conservation, and Alternative Energy

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

The provision for Programme (3) Energy Efficiency and Conservation, and Alternative Energy of the Electrical and Mechanical Services Department (EMSD) has decreased by 7.8% to $399.3 million, as compared with the revised estimate for 2025-26. Please inform this Committee of the latest progress made by the EMSD in implementing district cooling systems in new development areas such as Kwu Tung North, Fanling North, Hung Shui Kiu and Tung Chung, and the estimated recurrent expenditure and capital works expenditure in 2026-27.

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 3)

Reply:

The construction of the chiller plant of District Cooling System at Kwu Tung North (KTN DCS) Phase 1 is expected to complete and commence operation in the third quarter of 2026, with a view to supplying chilled water to nearby user buildings. The DCS at Tung Chung New Town Extension (East) (TCE DCS), with its chiller plant substructure and superstructure works proceeding as scheduled, is expected to commence operation upon completion of such works at the end of 2027.

The entire project of DCS at Hung Shui Kiu/Ha Tsuen (HSK/HT DCS) is divided into 2 stages. The first stage mainly involves the laying of underground chilled water pipes, with the relevant preliminary works (such as ground investigation) already commenced. As for the construction works of the chiller plant and connection facilities under the second stage, the Government will seek approval of necessary funding from the Finance Committee of the Legislative Council in due course. The total estimated capital works expenditure for the above 3 projects in 2026-27 is $1,004.9 million. The estimated recurrent expenditure for the KTN DCS in 2026-27 is $39.85 million. As the TCE DCS and HSK/HT DCS will not come into operation until a later date, the respective recurrent expenditures are not currently available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1336)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Energy Supply; Electrical, Gas and Nuclear Safety

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Electrical and Mechanical Services Department is responsible for electrical safety work pertaining to the administration and enforcement of the Electricity Ordinance, including registration of electrical workers, electrical contractors, competent persons, recognised certification bodies, recognised manufacturers and generating facilities, and inspection of electrical installations and electrical products; investigation of electrical incidents; initiating prosecutions and taking disciplinary actions; and promotion of electrical safety. However, it has been reported that many electrical products purchased and delivered to Hong Kong via cross-border e-commerce platforms do not comply with the specifications as required under the Hong Kong legislation, thus posing potential safety hazards to consumers. In this connection, will the Government inform this Committee of:

1. the number of registered persons qualified to install household electrical products in Hong Kong in each of the past 5 years;
2. the numbers of electrical products inspected and non-compliant electrical products identified in each of the past 5 years (tabulated by type of product);
3. the number of incidents related to non-compliant electrical products in each of the past 5 years and, among them, the number of cases involving products purchased and delivered to Hong Kong via cross-border e-commerce platforms (tabulated by type of incident);
4. the number of reports received from the public on sales activities involving non-compliant electrical products in each of the past 5 years, and the procedures and the time required in general for handling such reports and complaints by the Government;
5. the numbers of prosecutions initiated and disciplinary actions taken in each of the past 5 years (tabulated by case type);
6. the procedures for inspecting electrical products and investigating electrical incidents; and
7. the ways to promote electrical safety?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 14)

Reply:

1. In accordance with the Electricity Ordinance, electrical work involved in the installation of large electrical products, such as electric water heaters and split-type air-conditioners, must be carried out by registered electrical workers (REWs). The numbers of REWs in Hong Kong in the past 5 years are tabulated as follows:

Year	Number of REWs
2021	83 456
2022	83 308
2023	84 349
2024	85 701
2025	84 613

2. The types of electrical products tested, and the non-compliant products identified and their quantities in each of the past 5 years are tabulated as follows:

Year	Type of electrical products tested	Non-compliant product and quantity
2021	television, adaptor, room heater, electric cooking pot, thermo ventilator	adaptor (2)
2022	bladeless fan, hair dryer, extension unit, range hood, induction cooker	(0)
2023	adaptor, extension unit, fan, refrigerator, electric water heater, air purifier	(0)
2024	washing machine, wall-mounted fan, dehumidifier, water dispenser, television, wine cabinet	wall-mounted fan (2)
2025	steam oven, dishwasher, adaptor, electric kettle, pedestal fan, range hood	adaptor (2)

3. The numbers of incidents involving household electrical products investigated by the Electrical and Mechanical Services Department (EMSD) in the past 5 years are tabulated as follows:

Year	Number of incidents
2021	46
2022	50
2023	51
2024	50
2025	48

The EMSD did not maintain records of whether the household electrical products involved in incidents were supplied via cross-border e-commerce platforms in and before 2025. In the first 2 months of 2026, after preliminary investigation, a total of 7 incidents involving household electrical products were recorded, and none of them was found to involve household electrical products supplied via cross-border e-commerce platforms.

4. The numbers of reports on household electrical products received by the EMSD in the past 5 years are tabulated as follows:

Year	Number of reports
2021	86
2022	65
2023	56
2024	54
2025	52

Upon receipt of a report or complaint from the public, the EMSD will initiate a follow-up investigation and, having regard to the circumstances of the case, carry out inspections of retail stores to ascertain whether non-compliant electrical products are being supplied. Prosecution will be initiated where any non-compliance is identified. The EMSD will provide a preliminary response to the report or complaint within 10 working days in accordance with the established mechanism, while the duration of the investigation is subject to the actual circumstances of the case.

5. The numbers of summonses issued in prosecution cases in the past 5 years are tabulated as follows:

Type of prosecution cases	2021	2022	2023	2024	2025
Fixed electrical installations involved Note 1	132	107	212	321	488
Household electrical products involved Note 2	67	50	62	109	147
Third-party damage to electricity supply lines involved	19	25	28	25	29
Total:	218	182	302	455	664

Note 1: The respective prosecution figures increased year-on-year from 2023, primarily because the EMSD, after the COVID-19 epidemic, gradually resumed enforcement actions against failures to conduct periodic inspection and testing of fixed electrical installations.

Note 2: The respective prosecution figures increased from 2024, mainly because the EMSD stepped up enforcement actions in response to an upward trend in the supply of suspected non-compliant adaptors on the market.

The numbers of disciplinary cases involving violation of the relevant provisions under the Electricity Ordinance and the Electricity (Wiring) Regulations in the past 5 years are tabulated as follows:

Type of disciplinary cases	2021	2022	2023	2024	2025
Registered electrical contractors involved	8	2	4	6	3
REWs involved [Note 3]	9	5	8	15	36
Total:	17	7	12	21	39

Note 3: The increase in the numbers of cases in 2025 compared with previous years was mainly due to the enforcement of the EMSD in collaboration with other law enforcement authorities against suspected forgery of working experience proof to apply for electrical worker registration.

6. The EMSD adopts a risk-based approach in conducting sample checks on household electrical products supplied in Hong Kong every year, and engages third-party testing laboratories to carry out safety standards testing in accordance with international safety standards. If any product is found to be non-compliant with the testing standards, the EMSD will contact the relevant supplier for appropriate follow-up actions. Regarding the investigation of electrical incidents, upon receipt of a referral from the relevant department, the EMSD will instantly deploy staff to the scene to assist investigation, including inspecting the physical environment of the incident scene, identifying the point of origin of the incident, and analysing the cause of the incident. If the incident is caused by a fixed electrical installation or household electrical product, a detailed examination will be conducted to determine its root cause.

7. The EMSD has been promoting electrical safety through various channels, such as visiting schools and elderly centres, distributing pamphlets to the public, organising seminars, holding community activities in collaboration with the Home Affairs Department and the Fire Services Department, placing advertisements in the media, posting on social media platforms, and displaying promotional information at border control points and MTR stations, to continuously raise public awareness of electrical safety.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1337)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (1) Energy Supply; Electrical, Gas and Nuclear Safety

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

In the estimate for 2026, the numbers of site inspections on electrical installations and site inspections on electrical products conducted, and the number of enquiries handled by the Electrical and Mechanical Services Department are all lower than the (actual) figures in 2024. In this regard, will the Government inform this Committee of:

1. the reasons for the decrease in the above figures;

2. the scope and targets covered in the above work; and

3. the staffing establishment and expenditure involved for the above work in each of the past 3 years?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 15)

Reply:

1. The numbers of site inspections on electrical installations and site inspections on electrical products conducted, and the numbers of enquiries handled by the Electrical and Mechanical Services Department (EMSD) from 2024 to 2026 are tabulated as follows:

Year	2024 (Actual/Estimate)	2025 (Actual/Estimate)	2026 (Estimate)
Site inspections on electrical installations (times)	8 593 / 8 500	8 548 / 8 500	8 500
Site inspections on electrical products (times)	3 920 / 3 900	3 923 / 3 900	3 900
Enquiries handled (cases)	8 025 / 8 000	8 674 / 8 000	8 000

The estimated figures for 2026 are determined with reference to the relevant figures in previous years and are comparable to the actual figures in 2024.

2. The scope and targets of site inspections on electrical installations mainly cover the fixed electrical installations in buildings and the power supply facilities of power companies. The scope and targets of site inspections on electrical products are local retail stores supplying household electrical products.

3. The above work of site inspections on electrical installations, site inspections on electrical products, and enquiry handling are carried out by officers from different teams of the EMSD. These officers also undertake other duties and their payroll costs have been subsumed under the daily operating costs of the EMSD. Therefore, we do not have a breakdown on the manpower and expenditure involved for the work concerned.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1338)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Energy Efficiency and Conservation, and Alternative Energy

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the administration of the Energy Efficiency (Labelling of Products) Ordinance (Cap. 598) by the Electrical and Mechanical Services Department, will the Government inform this Committee of:

1. the number of electrical products seized for violating the requirements of the Mandatory Energy Efficiency Labelling Scheme in each of the past 5 years, with a breakdown by product type;
2. the specific reasons for the decrease in the number of product records submissions processed, from 2 497 in 2025 to the estimated 1 400 in 2026;
3. the current mechanism for handling reports from the public regarding prescribed electrical products not bearing the required energy labels, and the time required for completing an investigation in general;
4. the specific response measures put in place by the Government in view of the reports that many prescribed electrical products not bearing the energy labels as required by local regulations are being supplied to Hong Kong amid the increasing prevalence of cross-border online shopping; and
5. the current establishment of the staff responsible for site inspections, and whether there are any plans to step up inspection efforts?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 17)

Reply:

1. The types and numbers of models of the prescribed products seized for contravening the Energy Efficiency (Labelling of Products) Ordinance (the Ordinance) in each of the past 5 years are tabulated as follows:

Year	Total number of models of the prescribed products seized for contravening the Ordinance	Type and number of models of the prescribed products seized for contravening the Ordinance

2021	6	television (1), induction cooker (4), dehumidifier (1)
2022	5	room air conditioner (1), refrigerating appliance (1), compact fluorescent lamp (1), television (1), induction cooker (1)
2023	15	room air conditioner (1), refrigerating appliance (1), washing machine (1), dehumidifier (1), television (9), induction cooker (2)
2024	2	television (2)
2025	45	refrigerating appliance (1), television (1), induction cooker (2), light emitting diode (LED) lamp (41)

2. Under the Mandatory Energy Efficiency Labelling Scheme, the Electrical and Mechanical Services Department (EMSD) implemented new energy efficiency grading standards for refrigerating appliances, washing machines and storage type electric water heaters on 30 June 2024, with a 15-month transitional period. In 2025, the EMSD received and processed product submissions relating to the new energy efficiency grading standards on an ongoing basis, resulting in an increase in the number of product submissions processed to 2 497 that year. With the full implementation of the new energy efficiency grading standards on 30 September 2025, the number of product submissions in 2026 is expected to return to around 1 400.

3. Upon receipt of a report from the public, the EMSD will initiate an investigation promptly. Prosecution will be instituted in case of detection of the supply of non-compliant prescribed products. The EMSD will provide a preliminary response to the informant within 10 working days in accordance with the established mechanism, while the duration of the investigation is subject to the actual circumstances of the case.

4. Currently, if anyone purchases a prescribed product as set out in the Ordinance through a cross-border e-commerce platform for personal use, it will not be considered as being supplied in Hong Kong and therefore falls outside the purview of the Ordinance. Given the complexity of issues arising from the purchase of prescribed products via cross-border e-commerce platforms, which involve different jurisdictions, the Government will keep in view the availability of feasible solutions in other regions that suit Hong Kong's context, and explore room for enhancing the existing legislation, with a view to striking a balance between enforcement feasibility, public convenience and protection of consumer interests. Meanwhile, the Government will continue to enforce the laws within the existing legal framework, and actively follow up on issues relating to cross-border online purchases of electrical appliances through a multi-pronged approach of interception at source, strengthened inspections, and publicity and education. For example, the EMSD will continue to collaborate with the General Administration of Customs of the People's Republic of China to explore the feasibility and the relevant mechanism of intercepting non-compliant prescribed products at source; and enhance promotion and publicity to the public by displaying promotional materials on electronic screens at border control points, placing advertisements in the media, and posting on social media platforms.

5. As the inspection work under the Ordinance is part of the overall duties of the EMSD, we do not have a separate breakdown on the manpower involved in site inspections. The EMSD will continue to adopt a risk-based approach, carrying out inspections by making effective use of existing human resources, and strengthening inspections where necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No.: 1339)

Head: (42) Electrical and Mechanical Services Department

Subhead (No. & title): (-)

Programme: (3) Energy Efficiency and Conservation, and Alternative Energy

Controlling Officer: Director of Electrical and Mechanical Services (POON Kwok-ying)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated that the Electrical and Mechanical Services Department will continue to implement the Mandatory Energy Efficiency Labelling Scheme and the Voluntary Energy Efficiency Labelling Scheme, and conduct feasibility studies on expanding the scope of the schemes and enhancing the energy efficiency standards thereunder in consultation with the trade in 2026-27. In this regard, will the Government inform this Committee of the details of the plan, including the proposed new electrical product types to be covered and the timetable?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 18)

Reply:

The fourth phase and the third upgrading of grading standards of the Mandatory Energy Efficiency Labelling Scheme (MEELS) were fully implemented on 1 December 2024 and 30 September 2025 respectively. The 11 types of prescribed products currently covered under MEELS account for approximately 80% of the total residential energy consumption. To further assist consumers in selecting more energy-efficient products and to promote energy conservation and carbon reduction, the Electrical and Mechanical Services Department (EMSD) will conduct ongoing review on domestic and non-domestic products, taking into comprehensive consideration a host of factors, such as experiences from Chinese Mainland and overseas, testing standards, testing laboratories, market conditions of products, energy-saving potential and stakeholders' views, in determining whether other products should be included in the Voluntary Energy Efficiency Labelling Scheme or the MEELS, and whether the prevailing energy efficiency standards thereunder should be upgraded. The EMSD will consult the trade in due course to formulate appropriate plans and timetable.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0038)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Given the continuous increase in electric vehicles (EVs) in Hong Kong, it is expected that the number of retired EV batteries will gradually increase. In this connection, please inform this Committee of the following:

1. Please provide the figures for (i) the estimated quantity of retired or waste EV batteries in Hong Kong, (ii) the quantity collected locally, (iii) the quantity processed/recycled locally, and (iv) the quantity exported or delivered outside Hong Kong for treatment, in each of the past 3 years and the projection for 2026-27.

2. What are the actual usage and utilisation rates of the local facilities licensed for processing waste EV batteries? What are the average processing time for granting licences and the reasons for refusal? Will the Administration consider granting more licences for processing waste EV batteries? If yes, what are the details? If no, what are the reasons?

3. To foster the development of the local recycling industry, will the Government launch financial and policy support to encourage enterprises to set up dismantling, cascade utilisation and material recycling lines in Hong Kong? If yes, what are the estimated expenditure and implementation schedule involved?

4. Given that waste EV batteries carry potential risks, will the Government review the current safety and insurance requirements (including fire safety requirements, temporary storage limits, incident reporting mechanisms and enforcement resources) for the collection, transportation, storage and processing of waste EV batteries to ensure safety while granting more licences and fostering the development of the industry? If yes, what are the details and related additional expenditure?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 22)

Reply:

1, 2 & 4.

The handling and disposal of retired electric vehicle (EV) batteries (also known as waste EV batteries) are regulated under the Waste Disposal Ordinance (WDO) (Cap. 354) and the subsidiary Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). Currently, retired EV batteries treated by local licensed disposal facilities mainly undergo proper preliminary treatment, such as sorting, discharging and insulating, before being packaged and transported overseas to appropriate treatment facilities for recycling.

At present, there are 5 licensed disposal facilities in Hong Kong. In the past 3 years (2023-2025), there were a total of about 130 tonnes of retired lithium batteries from vehicles preliminarily treated by local licensed disposal facilities for transporting overseas to appropriate authorised treatment facilities for recycling. A yearly breakdown is as follows:

Year	Total quantity (tonnes)
2023	53.0
2024	38.1
2025	38.7

As local licensed disposal facilities may stockpile a certain quantity of retired batteries for further handling, the figures provided above may not fully reflect the total quantities of retired EV batteries generated and collected in Hong Kong, nor the actual usage of the local licensed disposal facilities. Hence, the EPD does not have estimates for these figures.

Regarding the licence for the disposal of retired EV batteries, the average approval time is around 2 months. However, the time required may vary for each case, depending on the availability of a comprehensive operation plan, the complexity of the operation involved, the time required to arrange for a trial run, etc. After receiving an application, the EPD will follow up on the documents as soon as possible. In the past 3 years, the EPD has not rejected any applications for the licence to dispose of retired EV batteries.

The number of waste EV battery disposal facilities is market-driven, depending on the state of the relevant recycling industry. The EPD will continue to assist recyclers who wish to provide disposal services for waste EV batteries in applying for the necessary licences and permits. As previously mentioned, since waste EV batteries are chemical waste, their collection, transport, storage and disposal are regulated under relevant legislation. The EPD will closely liaise with other government departments and will consult relevant departments for each application case as necessary to ensure that waste EV batteries are properly handled.

3.
Enshrining the principle of "polluter-pays" and the element of "eco-responsibility", the "Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025" was passed by the Legislative Council (LegCo) on 23 July 2025. The Government is currently consulting the trades about the operational details of the Producer Responsibility Scheme (PRS) on EV batteries, and will consult the LegCo Panel on Environmental Affairs in 2026, in the light of the actual circumstances. The implementation of the PRS on EV batteries will foster the development of the local EV battery recycling industry and promote circular economy. Furthermore, the Government has leveraged market forces to develop environmental infrastructure. Hong Kong's first large-scale EV battery recycling facility, which is currently under construction at EcoPark, is expected to commence operation in the first half of 2026. This facility aims to convert retired EV batteries into recycled black mass, turning waste into resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0102)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (-) Not specified

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The establishment ceiling of the Environmental Protection Department for 2026-27 (notional annual mid-point salary value), representing an estimated 2 019 non-directorate posts as at 31 March 2026, will reduce by 72 posts to 1 947 posts as at 31 March 2027. In this connection, please advise this Committee of the following:

(1) A breakdown of the net decrease of 72 non-directorate posts by grade/rank, specifying the type and number of posts involved, together with an explanation of whether these reductions are due to (i) recruitment freeze, (ii) non-filling of vacancies arising from natural wastage, (iii) deletion of permanent posts, (iv) reduction in contract/non-civil service posts, or (v) other arrangements.

(2) In making the above manpower adjustments, has the Administration assessed the impact on the Department's core functions and service performance, including but not limited to enforcement inspections, complaint handling, granting of various licences/permits, monitoring and laboratory work, and supervision of contract management (such as waste management facility operation contracts)? If so, please set out the assessment methodology, principal conclusions, and the anticipated adjustments to work priorities, service pledges/targets, or performance indicators under each programme for 2026-27.

(3) The specific measures to be adopted in respect of the above net decrease of 72 posts (such as workflow re-engineering, application of technology, internal redeployment, or outsourcing arrangements) to ensure that service standards are maintained despite the reduced establishment, and the monitoring indicators/reporting mechanisms to be devised to follow up on the actual impact of the adjustments.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 23)

Reply:

(1) – (3)

In the 2026-27 financial year, the Environmental Protection Department (EPD) plans to delete 72 non-directorate civil service posts, comprising 48 professional and technical posts (including 12 in the Environmental Protection Officer grade, 35 in the Environmental Protection Inspector grade, and 1 in the Electrical Inspector grade), and 24 administrative support posts (including 4 in the Clerical Officer grade, 7 in the Clerical Assistant grade, 4 in the Personal Secretary grade, 3 in the Typist grade, 1 in the Laboratory Attendant grade, 2 in

the Motor Driver grade, and 3 in the Workman II grade). The posts to be deleted mainly involve time-limited posts created from the 2019-20 to 2023-24 financial years, as well as some permanent posts. Their scope of duties mainly includes promoting waste reduction and recycling, and green transport, as well as supporting works projects.

While optimising the use of the civil service manpower resources, the EPD will continue to monitor the effectiveness of our initiatives and ensure service standards through quantifiable indicators set out under each programme. The EPD will also, in making the aforementioned adjustments in staff establishment, enhance its efficiency through the adoption of management measures and digitalisation, re-prioritisation, internal re-deployment, streamlining of work processes, application of technology, etc. to ensure that its core functions and service quality will remain unaffected despite the reduction in establishment.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0103)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in Matters Requiring Special Attention in 2026-27 that the Government will oversee the implementation of waste-to-resources management strategies and programmes. In this connection, please inform this Committee of the following:

(1) Regarding the development of Zero Waste Cities and integrated waste-to-resources management, what collaboration mechanisms (e.g. dedicated task forces, joint meetings, work plans and timetables) has the Government established or planned to establish with other Mainland cities in the Greater Bay Area (GBA)? Which cities are involved, and what areas of collaboration (e.g. waste reduction at source, separation for recycling, reprocessing, disposal, and resource recovery) are covered?

(2) Regarding the import and export arrangements for cross-border waste (including recyclables, recycled raw materials and other regulated wastes), has the Government, along with relevant Mainland authorities, reviewed the existing regulations, licensing systems, declaration requirements, testing and traceability arrangements? If so, please list the types of waste currently under review, the major differences, and the proposed alignment/co-ordination direction. If not, what are the reasons?

(3) Will the Government and other Mainland cities in the GBA jointly formulate or align the standards concerning waste separation, recycling, recycled material quality, pollutant limits, testing methods, certification, etc.? If so, please list the material types proposed to be prioritised, the target timetable and the lead department. If not, what are the reasons?

(4) Has the Government set quantifiable targets (e.g. volume of cross-border resource recovery, recycling rates, waste reduction volume, and reduction in pressure on local landfills) for promoting integrated waste-to-resources management? What is the estimated expenditure for relevant policy measures (including pilot schemes, infrastructural support and regulatory adjustments) in 2026-27? Please provide a breakdown.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 25)

Reply:

(1) – (4)

The "Guangdong-Hong Kong-Macao Greater Bay Area Ecological Environmental Protection Plan" proposes to vigorously promote the development of "Zero Waste Bay Area". With the support of the Ministry of Ecology and Environment of the People's Republic of China,

the Hong Kong Special Administrative Region (HKSAR) Government has been working alongside the Greater Bay Area (GBA) cities to explore collaboration and promote exchanges on "Zero-waste City" and green industries, with a view to enhancing the resources circulation of recyclable materials. The Special Panel for Building "Zero Waste Bay Area" (the Special Panel) was established by Guangdong and Hong Kong in 2025, serving as a standing mechanism for advancing solid waste management and resources circulation co-operation between the two places, thereby strengthening policy co-ordination, technical exchanges and project collaboration, as well as elevating the capability in jointly handling solid waste. The first meeting of the Special Panel was convened in March 2025 to jointly explore the feasibility of cross-regional co-operation in handling recyclable materials and the promotion of co-ordination of regulations and market integration between the two places, and deepen the collaboration by a joint "project-based" model. In September of the same year, the Special Panel organised a field study and exchange activity in Hong Kong.

Under the co-operation framework of the Special Panel, Hong Kong will fully capitalise on our distinctive advantage of having strong support of the Motherland and being closely connected to the world, to introduce advanced recycling technologies and large-scale industrial expertise from the Mainland on one hand; and integrate its international market environment with its mature environmental management system to jointly explore the development pathway of a regional circular economy on the other. For example, the paper pulping facility in EcoPark, Tuen Mun currently under trial operation and the electric vehicle (EV) battery recycling facility under construction, both incorporate cutting-edge technologies to process local waste paper and retired EV batteries. This not only strengthens Hong Kong's role in the regional green industry chain, but also fosters collaborative development of green technologies and mutually beneficial co-operation in the environmental industry of the GBA.

The HKSAR Government will continue to maintain close communication with the Guangdong authorities through the Special Panel, including enhancing technical exchanges and market integration for green industries and technological co-operation between the two places, encouraging GBA enterprises to participate in engineering and environmental protection projects in Hong Kong, and persistently exploring the feasibility of cross-regional co-operation in handling recyclable materials, so as to achieve mutual engagement and mutually beneficial co-operation in the circular economy to promote waste reduction. Furthermore, the two parties will conduct regular technical exchange activities through platforms such as Eco Expo Asia to further deepen exchange and collaboration in environmental protection.

As the promotion of the "Zero Waste Bay Area" initiative is an integral part of the EPD's overall waste management work, we do not maintain a breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0267)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. I·PARK1 commenced operation in December 2025. How has its performance been in terms of key indicators? Does it meet the previously set design standards and requirements?
2. What is the development schedule and current status of I·PARK2? When is it scheduled to commence operation?
3. What design enhancements does I·PARK2 have over I·PARK1?
4. The expansion projects of the North East New Territories and the West New Territories landfills are currently underway. What is the current progress? What are their design capacities and expected service lives? Will these projects be affected by the operation of I·PARK1 and I·PARK2?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 42)

Reply:

1. The Integrated Waste Management Facilities Phase 1 (I·PARK1) entered its first phase of trial operation in December 2025. I·PARK1 consists of 3 incineration modules, with a municipal solid waste (MSW) treatment capacity of 3 000 tonnes per day. Upon full operation, apart from supporting the facility's own operations, it is estimated that up to 480 million kilowatt-hours of electricity can be exported to the public power grid annually, enough to meet the needs of 100 000 households each year.

   The first incineration module is currently undergoing trial operation and has been generally smooth. I·PARK1 is expected to achieve full operation in 2026. The overall performance of I·PARK1, including waste treatment capacity and electricity generation output, will be verified upon the completion of system testing and trial operation of all 3 incineration modules and other major systems.

   In terms of environmental performance, the Environmental Protection Department (EPD) has established air quality monitoring stations (AQMS) at Cheung Chau and Tong Fuk in South Lantau for continuous monitoring of air quality near I·PARK1. Since I·PARK1 commenced the first phase of trial operation, the air quality data recorded at these AQMS have shown no difference compared to the pre-trial operation

levels. This indicates that the trial operation of I·PARK1 has not affected the ambient air quality in the vicinity.

2. The open tender for the proposed Integrated Waste Management Facilities Phase 2 (I·PARK2) project closed in October 2025, and the tender evaluation is currently underway, aiming for phased commissioning in the early 2030s. We plan to seek funding approval from the Finance Committee of the Legislative Council within this year, with a view to commencing construction as soon as possible.

3. Both I·PARK1 and the proposed I·PARK2 adopt advanced high-temperature moving grate incineration as their core technology, and the heat recovered from the waste incineration process is used to generate electricity. The proposed I·PARK2 is expected to have a design MSW treatment capacity of 6 000 tonnes per day, doubling that of I·PARK1. A functional enhancement in the design of the proposed I·PARK2 over I·PARK1 is the set-up of bottom ash treatment facilities, which recycle bottom ash into construction materials, turning waste into resources.

4. Current projections suggest that the extensions of the North East New Territories (NENT) and West New Territories (WENT) Landfills are expected to commence operation around mid-2026 and in the second half of 2026 respectively. Regarding design capacity, the NENT Landfill extension has a capacity of 19 million cubic metres, while the WENT Landfill extension has a capacity of about 76 million cubic metres. With I·PARK1 progressively coming into full operation, we believe the total amount of MSW transported to the WENT and NENT Landfills will decrease accordingly, alleviating the pressure on waste handling for both landfills. Upon the commissioning of the proposed I·PARK2, the NENT Landfill extension will cease receiving MSW and be transformed to receive construction waste only. By 2035, once Hong Kong has sufficient incineration capacity alongside efforts to promote waste reduction and recycling, the WENT Landfill extension will also cease receiving general MSW, and will handle only non-combustible MSW, MSW that cannot be recycled, reused, or converted into resources, as well as construction waste.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2164)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding food waste reduction, please inform this Committee of the following for the past 3 years:
1. the expenditure and manpower involved each year;
2. the design treatment capacity, actual quantity of food waste treated and operating expenditure of the food waste recycling facilities each year;
3. the quantities of food waste generated from commercial & industrial and domestic sectors and their recovery rates;
4. the interim and ultimate recovery rate targets for food waste generated from commercial & industrial and domestic sectors;
5. the quantities of food waste disposed of at landfills each year and the trend of increase or decrease in the quantity;
6. the proportion of the local population residing in private housing covered by food waste recycling services;
the expenditure on smart recycling bins and the average cost per bin.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 10)

Reply:

1. The manpower involved in implementing food waste recycling initiatives is absorbed by the existing staff establishment of the Environmental Protection Department (EPD). The total expenditure in the past 3 financial years is tabulated below:

Financial year	Expenditure involved ($million)
2023-24 (Actual)	134.4
2024-25 (Actual)	261.7
2025-26 (Revised estimate)	325.0

2. There are currently 4 organic waste treatment facilities in Hong Kong (namely O·PARK1, O·PARK2, and the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme (the Trial Scheme) at the Tai Po and Sha Tin Sewage Treatment Works

(STWs)), adding up to a total capacity of 600 tonnes per day. The design treatment capacity of O·PARK1 and O·PARK2 are 200 tonnes and 300 tonnes of food waste per day respectively, while the total treatment capacity of the Trial Scheme at the 2 STWs is 100 tonnes of food waste per day.

The quantities of food waste treated by the 4 aforementioned food waste treatment facilities in the past 3 years are tabulated below.

Facility	**Quantity of food waste treated (tonnes)**		
	2023	**2024**	**2025**
O·PARK1	52 340	59 684	39 871[Note 1]
O·PARK2	-	27 804[Notes 2&3]	70 809[Note 3]
Trial Scheme at Tai Po STW	8 273	10 559	11 057
Trial Scheme at Sha Tin STW	179	2 784	4 812

Note 1: The quantity of food waste received by O·PARK1 was affected by maintenance works in 2025, resulting in lower throughput.

Note 2: O·PARK2 began receiving food waste for operational testing in March 2024.

Note 3: In addition to food waste, O·PARK2 treated 5 785 tonnes and 8 226 tonnes of animal waste in 2024 and 2025 respectively.

The operating expenditure of the food waste treatment facilities concerned is tabulated below:

Facility	**Operating expenditure ($million)**		
	2023-24 Financial year (Actual)	**2024-25 Financial year (Actual)**	**2025-26 Financial year (Revised estimate)**
O·PARK1	76	68	63
O·PARK2	-	15	109
Trial Scheme at Tai Po STW	9	10	6
Trial Scheme at Sha Tin STW	3	15	17

3-5. The amount of food waste collected in Hong Kong is steadily increasing, with the overall quantity of food waste recovered growing from an average of around 280 tonnes per day in 2024 to around 350 tonnes per day in 2025, representing an increase of about 26%. The daily quantity of food waste disposed of at landfills reduced from 3 302 tonnes in 2022 to 3 001 tonnes in 2024, representing a decrease of 9.1%.

The quantities of food waste (including domestic and commercial and industrial (C&I) food waste) disposed of at landfills, the quantities generated and their recovery rates from 2022 to 2024 are tabulated below. The EPD does not have a separate breakdown of the recovery rates of domestic and C&I food waste. The relevant statistics for 2025 are under compilation.

Year	**Domestic food waste**	**C&I food waste**	**Overall quantity of food waste**			
	Disposal quantity (tonnes/day) (a)	Disposal quantity (tonnes/day) (b)	Disposal quantity (tonnes/day) (c)=(a)+(b)	Quantity generated (tonnes/day)	Quantity recovered (tonnes/day)	Recovery rate
2022	2 312	991	3 302	3 499	197	5.6%

Year	Domestic food waste	C&I food waste	Overall quantity of food waste			
	Disposal quantity (tonnes/day) (a)	Disposal quantity (tonnes/day) (b)	Disposal quantity (tonnes/day) (c)=(a)+(b)	Quantity generated (tonnes/day)	Quantity recovered (tonnes/day)	Recovery rate
2023	2 021	1 170	3 191	3 407	216	6.4%
2024	1 996	1 004	3 001	3 287	286	8.7%

Note: The above figures may not add up to the total due to rounding.

6. The Government has been supporting the installation of food waste smart recycling bins (FWSRBs) in private residential buildings and rural villages mainly through 3 funding schemes, namely the Environmental Campaign Committee (ECC), the Recycling Fund, and the Environment and Conservation Fund.

As at February 2026, about 600 FWSRBs have been installed in around 190 private residential premises (including private housing estates, villages and transitional housing) through government funding schemes. The EPD also provides traditional pedal-operated food waste recycling bins for 76 private residential buildings to collect food waste. Together with the food waste collection services provided by the 260 Public Food Waste Recycling Points, the population covered in private housing constitutes about 40% of the local population.

Currently, the funding scheme under the ECC subsidises the installation of FWSRBs in private residential buildings through purchase arrangement at an average cost of about $34,000 per unit (covering the operation and maintenance fee for the initial 2 years). In the 2025-26 financial year, the total amount of subsidies granted under government funding schemes for installing FWSRBs in private housing estates is $19.4 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2165)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding plastic reduction, please inform this Committee of the following:
1. What is the average quantity of waste plastics generated and disposed of in Hong Kong in each of the past 3 years? What are the percentage shares of plastic tableware and plastic bags respectively? What are their recovery rates?
2. How effective has the phased regulation on disposable plastic tableware and other plastic products been since its implementation by the Environmental Protection Department in the second quarter of 2024? How many inspections have been conducted? What is the number of non-compliant cases, and what enforcement actions have been taken?
3. With regard to promoting the reduction of excessive packaging, the Government has mentioned that it will launch "Practical Guides on Packaging Reduction and Management" and voluntary charter schemes, what is the effectiveness?
4. What are the details of the reverse vending machines (RVMs) set up by the Government across the territory? Are there plans to increase or decrease the number of RVMs? What are the expenditure and effectiveness? What is the frequency of machine failures, and how long is the duration of service disruptions?
5. What is the timetable of the Producer Responsibility Scheme on Plastic Beverage Containers and Beverage Cartons that the Government intends to implement?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 12)

Reply:

1. According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the quantities of waste plastics generated and disposed of (including the percentages of plastic tableware and plastic bags) as well as the recovery rates in the past 3 years (i.e. from 2022 to 2024) are tabulated below. The relevant statistics for 2025 are under compilation.

Year	Quantity generated (thousand tonnes)	Quantity disposed of (thousand tonnes)	Percentage in waste plastics disposed of		Recovery rate
			Plastic tableware (including polyfoam tableware)	Plastic bags	
2022	985	865	10%	37%	12%
2023	902	774	11%	41%	14%
2024	792	690	11%	47%	13%

2. The legislation for regulating disposable plastic tableware and other plastic products came into effect on 22 April 2024, with the first 6 months as the adaptation period. After the adaptation period ended on 21 October 2024, the EPD conducted more than 10 000 inspections as at end-February 2026. During this period, written warnings were issued in respect of 461 suspected non-compliant cases, with the relevant persons-in-charge of 42 premises being issued with fixed penalty notices of $2,000 for failing to take specific actions to rectify the situation in spite of the warnings. Such irregularities were rectified subsequently by the premises concerned to comply with the legislation.

   Upon implementation of the legislation, the trades have actively complied with the legislation by stopping the sale or provision of the regulated disposable plastic products. The public has also changed their habits of using these products in their daily lives. For instance, the number of customers choosing to order takeaways without cutlery has increased significantly compared to the time before the legislation took effect, and they have gradually become accustomed to bringing their own reusable tableware. More than 80% of takeaway customers patronising chain restaurants no longer require disposable cutlery. It is estimated that, on average, the legislation can reduce the use of more than 60 million sets of disposable cutlery in Hong Kong every year, achieving an overall effective waste reduction goal.

3. The EPD has developed a set of Practical Guides on Packaging Reduction and Management for 8 specific sectors (i.e. supermarkets and grocery stores, logistics, e-commerce, hotel and hospitality, electronics and electrical appliances, beverage manufacturing, food manufacturing and importers), which have been published on the Waste Reduction Website of the EPD for reference by the trades.

   Besides, the EPD launched the Packaging Reduction Charter (the Charter) on 31 March 2025 to encourage businesses to adopt sustainable packaging reduction practices, including reviewing their packaging designs to minimise unnecessary material usage, enhancing the recyclability and reusability of their packaging, as well as exploring innovative solutions. As at February 2026, 142 companies have signed the Charter, covering about 3 000 service and retail outlets across the territory in various retail and catering categories, which include supermarkets and convenience stores, personal care products, electronics and electrical appliances, various types of food, hotel and hospitality, etc.

4. The EPD launched the Reverse Vending Machine (RVM) Pilot Scheme (Pilot Scheme) in the first quarter of 2021, providing an instant rebate ($0.1 per plastic beverage container) via e-payment platforms to encourage the public to recycle plastic beverage containers. The EPD set up a total of 60 RVMs in public places, government facilities and shopping

centres with suitable foot traffic across 18 districts in Hong Kong, and increased the number of RVMs to 120 since the third quarter of 2022. The Pilot Scheme paves the way for the future implementation of the Producer Responsibility Scheme on Plastic Beverage Containers and Beverage Cartons (PCPRS), and we anticipate more recycling facilities will become available in the market after the implementation of the PCPRS.

Positive responses from the public have been received since the rollout of the Pilot Scheme. As at the end of January 2026, more than 242 million plastic beverage containers have been collected for local recycling, thereby turning waste into resources. The operating expenditure incurred by the Pilot Scheme in the past 3 years is tabulated below:

Financial Year	Expenditure ($million)
2023-24	31
2024-25	34
2025-26 (Revised estimate)	39

After 3 stages of the Pilot Scheme, the operational efficiency and reliability of the RVMs have consistently improved. Based on the calculation method stipulated in the contract, the monthly average service suspension hours of RVMs under each stage of the scheme are tabulated below (causes include machine malfunction and reaching the maximum storage capacity of the RVMs):

RVM Pilot Scheme[Note 1]	Monthly Average Service Suspension of RVMs	
	Time (hours)[Note 2]	Percentage[Note 3]
Stage 1 (from end-January 2021 to end-August 2022)	4 034	9.6%
Stage 2 (from end-June 2022 to end-February 2024)	5 524	6.8%
Stage 3 (from end-December 2023 to end-October 2025)	1 278	1.6%

Note 1: The number of RVMs installed under Stage 1 of the Pilot Scheme was 60 units, while the number of RVMs installed under Stages 2 and 3 of the Pilot Scheme was 120 units.

Note 2: According to the contract terms, the suspension hours of RVMs already exclude the first hour of service suspension, routine inspection of the RVMs, the period from 12:00 midnight to 8:00 a.m. the following day, and any suspension hours due to factors beyond the contractor's control (such as venue closure).

Note 3: The total operating hours of RVMs are calculated on a 24-hour per day basis.

5. To properly and effectively manage waste plastic beverage containers and waste beverage cartons, the Government will adopt a "market-led approach" for the implementation of the PCPRS. Passed by the Legislative Council (LegCo) on 23 July 2025, the "Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025" established a common legislative framework for Producer Responsibility Schemes applicable to different products, which would help expedite the relevant legislative process in future. To formulate the subsidiary legislation regarding the PCPRS, the

Government is currently consulting the trade and, based on the actual situation, will consult the Panel on Environmental Affairs of the LegCo in 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2166)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the control on local public transport emissions, please advise this Committee of the following in the past 3 years:
1. What are the percentages of emissions from various types of vehicles in the total vehicle emissions?
2. Please list in tabular form the types and numbers of buses owned by various franchised bus companies on a yearly basis.
3. Please list out the age distribution of taxis, public light buses, franchised buses and non-franchised buses currently in operation.
4. What is the progress towards the Government's target of introducing about 700 electric buses and 3 000 electric taxis by the end of 2027?
5. Currently, dedicated chargers for taxis are only available on Lantau Island and in Sai Kung district. What is the utilisation rate of these facilities? Are there any plans to provide more chargers in the future?
6. What are the plans and targets for the green transformation of public light buses?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 14)

Reply:

1. The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory annually to analyse the distribution and trend of the major air pollution sources in Hong Kong. The vehicle emission inventory for 2024 is still under compilation. The major air pollutants emitted from road transport are nitrogen oxides and volatile organic compounds, the emissions of which have dropped by 13% and 12% respectively between 2021 and 2023. The percentages of emissions from various types of vehicles in the total vehicle emissions are tabulated as follows:

Year	Vehicle type	Percentage of air pollutant emissions from vehicles in the total vehicle emissions[Note 1]					
		Sulphur dioxide (SO_2)	Respirable suspended particulates (RSP /PM_{10})	Fine suspended particulates (FSP /$PM_{2.5}$)	Nitrogen oxides (NOx)	Volatile organic compounds (VOC)	Carbon monoxide (CO)
2021	Motorcycle	1%	2%	1%	1%	74%	10%
	Taxi	12%	0%	0%	13%	3%	30%
	Private car[Note 2]	28%	8%	8%	3%	13%	23%
	Light goods vehicle	11%	23%	23%	24%	1%	4%
	Medium & heavy goods vehicle	30%	31%	31%	27%	1%	4%
	Private light bus	2%	1%	1%	1%	1%	2%
	Public light bus (PLB)	4%	2%	2%	4%	6%	23%
	Non-franchised bus	3%	7%	7%	7%	1%	1%
	Franchised bus	10%	27%	27%	20%	1%	4%
Total in 2021		100%	100%	100%	100%	100%	100%
2022	Motorcycle	1%	1%	1%	1%	74%	9%
	Taxi	13%	0%	0%	12%	2%	30%
	Private car[Note 2]	31%	8%	8%	3%	12%	21%
	Light goods vehicle	14%	23%	23%	25%	1%	4%
	Medium & heavy goods vehicle	21%	29%	29%	26%	1%	3%
	Private light bus	1%	2%	2%	1%	1%	3%
	PLB	3%	2%	2%	4%	6%	24%
	Non-franchised bus	3%	9%	9%	8%	1%	1%
	Franchised bus	13%	28%	28%	20%	1%	4%
Total in 2022		100%	100%	100%	100%	100%	100%
2023	Motorcycle	1%	1%	1%	1%	74%	10%
	Taxi	11%	0%	0%	10%	2%	30%
	Private car[Note 2]	32%	7%	7%	3%	13%	21%
	Light goods vehicle	12%	21%	21%	25%	1%	4%
	Medium & heavy goods vehicle	22%	27%	27%	25%	1%	3%
	Private light bus	1%	2%	2%	1%	1%	3%
	PLB	3%	1%	1%	4%	5%	21%
	Non-franchised bus	4%	13%	14%	10%	1%	2%
	Franchised bus	14%	27%	27%	20%	1%	5%
Total in 2023		100%	100%	100%	100%	100%	100%

Note 1: May not add up to 100 due to rounding.

Note 2: While the percentages of the emissions from private cars have remained stable, their emission quantities have significantly reduced. In 2023, the NOx and VOC emissions from private cars reduced by 17% and 11% respectively compared to those in 2021.

2. The numbers of the licensed buses owned by each franchised bus company in Hong Kong in the past 3 years are tabulated by vehicle emission standard as follows:

Franchised bus company	Bus category	Number of licensed franchised buses		
		End of 2023	End of 2024	End of 2025
The Kowloon Motor Bus Company (1933) Limited	Euro III	97	18	0
	Euro IV	114	112	97
	Euro V	2 870	2 870	2 770
	Euro VI (including hybrid bus)	849	826	824
	Electric bus	49	69	73
	Sub-total	**3 979**	**3 895**	**3 764**
Citybus Limited (Franchise for the Urban and New Territories Bus Network)	Euro III	0	0	0
	Euro IV	0	0	7
	Euro V	1 065	1 074	1 114
	Euro VI (including hybrid bus)	232	247	239
	Electric bus(Note 1)	6	5	5
	Sub-total	**1 303**	**1 326**	**1 365**
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	Euro III	0	0	0
	Euro IV	0	0	0
	Euro V	165	190	180
	Euro VI (including hybrid bus)	27	36	36
	Electric bus	0	0	0
	Sub-total	**192**	**226**	**216**
Long Win Bus Company Limited	Euro III	4	0	0
	Euro IV	5	5	5
	Euro V	112	116	110
	Euro VI (including hybrid bus)	156	158	187
	Electric bus	4	2	0
	Sub-total	**281**	**281**	**302**
New Lantao Bus Company (1973) Limited	Euro III	3	0	0
	Euro IV	11	6	4
	Euro V	113	109	106
	Euro VI (including hybrid bus)	13	23	32
	Electric bus	4	4	4
	Sub-total	**144**	**142**	**146**

Note 1: Including 1 hydrogen fuel cell electric bus.

3. The age distribution of licensed taxis, light buses, franchised buses and non-franchised buses as at end-2025 is tabulated as follows:

Vehicle type	Vehicle age distribution					
	5 years or below	6 to 10 years	11 to 15 years	16 to 20 years	21 years or above	Total
Taxis	**5 655**	**6 757**	**4 085**	**674**	**524**	**17 695**
PLBs	642	1 584	365	918	544	4 053
Private light buses	527	1 599	1 012	153	29	3 320
Sub-total of light buses	**1 169**	**3 183**	**1 377**	**1 071**	**573**	**7 373**
Franchised buses	**807**	**3 145**	**1 685**	**156**	**0**	**5 793**
Non-franchised public buses	1 698	3 011	1 980	43	0	6 732
Private buses	290	352	179	12	0	833
Sub-total of non-franchised buses	**1 988**	**3 363**	**2 159**	**55**	**0**	**7 565**

4. The Government announced the Green Transformation Roadmap of Public Buses and Taxis on 10 December 2024, setting out the future direction and policy objectives of the green transformation of buses and taxis. The latest progress of the relevant subsidy schemes are as follows:

Electric Bus Subsidy Scheme

The Government has earmarked about $470 million under the New Energy Transport Fund (the Fund) to subsidise franchised bus operators in purchasing electric buses (e-buses). The subsidy for new single-deck and double-deck e-buses is $400,000 and $800,000 each respectively, or 25% of their respective capital cost, whichever is the lower. The franchised bus operators have confirmed their participation in the scheme, involving about 600 e-buses. Preparations for the tendering exercise are underway to procure e-buses by end-2027 and complete vehicle delivery and registration by end- 2029. The first batch of e-buses is expected to be registered and gradually enter service in 2027.

Electric Taxi Subsidy Scheme

To further promote the application of electric taxis (e-taxis), the Government has earmarked $135 million under the Fund to subsidise taxi owners to procure 3 000 e-taxis. The subsidy level for each e-taxi is $45,000.

Since December 2024, the EPD has issued 3 rounds of invitation letters to eligible taxi owners to participate in the e-Taxi Subsidy Scheme. As at end-February 2026, owners of a total of 1 633 taxis had accepted the subsidy quotas and submitted procurement documents before the specified deadlines. Of these subsidised e-taxis, 739 have been licensed and qualify for the subsidies, which amount to about $33 million.

5. Between October 2023 and June 2025, the EPD had set up 12 dedicated fast chargers (FCs) for e-taxis in Islands District and Sai Kung District in phases. The utilisation rates of the chargers in the 2 districts are as follows:

Location of charger	Number of chargers	Average utilisation rate in 2025
Islands District	7	34%
Sai Kung District	5	57%

To support the expected growth in the number of e-taxis, the Government is installing additional dedicated charging facilities for e-taxis across the territory as planned. In December 2025, the EPD awarded a contract to the successful tenderer for the installation of 38 FCs at taxi stands in urban areas and the New Territories, as well as the provision of fee-paying charging service dedicated for e-taxis. Together with the abovementioned 12 dedicated chargers for e-taxis, this will achieve the target set in the Green Transformation Roadmap of Public Buses and Taxis, which aims to provide about 50 dedicated FCs for e-taxis by end-2027, supporting the charging needs of about 300 e-taxis.

Apart from the dedicated FCs mentioned above, e-taxis can also utilise the growing number of public charging facilities provided by the private sector. As at December 2025, there are about 16 440 public chargers, of which about 2 650 are quick or fast chargers. As stated in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced by the Government in February 2026, we will continue to adopt a multi-pronged strategy that leverage market forces and provide policy guidance to develop a public charging network with FCs as the backbone, including encouraging private organisations to install public FCs through the $300 million Incentive Scheme, as well as converting petrol filling stations (PFSs) into fast charging stations or retrofitting PFSs with chargers, to fully support the adoption of electric vehicles (EVs) in Hong Kong. Our target is to increase the number of FCs to 4 000 by 2030 and reach around 10 000 by 2035, supporting the charging needs of around 500 000 EVs. These measures will provide greater convenience for private car owners while also underpinning the overall popularisation of electric commercial vehicles.

6. As analysed in the Updated Roadmap, the electrification of commercial vehicles remains still in its early stages. Given that electric light buses (e-PLBs), as a type of electric commercial vehicles, are not yet ready for large-scale adoption, we will pragmatically create more favourable conditions for e-PLBs, such as establishing a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results. The Government will also take into consideration the working group's findings when determining the way forward for the Pilot Scheme for e-PLBs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2167)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding local air pollution, please advise this Committee of the following:
1. What are the quantities of different types of air pollutants (i.e. sulphur dioxide, nitrogen oxides, carbon monoxide, respirable suspended particulates, volatile organic compounds and fine suspended particulates) emitted by buses, public light buses, taxis and ferries in the past 3 years? What are their respective percentages in the overall emissions in Hong Kong?
2. What is the air pollution status measured at various local air quality monitoring stations in the past 3 years? What is the number of days with low health risk in the Air Quality Health Index recorded locally in each year? Will the Government set a key performance indicator in the future, aiming to increase the number of days with low health risk to a specific target?
3. What are the number of deaths and the amount of medical expenditure caused by air pollution in each of the past 3 years?
4. Will the Government launch a pilot scheme on new energy ferries? If yes, what are the details? If no, what are the reasons?
5. Last year, the Government replied that it would commence a technical review on the installation of onshore power supply facilities at the Kai Tak Cruise Terminal, which was expected to be completed in 2025. What was the conclusion?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 15)

Reply:

1. The Environmental Protection Department (EPD) compiles the Hong Kong Air Pollutant Emission Inventory every year to analyse the distribution and trends of major air pollution sources in Hong Kong. The Emission Inventory for 2023 has been uploaded to the EPD website (https://www.epd.gov.hk/epd/english/environmentinhk/air/data/emission_inve.html). The Emission Inventories for 2024 and 2025 are still under compilation. As for the emissions of different types of air pollutants from buses, public light buses, taxis and ferries and their respective percentages in Hong Kong's total emissions from 2021 to 2023, please refer to **Annex I**.

2. The annual average concentration of air pollutants recorded at the general and roadside air quality monitoring stations (AQMSs) of the EPD in the past 3 years (2023 to 2025)

are set out in Annex II. The detailed data of air pollutants recorded at various AQMSs in Hong Kong have been uploaded to the EPD website. The link is as follows: https://cd.epic.epd.gov.hk/EPICDI/air/station/?lang=en

The numbers of days on which the Air Quality Health Index (AQHI) recorded at the general and roadside AQMSs of the EPD fell under the health risk category of "Low (1-3)" throughout the day in the past 3 years (2023 to 2025) are tabulated below:

Year	General AQMSs	Roadside AQMSs
2023	84	86
2024	102	102
2025	100	105

The AQHI primarily reflects the short-term health risks posed by air quality. Short-term air quality can fluctuate widely due to various factors (including meteorological conditions). Even if there is no significant change in the emission of air pollutants, the AQHI may still vary substantially under different meteorological conditions (such as the calm conditions before a typhoon). Therefore, it may not be appropriate to set a key performance indicator for the AQHI. Instead, we should refer to the long-term trend of the annual average concentration of air pollutants to assess whether there has been any improvement in air quality.

3. The adverse health effects caused by air pollution mainly include hospital admissions, clinic visits as well as premature deaths in relation to respiratory and cardiovascular diseases. As projected according to the method adopted in the Review of Air Quality Objectives and using the data for 2019 as the baseline, the improvement in air quality from 2022 to 2024 can bring about the following health and economic benefits to Hong Kong:

Year	Decrease in the number of premature deaths	Decrease in medical expenditure incurred ($million)
2022	2 100	94
2023	2 000	85
2024	1 790	86

Note: Medical expenditure includes the costs of inpatient and outpatient treatment. The data for 2025 are still under compilation.

4. The Government has earmarked $350 million in 2020 to implement the Pilot Scheme for Electric Ferries to test out the viability of electric ferries (e-ferries) in Hong Kong. The first 2 e-ferries commenced a 24-month trial in December 2024 and May 2025 respectively, and the third one is expected to commence trial this year. Since the trials commenced, both e-ferries have demonstrated sufficient range to meet the daily electricity demands of their respective operators' total sailing distances, and their overall operation has generally been smooth. However, the associated operating expenses are higher than those of conventional diesel ferries. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the e-ferries. The effectiveness of the e-ferries and their associated facilities will be evaluated and concluded upon completion of all trials.

5. A technical review on the installation of onshore power supply (OPS) facilities at the Kai Tak Cruise Terminal is being conducted by the Environment and Ecology Bureau, together with the Culture, Sports and Tourism Bureau and the Tourism Commission. A consultant has been commissioned to carry out studies, including reviewing the development trends of OPS facilities at major ports worldwide, analysing the installation of onboard systems for OPS connection and their use by cruise ships worldwide, as well as studying the technical conditions and development costs required for the installation of OPS facilities at the Kai Tak Cruise Terminal. The Government is reviewing the report submitted by the consultant.

Annex I

Emissions of Different Types of Air Pollutants from Buses, Public Light Buses, Taxis and Ferries and Their Respective Percentages in Hong Kong's Total Emissions from 2021 to 2023

Year	Type	Emissions^ (tonnes) / Percentage of emissions in Hong Kong's total emissions (%)											
		Sulphur dioxide		Nitrogen oxides		Respirable suspended particulates		Fine suspended particulates		Volatile organic compounds		Carbon monoxide	
		tonnes	%	tonnes	%	tonnes	%	tonnes	%	tonnes	%	tonnes	%
2021	Taxi	5	<1%	1 300	3%	<5	<1%	<5	<1%	130	<1%	8 400	15%
	Public light bus	<5	<1%	440	<1%	<5	<1%	<5	<1%	300	1%	6 400	11%
	Bus*	5	<1%	2 800	5%	100	3%	90	4%	80	<1%	1 500	3%
	Ferry	30	<1%	1 800	3%	30	1%	30	2%	30	<1%	330	<1%
2022	Taxi	<5	<1%	1 100	2%	<5	<1%	<5	<1%	110	<1%	7 700	14%
	Public light bus	<5	<1%	420	<1%	<5	<1%	<5	<1%	290	1%	6 200	11%
	Bus*	5	<1%	2 600	5%	100	4%	90	4%	80	<1%	1 500	3%
	Ferry	30	<1%	1 800	4%	30	1%	30	1%	30	<1%	320	<1%
2023	Taxi	<5	<1%	910	2%	<5	<1%	<5	<1%	90	<1%	7 400	13%
	Public light bus	<5	<1%	340	<1%	<5	<1%	<5	<1%	240	1%	5 200	9%
	Bus*	6	<1%	2 700	5%	120	4%	110	5%	90	<1%	1 600	3%
	Ferry	30	<1%	1 900	4%	30	1%	30	1%	30	<1%	330	<1%

^ Emission figures less than 5 are shown as "<5"; figures between 5 and 10 are rounded to the nearest integer; figures between 10 and 1 000 are rounded to the nearest ten; figures between 1 000 and 10 000 are rounded to the nearest hundred.

* Including non-franchised and franchised buses.

Annex II

Annual Average Concentration of Air Pollutants Recorded at the General and Roadside AQMSs of the EPD from 2023 to 2025

Air pollutant		Annual average concentration ($\mu g/m^3$)		
		2023	**2024**	**2025**
Respirable suspended particulates (PM_{10})	**General AQMSs**	25	24	25
	Roadside AQMSs	32	31	32
Fine suspended particulates ($PM_{2.5}$)	**General AQMSs**	15	15	15
	Roadside AQMSs	20	20	20
Nitrogen dioxide (NO_2)	**General AQMSs**	32	32	32
	Roadside AQMSs	66	65	64
Sulphur dioxide (SO_2)	**General AQMSs**	4	3	3
	Roadside AQMSs	5	3	4
Ozone (O_3)	**General AQMSs**	58	59	59
	Roadside AQMSs	36	32	34

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2168)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the operation of T·PARK, Y·PARK, O·PARK and I·PARK, please inform this Committee of the following in the past 3 years:
1. the annual throughput and its percentage in the design treatment capacity;
2. the manpower and expenditure involved for each year;
3. the electricity consumption and generation for each year;
4. the number of machine failure or excessive emission cases since commissioning and their impacts;
5. the number of visitors for each year.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 16)

Reply:

T·PARK, Y·PARK, Organic Resources Recovery Centre Phase 1 (O·PARK1), Organic Resources Recovery Centre Phase 2 (O·PARK2) and the Integrated Waste Management Facilities Phase 1 (I·PARK1) are waste-to-energy (WtE) and waste-to-resources facilities which convert sludge, yard waste, food waste and municipal solid waste (MSW) into electricity and useful materials.

1. The throughput and the percentage of average throughput in the design treatment capacity of the above facilities in the past 3 years is tabulated below:

Facility	**Throughput (tonnes)**			**Percentage of average throughput in the design treatment capacity in the past 3 years**
	2023	**2024**	**2025**	
T·PARK	407 273	391 518	396 599	55%
Y·PARK	8 609	6 876[Note 1]	8 750	86%
O·PARK1	52 340	59 684	39 871[Note 2]	69%
O·PARK2	-	33 589[Note 3]	79 035	72%[Note 4]
I·PARK1[Note 5]	-	-	34 109	-

Note 1: As Y·PARK was preparing for relocation to Lung Kwu Sheung Tan, Tuen Mun, between July 2024 and February 2025, its throughput during that period was affected.

Note 2: The quantity of food waste received by O·PARK1 was affected by maintenance works in 2025, resulting in lower throughput.

Note 3: O·PARK2 began receiving food waste for operational testing and started trial treatment of animal waste in the first quarter of 2024. It commenced full operation in 2025 to treat food waste and animal waste (e.g. pig manure).

Note 4: The percentage is calculated based on the actual throughput upon full operation in 2025.

Note 5: I·PARK1 began receiving MSW in the fourth quarter of 2025 for system testing and trial operation. The throughput and its percentage in the design treatment capacity will be verified upon completion of system testing and trial operation.

2. The contractors engaged by the Environmental Protection Department (EPD) are responsible for the daily operation of the abovementioned facilities, while the EPD staff are deployed on-site to monitor the daily operation of the facilities as well as the contractors' performance. The relevant work is performed by the current staff establishment of the EPD. The operating expenditures of the abovementioned facilities in the past 3 financial years are tabulated below:

Facility	**Operating expenditure ($million)**		
	2023-24 Financial year (Actual)	**2024-25 Financial year (Actual)**	**2025-26 Financial year (Revised estimate)**
T·PARK	322	314	314
Y·PARK	20	31	51[Note 1]
O·PARK1	76	68	63
O·PARK2[Note 2]	-	15	109
I·PARK1[Note 3]	-	-	-

Note 1: The revised estimate for the 2025-26 financial year of Y·PARK includes the expenditure for handling large number of fallen trees after the onslaught of Super Typhoon Ragasa.

Note 2: Since O·PARK2 completed operational testing in January 2025, the actual expenditure incurred in the 2024-25 financial year represented the operating expenses for 2 months.

Note 3: As I·PARK1 has not yet commenced full operation, no operating expenses have been paid to the contractor.

3. T·PARK, O·PARK1, O·PARK2 and I·PARK1 are WtE facilities. The electricity generated will first be used to meet the facilities' own needs, with the surplus being exported to the power grid. Taking I·PARK1 as an example, upon full operation, apart from supporting its daily operation, it is estimated that up to 480 million kilowatt-hours (kWh) of electricity can be exported to the public power grid annually, enough to meet the needs of 100 000 households each year. In the past 3 years, around 70% of the electricity generated by T·PARK and O·PARKs was for internal use, with the remaining around 30% exported to the power grid. Y·PARK is a waste-to-resources facility, and hence data on electricity generation is not applicable. Its electricity consumption over the past 3 years was about 300 000 kWh, 130 000 kWh and 130 000 kWh respectively.

The amount of electricity generated by the abovementioned facilities in the past 3 years is tabulated below:

Facility	Amount of electricity generated (million kWh)		
	2023	**2024**	**2025**
T·PARK	59.7	59.4	58.4
O·PARK1	12.5	12.6	8.4[Note 1]
O·PARK2[Note 2]	-	-	31.4
I·PARK1[Note 3]	-	-	-

Note 1: The quantity of food waste treated by O·PARK1 was affected by maintenance of a food waste storage tank in 2025, resulting in a decline in the amount of electricity generated.

Note 2: O·PARK2 was still in the system testing and trial operation phase in 2024. Hence, the detailed electricity generation record is not available.

Note 3: I·PARK1 was still in the system testing and trial operation phase in 2025. Hence, the detailed electricity generation record is not available.

4. Waste management facilities contractors are closely supervised by the EPD. They are expected to achieve full compliance with the legislations as well as the standards and environmental requirements stipulated in the contracts.

In the past 3 years, the operation of T·PARK and Y·PARK has been generally smooth. I·PARK1 entered its first phase of trial operation in December 2025, and is currently testing and commissioning the major systems to optimise the performance of equipment. Overall, its trial operation has been generally smooth.

Food waste reception at O·PARK1 was temporarily suspended due to the leakage of a storage tank in March 2025. Upon completion of maintenance work by the contractor, the facility has resumed normal operation and is running smoothly overall. O·PARK2 has been functioning steadily in general since full operation in January 2025. However, its wastewater treatment facility experienced malfunctioning in October 2025, resulting in the ammonia gas concentration inside the facility exceeding the Occupational Exposure Limit set by the Labour Department. After adopting emergency measures, the ammonia gas concentration returned to normal levels on the same day. The contractor also took follow-up actions to resume the normal operation of the wastewater treatment plant. The reception of food waste was not affected by the incident.

Regarding environmental performance, the environmental monitoring data of T·PARK and Y·PARK fully complied with the contractual requirements in the past 3 years. The average compliance rates for the environmental monitoring data of O·PARK1 and O·PARK2 were around 96% and 95% respectively. For the few non-compliance cases, the contractors had taken corrective actions immediately to conform with the standards stipulated in the contract. Contract payments were deducted for non-compliance in accordance with contract provisions as appropriate.

In addition, the EPD has established air quality monitoring stations (AQMS) at Cheung Chau and Tong Fuk in South Lantau for continuous monitoring of air quality near I·PARK1. Since I·PARK1 commenced the first phase of trial operation, the air quality data recorded at these AQMS have shown no difference compared to the pre-trial

operation levels. This indicates that the trial operation of I·PARK1 has not affected the ambient air quality in the vicinity.

5. There is no visitor centre in O·PARK2, and the visitor centre of I·PARK1 is still under construction. The number of visitors received by the visitor centres of T·PARK, Y·PARK and O·PARK1 in the past 3 years is tabulated below:

Facility	**Number of visitors to the visitor centres**		
	2023	**2024**	**2025**
T·PARK	51 128	34 740	32 834
Y·PARK	3 067	2 497	-[Note]
O·PARK1	9 645	6 635	5 802

Note: Y·PARK does not have a visitor centre following its relocation to Lung Kwu Sheung Tan, Tuen Mun in February 2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2169)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

With regard to the 3 strategic landfills in operation, please advise this Committee of the following for the past 3 years:
1. Please list in tabular form the quantities (in tonnes) of various types of waste received by the 3 strategic landfills each year.
2. Please list in tabular form the quantities (in tonnes) and proportion of waste delivered by land and by sea (if any) to the 3 strategic landfills each year, and the number of refuse collection vehicle trips to/from the 3 strategic landfills per day.
3. In view of the commissioning of I·PARK, what reductions have been achieved in waste quantities delivered to the 3 strategic landfills and the number of refuse collection vehicle trips to/from the landfills?
4. What was the number of vehicles entering the North East New Territories Landfill via the Lung Shan Tunnel among the others?
5. What was the number of vehicles entering the South East New Territories Landfill via the Tseung Kwan O - Lam Tin Tunnel among the others?
6. Further to the above question, would the vehicles entering the landfills choose to travel during non-peak hours? If yes, what are the details?
7. What were the number of complaints about various kinds of pollution (including odour, noise, wastewater, hygiene, etc.) received each year relating to the 3 strategic landfills, the investigation and follow-up actions, as well as the number of prosecutions instituted in respect of the complaints?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 17)

Reply:

1. The quantities of various types of waste received by the 3 strategic landfills in the past 3 years are tabulated below:

Year	North East New Territories (NENT) Landfill (tonnes per day on average)[Note 1]			South East New Territories (SENT) Landfill Extension (tonnes per day on average)[Notes 1, 2]	West New Territories (WENT) Landfill (tonnes per day on average)[Note 1]		
	Municipal Solid Waste (MSW)	Overall Construction Waste	Special Waste	Overall Construction Waste	MSW	Overall Construction Waste	Special Waste
2023	4 934	1 335	114	2 804	5 950	289	357
2024	4 647	1 343	77	2 920	5 863	431	355
2025	4 638	1 316	88	3 139	5 595	406	359

Note 1: Figures are rounded to the nearest whole number.
Note 2: The SENT Landfill Extension only received construction waste.

2.&3. The quantities and proportion of waste delivered by land and by sea to the 3 strategic landfills, and the number of refuse collection vehicle (RCV) trips entering the 3 strategic landfills per day in the past 3 years are tabulated below:

Year	NENT Landfill[Note 1]		SENT Landfill Extension[Notes 1, 2]		WENT Landfill[Notes 1, 3]			
	By land		By land		By land		By sea	Total
	Tonnes per day on average	No. of RCV trips per day on average	Tonnes per day on average	No. of RCV trips per day on average	Tonnes per day on average (%)	No. of RCV trips per day on average	Tonnes per day on average (%)	Tonnes per day on average
2023	6 383	787	2 804	583	1 166 (18%)	225	5 430 (82%)	6 596
2024	6 067	740	2 920	606	1 296 (19%)	257	5 354 (81%)	6 649
2025	6 042	722	3 139	678	1 258 (20%)	230	5 102 (80%)	6 360

Note 1: Figures are rounded to the nearest whole number.
Note 2: The SENT Landfill Extension only received construction waste.
Note 3: Only the WENT Landfill received waste delivered by sea.

The Integrated Waste Management Facilities Phase 1 (I·PARK1) has commenced the first phase of trial operation in December 2025. As at end-2025, I·PARK1 had received about 34 000 tonnes of MSW by sea that was originally bound for the WENT Landfill. We believe that the total amount of MSW to be received by I·PARK1 will increase with the progressive commencement of its operation, while the total amount of MSW to be transported to the WENT Landfill and the NENT Landfill will be reduced accordingly, thereby alleviating the pressure on the 2 landfills.

4. According to the survey conducted by the Environmental Protection Department (EPD) in early 2026 on the users of the NENT Landfill, about 80% of the waste collection vehicles entered the NENT Landfill via the Lung Shan Tunnel.

5. According to the survey conducted by the EPD in early 2026 on the users of the SENT Landfill Extension, about 60% of the waste collection vehicles entered the SENT Landfill Extension via the Tseung Kwan O - Lam Tin Tunnel.

6. In general, landfill users will arrange the most appropriate time of the day for waste collection according to their operational needs and they have to deliver the waste to the landfills within the opening hours of the landfills for disposal.

7. The numbers and types of environmental complaints related to the 3 strategic landfills received by the EPD in the past 3 years are tabulated below:

NENT Landfill

Year	Number of complaints by type				
	Air	Noise	Wastewater	Waste	Miscellaneous
2023	102	1	2	3	3
2024	32	0	1	3	11
2025	29	2	0	0	7

SENT Landfill

Year	Number of complaints by type				
	Air	Noise	Wastewater	Waste	Miscellaneous
2023	0	0	8	0	0
2024	0	0	8	0	0
2025	3	0	3	0	0

WENT Landfill

Year	Number of complaints by type				
	Air	Noise	Wastewater	Waste	Miscellaneous
2023	3	0	0	0	0
2024	0	0	0	0	2
2025	9	0	0	0	0

In response to community concerns on the environmental performance of landfills, the EPD has implemented a series of enhancement measures, including installing additional deodourisers, strengthening the covering of landfill operational areas and leachate storage lagoons, advancing the final restoration and greening works of the landfills, and enhancing the monitoring of odour emission, etc. These measures have effectively improved the environmental performance of landfills.

Regarding the enforcement, the EPD investigated each complaint and followed up the cases in accordance with the legislation. In the past 3 years (2023-2025), the operation of the landfills did not contravene relevant regulations on pollution control.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2170)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the 7 refuse transfer stations (RTSs) in operation, please advise this Committee of the following for the past 3 years:
1. What were the utilisation rates of the 7 RTSs?
2. Given that the utilisation rate of the Shatin Transfer Station has exceeded 150% in the past 3 years, will the Government consider relocating the RTS to expand its capacity? If yes, what are the details? If no, what are the reasons?
3. Further to the above question, will the number of refuse collection vehicle trips to/from the Shatin Transfer Station be reduced in the short term to reduce the impact on nearby residents?
4. What were the expenditure and manpower for the 7 RTSs?
5. What was the law enforcement situation in respect of refuse collection vehicles offences?
6. Please list in tabular form the average amount (tonnes) of waste received by the 7 RTSs each year.
7. Please list in tabular form the number of vehicular trips of refuse collection vehicles and waste-loaded container trucks to/from the 7 RTSs each year [if any].
8. Has the Authority received any complaints about the RTSs each year? If yes, what were the number and types of complaints? Has the Authority conducted investigations, taken follow-up actions and instituted prosecutions in respect of these complaints?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 18)

Reply:

1. The utilisation rates of the 7 refuse transfer stations (RTSs) in the past 3 years are tabulated below:

RTSs	**Design capacity (tonnes/day)**	**Utilisation rate**[Note 1]		
		2023	**2024**	**2025**
West Kowloon	2 500	97%	92%	98%
Shatin[Note 2]	1 800	102%	107%	109%
Island East	1 200	104%	110%	104%
Island West	1 000	99%	96%	95%
North West New Territories	1 320	101%	100%	99%
North Lantau[Note 3]	1 200	57%	57%	47%

RTSs	Design capacity (tonnes/day)	Utilisation rate[Note 1]		
		2023	2024	2025
Outlying Islands[Note 4]	611	13%	13%	13%

Note 1: Utilisation rate = Daily average quantity of municipal solid waste (MSW) received / design capacity x 100%. Figures are rounded to the nearest whole number.

Note 2: In the light of high utilisation rate of the Shatin RTS, the Environmental Protection Department (EPD) upgraded the original capacity from 1 200 to 1 800 tonnes/day by implementing several measures such as procurement of various types of mobile plant, containers, and street washing vehicles, for this RTS to enhance its performance and capacity for waste handling, shorten the waiting time of refuse collection vehicles (RCVs), and reduce the environmental impact caused by queuing vehicles on the surrounding area.

Note 3: The design capacity has factored in the need from future developments. It is expected that the utilisation rate will increase after the completion of the development projects.

Note 4: The Outlying Islands Transfer Facilities were unable to share and handle the waste from other areas due to their locations on different Outlying Islands.

2&3. The current total amount of MSW disposed of daily in Hong Kong is over 10 000 tonnes, of which about 80% is transported via 7 RTSs in Hong Kong to landfills or the Integrated Waste Management Facilities Phase 1 (I·PARK1) for disposal. RTSs are a critical infrastructure of Hong Kong's waste management system, providing indispensable public service.

The Shatin RTS currently receives MSW mainly from Sha Tin, Ma On Shan, as well as a portion from New Territories East and Kowloon East. Since 2024, refurbishment and upgrading works have been carried out at the West Kowloon RTS, Island East RTS, and Island West RTS. Hence, some of the RCVs originally transporting waste to these 3 RTSs were diverted to the Shatin RTS, leading to an increase in intake of MSW in the Shatin RTS over the past 2 years. These works are scheduled to be completed gradually in 2027. Upon completion, the waste diversion arrangements will conclude, and the intake of MSW at the Shatin RTS will decrease.

In order to enhance the operational efficiency and environmental performance of the Shatin RTS, the Government intends to submit a funding application to the Finance Committee of the Legislative Council in 2026 for the refurbishment and upgrading works of the Shatin RTS. These works will involve refurbishing and upgrading facilities within the Shatin RTS including the odour control system and vehicle washing facility, to enhance its operational performance, thereby alleviating the queuing of RCVs outside and improving its aesthetics and overall environmental performance. Given that the Shatin RTS is ideally situated to serve a population of nearly 700 000 in Sha Tin district, the Government currently has no plans to relocate it.

4. The manpower and overall operating cost for the 7 RTSs in the past 3 years are tabulated below:

Financial year	Manpower[Note 1]	Expenditure ($million)[Note 2]
2023-24	45	700 (Actual)
2024-25	45	660 (Actual)
2025-26	45	690 (Revised estimate)

Note 1: The EPD is responsible for the contract management and monitoring work related to RTSs.

Note 2: The expenditure involved was for engaging contractors to operate the 7 RTSs, including the daily operation and relevant maintenance and repair work.

5. According to the Waste Disposal (Designated Waste Disposal Facility) Regulation (Cap. 354L), all compactor type RCVs entering a landfill or an RTS are required to be equipped with a metal tailgate cover and a waste water sump tank which are proper and in good working condition. The EPD staff inspect RCVs from time to time. If a compactor type RCV is found not meeting the aforementioned equipment requirements, the EPD staff will give either an advice or warning to the driver as appropriate. Follow-up inspections will be taken when that compactor type RCV enters any one of the landfills or RTSs again. The relevant enforcement statistics in respect of compactor type RCV offences in the past 3 years are tabulated below:

	Enforcement situation at RTSs		
	2023	2024	2025
No. of inspections	6 870	7 177	7 887
No. of advisory letters issued	13	0	0
No. of warning letters issued	30	11	2

As all the compactor type RCV drivers who had received an advisory or warning letter repaired the concerned equipment within the time specified, no prosecution was instituted.

Moreover, under the Waste Disposal Ordinance (Cap. 354) and the Waste Disposal (Charges for Disposal of Construction Waste) Regulation (Cap. 354N), only Outlying Islands Transfer Facilities allow users to pay for disposing of construction waste, while disposal of construction waste, waste regulated electrical equipment (REE), chemical waste, and clinical waste at other RTSs is prohibited. The EPD and RTS contractors will conduct spot checks of RCVs entering the RTS from time to time. Once any violation of regulations is found, the user will be required to arrange for the removal of the non-compliant waste, and the EPD will also investigate and institute prosecutions in accordance with the Waste Disposal Ordinance and the Waste Disposal (Designated Waste Disposal Facility) Regulation, and consider revoking the registered account for using the RTS as appropriate.

The EPD has strengthened its enforcement operations at RTSs, in addition to routine spot checks conducted by RTS operators. In 2025, the EPD identified 18 suspected cases of non-compliance, of which 17 involved the illegal disposal of construction waste, and 1 involved the illegal disposal of waste REE. As at March 2026, offenders in 14 cases have been convicted, with a total fine of $94,000 imposed. Prosecutions are currently underway for the remaining 4 cases. In 2026, we will continue to enhance enforcement actions to combat the illegal disposal of non-compliant waste by RTS users.

6. The amounts of MSW received by the 7 RTSs in the past 3 years are tabulated below:

RTSs	**Daily average amount of MSW received (tonnes)**[Note 1]		
	2023	**2024**	**2025**
West Kowloon[Note 2]	2 427	2 300	2 445
Shatin	1 844	1 920	1 964
Island East	1 246	1 320	1 246
Island West	992	962	949
North West New Territories	1 330	1 315	1 312
North Lantau	689	681	566
Outlying Islands[Note 2]	80	82	79

Note 1: Figures are rounded to the nearest whole number.

Note 2: Apart from MSW, the West Kowloon RTS received on average about 478 (in 2023), 461 (in 2024) and 458 (in 2025) tonnes of grease trap waste per day. Besides, the Outlying Islands Transfer Facilities also received on average about 48 (in 2023), 38 (in 2024) and 35 (in 2025) tonnes of construction waste per day.

7. The daily average numbers of vehicular trips of RCVs delivering MSW to the 7 RTSs in the past 3 years are tabulated below:

RTSs	**Daily average number of vehicular trips of RCVs delivering MSW to RTSs**[Note 1]		
	2023	**2024**	**2025**
West Kowloon	700	637	666
Shatin	481	492	470
Island East	340	352	354
Island West	286	274	265
North West New Territories	314	306	307
North Lantau	150	157	135
Outlying Islands	119	116	111

Note 1: Figures are rounded to the nearest whole number.

The daily average numbers of vehicular trips of container trucks delivering waste from the RTSs to landfills by land in the past 3 years are tabulated below:

RTSs[Note 1]	**Daily average number of vehicular trips of container trucks delivering waste from RTSs to landfills**[Note 2]		
	2023	**2024**	**2025**
Shatin	83	87	90
North West New Territories	71	71	80

Note 1: Only the Shatin RTS and the North West New Territories RTS delivered waste to the NENT Landfill by land using container trucks. Other RTSs delivered waste to the West New Territories Landfill by sea.

Note 2: Figures are rounded to the nearest whole number.

8. The numbers and types of complaints about the RTSs received by the EPD in the past 3 years are tabulated below:

Year	Numbers and types of complaints about the RTSs				
	Air	**Noise**	**Wastewater**	**Waste**	**Miscellaneous**[Note 1]
2023	12	1	2	0	12
2024	3	3	1	0	14
2025	17[Note 2]	2	3	0	19

Note 1: Miscellaneous complaints were mainly about long waiting time at individual RTSs during urgent repair works or peak hours.

Note 2: The Shek Mun Columbarium and Garden of Remembrance, located adjacent to the Shatin RTS, became operational in the third quarter of 2025. 7 of the odour complaints were received after its opening. The EPD has installed additional odour neutralising misting systems around the Shatin RTS to improve air quality.

The EPD has carried out independent follow-up and investigation for each of the above complaints received and has issued replies to the complainants. No violations of environmental protection ordinances or provisions of the operation contracts have been found.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2171)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Producer Responsibility Scheme on Waste Electrical and Electronic Equipment, please advise this Committee of the following for the past 3 years:
1. What were the Government's annual expenditure and manpower involved?
2. What enforcement actions were taken against unlawful disposal of electronic equipment? How much electronic equipment was involved?
3. Please set out in tabular form the processing capacity of the plant in respect of various types of regulated electrical equipment (REE).
4. What were the quantities of electrical equipment processed by the Government-commissioned operators by type of electrical equipment? What was the percentage share of these quantities in the local recycling and processing quantity?
5. What was the frequency of collection services provided by the service operators? Within how many days from the day when a service request was received would the electrical equipment be collected on average?
6. How many complaints have been received by the Government about the service operators?
7. How many local licensed plants that process REE are there at present? What are their processing capacities?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 19)

Reply:

1. The Producer Responsibility Scheme on Waste Electrical and Electronic Equipment (WPRS) has been fully implemented since 2018, covering regulated electrical equipment (REE) including air conditioners, refrigerators, washing machines, televisions, computers, printers, scanners and monitors. Since 1 July 2024, the coverage of the WPRS has been expanded to include refrigerators and washing machines with larger capacity, as well as stand-alone tumble dryers and dehumidifiers. The Waste Electrical and Electronic Equipment Treatment and Recycling Facility (WEEE·PARK), developed by the Government to underpin the WPRS, commenced full operation in March 2018. The major expenditure incurred by the WPRS was the operating expenditure of WEEE·PARK. The actual operating expenditure of WEEE·PARK for the past 3 years is as follows:

Financial year	Actual operating expenditure ($million)
2022-23	201
2023-24	200
2024-25	204

The Waste Management Division of the Environmental Protection Department (EPD) is responsible for handling various waste management projects. We do not have a separate breakdown of the manpower resources involved in the work concerned.

2. The EPD has been vigorously combating illegal disposal, especially that involving construction waste and commercial and industrial waste. Apart from conducting irregular surprise inspections, the EPD has also installed surveillance camera systems at about 250 locations across the territory where illegal disposal of waste is more frequently found to facilitate law enforcement. In addition, there are already established arrangements between the EPD and the Food and Environmental Hygiene Department (FEHD). If abandoned REE is found on the street, staff of the FEHD will temporarily place such e-waste at designated refuse collection points, and then notify the WEEE·PARK operator to collect and deliver them to WEEE·PARK for proper treatment. Since e-waste is often mixed with other types of waste when unlawfully disposed of, the EPD does not maintain a breakdown of statistics on the quantity of e-waste involved.

3. The design capacity of WEEE·PARK is about 30 000 tonnes per year. If necessary, appropriate adjustment can be made to the processing lines of the plant to increase their capacity. The breakdown of waste REE treated by WEEE·PARK in the past 3 years is as follows:

REE type	Quantity processed in 2023 (tonnes)	Quantity processed in 2024 (tonnes)	Quantity processed in 2025 (tonnes)
Washing machine	10 251	10 132	11 290
Refrigerator	4 025	4 274	4 580
Air conditioner	3 601	3 552	3 601
Television	1 865	2 094	1 940
Tumble dryer	-	108	177
Dehumidifier	-	87	220
Computer product	1 602	1 805	1 556
Total	**21 344**	**22 052**	**23 364**

4. The breakdown of waste REE treated by all recycling facilities with e-waste disposal licences and the WEEE·PARK in the past 3 years is as follows:

REE type	Quantity processed by all licensed facilities (tonnes)	Quantity processed by WEEE·PARK (tonnes)	Percentage share of WEEE·PARK in the total quantity processed locally (%)
Washing machine	34 222	31 673	93
Refrigerator	12 879	12 879	100
Air conditioner	10 754	10 754	100
Television	5 946	5 899	99

Tumble dryer	285	285	100
Dehumidifier	307	307	100
Computer product	7 233	4 963	69
Total	**71 626**	**66 760**	**93**

5. The breakdown of collection service requests handled by the WEEE·PARK operator in the past 3 years is as follows:

Year	Collection service requests (number)
2023	204 200
2024	231 900
2025	224 600

Regarding the statutory free removal service, the operator has now been able to meet the service requirement of collecting waste REE from customers in 3 working days after receiving service requests from sellers, at the time slot requested by customers, in over 99.9% of the cases. As regards the free collection service outside the statutory removal service (i.e. no new electrical equipment is purchased), the operator is able to collect waste REE in about 1 week or a shorter time after receiving the telephone appointments in over 99.9% of the cases.

6. The numbers of complaints received by the EPD about the services provided by the WEEE·PARK operator in the past 3 years are as follows:

Year	Number of complaints
2023	20
2024	41
2025	21

7. As at February 2026, there were a total of 15 e-waste treatment facilities (including the WEEE·PARK operator) licensed under the Waste Disposal Ordinance (Cap. 354) in Hong Kong. According to the permitted treatment capacity specified in the licences, approximately 89 000 tonnes of e-waste can be treated annually.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2602)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

With regard to local recycling, please inform this Committee of the following in the past 3 years:
1. the quantities and rates of various types of recyclables, including waste electrical and electronic equipment, plastics, waste paper, etc. recovered each year in tabular form, and among them, the percentage share collected through Recycling Stations;
2. the quantities of various types of recyclables, including waste electrical and electronic equipment, plastics, waste paper, etc. imported and exported each year in tabular form; the enforcement actions taken against non-compliant cases relating to the import and export of waste;
3. the manpower and expenditures incurred by the Green Outreach each year;
4. the number of smart recycling bins and the expenditure involved each year; the number of malfunctions reported and the duration of service disruption; whether there is any future plan to increase or reduce the number of smart recycling bins;
5. the progress of achieving the vision of "Waste Reduction·Resources Circulation·Zero Landfill" in Hong Kong?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 11)

Reply:

1. According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the quantities of the major types of recyclables recovered and their recovery rates from 2022 to 2024 are tabulated below. The relevant statistics for 2025 are still under compilation.

Type of recyclables	**Year**	**Quantity (thousand tonnes)**	**Recovery rate (%)**	**Proportion of quantity recovered through GREEN@COMMUNITY (Note 1) (%)**
Paper	2024	586	40	2.18
	2023	574	42	1.24
	2022	584	42	0.84

Type of recyclables	Year	Quantity (thousand tonnes)	Recovery rate (%)	Proportion of quantity recovered through GREEN@COMMUNITY (Note 1) (%)
Plastics	2024	102	13	14.06
	2023	128	14	7.56
	2022	121	12	5.72
Metals	2024	1 113	93	0.16
	2023	1 056	93	0.10
	2022	1 019	92	0.08
Food waste	2024	105	9	Not applicable
	2023	79	6	Not applicable
	2022	72	6	Not applicable
Glass	2024	22	23	43.14
	2023	22	21	29.82
	2022	19	20	31.15
Textiles	2024	25	15	Not applicable
	2023	24	14	Not applicable
	2022	17	11	Not applicable
Wood	2024	7	7	Not applicable
	2023	6	8	Not applicable
	2022	12	13	Not applicable
Electrical and electronic equipment(Note 2)	2024	33	70	9.76
	2023	49	73	4.51
	2022	48	75	3.77
Yard waste	2024	8	9	Not applicable
	2023	10	11	Not applicable
	2022	11	14	Not applicable

Note 1: Including the total quantities of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots.

Note 2: Including regulated electrical equipment and non-regulated electrical equipment (such as small electrical appliances).

2. According to the external merchandise trade statistics compiled by the Census and Statistics Department, the recyclables imported and exported mainly involved plastics, ferrous metals and non-ferrous metals. Since waste electrical and electronic equipment does not have a corresponding commodity classification code under the current Hong Kong Harmonised System, the relevant information is not available. The import and export quantities of recyclables by type in the past 3 years (i.e. 2023 to 2025) are tabulated below.

Type of recyclables	Year	Import quantity of recyclables (thousand tonnes)	Export quantity of recyclables(Note) (thousand tonnes)
Plastics	2025	10	10
	2024	10	10
	2023	30	10

Type of recyclables	Year	Import quantity of recyclables (thousand tonnes)	Export quantity of recyclables[(Note)] (thousand tonnes)
Ferrous metals	2025	70	1 100
	2024	50	1 200
	2023	30	1 040
Non-ferrous metals	2025	960	980
	2024	690	720
	2023	650	680

Note: The domestic exports and re-exports are included.

The quantity of waste paper imported in 2020 was approximately 20 000 tonnes, with no records of relevant imports in 2021 and beyond available. According to the EPD's data, the quantity of waste paper delivered outside Hong Kong for recycling from 2023 to 2025 were approximately 570 000, 580 000 and 560 000 tonnes respectively.

Over the past 3 years, the EPD inspected some 740 container shipments at various ports altogether and intercepted 143 shipments involving illegal import or export of regulated waste, with 97 prosecutions completed so far. The total fine meted out by the Court amounts to some $1.44 million. The types of illegal waste involved were mainly disassembled printed circuit boards, waste flat panel display units, waste printer toner/ink cartridges, waste batteries, etc.

3. In the financial years from 2023-24 to 2024-25, the Green Outreach comprised 74 non-directorate professional staff and 142 non-civil service contract staff. The annual expenditure incurred was about $100 million. In the 2025-26 financial year, the Green Outreach comprised 32 non-directorate professional staff and 48 non-civil service contract staff. The expenditure incurred was about $49 million.

4&5. The EPD launched the Pilot Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020 to test smart recycling devices in phases. Since March 2023, the EPD has been progressively setting up smart recycling bins in public rental housing estates, private housing estates, villages, shopping malls, universities, government venues, etc., in addition to Recycling Stations and Recycling Stores. The number of smart recycling bins installed by the EPD under the Pilot Programme in the past 3 years is tabulated below:

Year	Smart recycling bin (set)
2023	76
2024	102
2025	158

The expenditure for installing and operating smart recycling bins under the Pilot Programme in the past 3 financial years is tabulated below:

Financial year	Expenditure ($million)
2023-24 (actual)	11.1
2024-25 (actual)	9.3
2025-26 (revised estimate)	13.6

The main causes of smart recycling device malfunctions are network instability, damaged parts, screen display faults, etc. According to the service contracts for smart recycling devices, the contractors are required to complete the repair service within 48 hours upon receipt of a report concerning the problems associated with the devices. If the contractor fails to meet the contract requirements, the EPD will deduct the relevant service fees in accordance with the contract terms. In 2025, the smart recycling bins recorded 1 400 repair cases, with service disruption accounting for 0.8% of the total operating hours.

The latest statistics show that the Government has successfully reversed the long-term upward trend in waste disposal amount, while recycling rates continue to rise. The average amount of municipal solid waste (MSW) disposed of daily decreased from 11 358 tonnes in 2021 to 10 510 tonnes in 2024, and the recycling rate rose from 31% in 2021 to 34% in 2024. To achieve the goal of "Zero Landfill" by 2035 as scheduled and sustain momentum in waste reduction at source, the Government will launch a five-year waste reduction and recycling plan starting in 2026-27, and enhance and upgrade recycling facilities in 3 areas: first, expanding the recycling network by gradually transforming GREEN@COMMUNITY into 24-hour self-service recycling facilities; second, making good use of technologies to extract valuable resources from waste and turn them into raw materials for manufacturing green products; and third, building a smart recycling network logistics system to enhance its cost-effectiveness and efficiency.

Regarding the first area mentioned above, the EPD will gradually drive the transformation of GREEN@COMMUNITY. First of all, the EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by various organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create economies of scale to enhance overall operational efficiency. The EPD will also expand the smart recycling bin and food waste recycling bin networks to more public rental housing estates and private residential premises, and review the allocation arrangements of various types of recycling facilities in light of actual circumstances in each district.

In the meantime, the Government is building an advanced and efficient network of modern waste-to-energy (WtE) facilities at full steam. The first WtE facility for treating MSW, Integrated Waste Management Facilities Phase 1 (I·PARK1), commenced the first phase of trial operation at the end of 2025, turning MSW into energy to reduce reliance on landfills. The Government is also working at full steam on the preparation work for the second WtE facility, Integrated Waste Management Facilities Phase 2 (I·PARK2), and plans to seek funding approval from the Legislative Council in 2026. The two I·PARKs together can treat 9 000 tonnes of MSW per day. Coupled with ongoing efforts in waste reduction and recycling, and resources circulation, Hong Kong is steadily moving towards the goals of "Zero Landfill" and carbon neutrality.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2603)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

With regard to promoting the use of electric vehicles (EVs) and electric public transport in Hong Kong, please inform this Committee of the following:
1. How many vehicle owners have enjoyed the first registration tax (FRT) concessions in the past 3 years? What is the amount of the concessions? Please set out the number of vehicles granted with the FRT concessions by make.
2. How many vehicle owners have enjoyed the FRT concessions granted under the "One-for-One Replacement" Scheme in the past 3 years? How many vehicles are owned by government departments? What is the percentage share of EVs?
3. Please list in tabular form the number of vehicles and the percentage of EVs in the fleet of various government departments in the past 3 years.
4. What is the percentage of Secretaries of Departments/Directors of Bureaux using EVs?
5. What are the numbers of parking spaces in government car parks in various districts? What are the numbers of parking spaces for EVs (fast, quick, medium, standard chargers) and their percentage share?
6. What is the effectiveness of the $3.5 billion subsidy scheme for installation of EV charging facilities in private residential buildings?
7. Has the Government assessed the effectiveness of the EV charging facilities currently installed at petrol filling stations? In the next 5 years, how many petrol filling stations does the Government expect to convert by adding EV chargers?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 13)

Reply:

1-3. According to the statistics of the Transport Department, over the past 3 years (i.e. from 2023 to 2025), there were a total of 101 817 cases that first registration tax (FRT) concessions were granted for electric vehicles (EVs), involving a total amount of $20.19 billion. Among them, 93 186 were cases under the "One-for-One Replacement" Scheme.

The number of EVs granted with the FRT concessions by make is set out in **Annex 1**.

The numbers of vehicles in the government fleet as well as the numbers and percentages of EVs under various bureaux/departments in the past 3 years are set out in **Annex 2**.

4. Currently, 15 of the vehicles used by the 3 Secretaries of Departments, 3 Deputy Secretaries of Departments and 15 Directors of Bureaux are EVs, representing about 71% of the vehicles they use.

The Government Logistics Department will, in accordance with the Government Green Procurement Guidelines and having regard to the operational needs of the relevant bureaux, continue to procure EVs for the Secretaries of Departments and Directors of Bureaux when their current vehicles are due for replacement.

5. The numbers of public parking spaces for private cars, EV chargers and their respective proportions in government car parks by the 18 districts as at end-December 2025 are set out in the table below:

District	**Number of public parking spaces for private cars**	**Number of public chargers (percentage)**				
		Standard (Note 1)	**Medium** (Note 1)	**Quick** (Note 1)	**Fast** (Note 1)	**Total** (Note 2)
Central & Western	1 791	0 (0%)	300 (99%)	0 (0%)	4 (1%)	304 (100%)
Wan Chai	612	0 (0%)	162 (100%)	0 (0%)	0 (0%)	162 (100%)
Eastern	824	7 (4%)	184 (96%)	0 (0%)	0 (0%)	191 (100%)
Southern	761	0 (0%)	66 (100%)	0 (0%)	0 (0%)	66 (100%)
Yau Tsim Mong	87	0 (0%)	9 (100%)	0 (0%)	0 (0%)	9 (100%)
Sham Shui Po	901	28 (16%)	142 (84%)	0 (0%)	0 (0%)	170 (100%)
Kowloon City	205	52 (34%)	100 (66%)	0 (0%)	0 (0%)	152 (100%)
Wong Tai Sin	839	0 (0%)	164 (100%)	0 (0%)	0 (0%)	164 (100%)
Kwun Tong	1 342	49 (23%)	165 (77%)	0 (0%)	0 (0%)	214 (100%)
Tsuen Wan	724	2 (<1%)	213 (99%)	0 (0%)	0 (0%)	215 (100%)
Tuen Mun	347	1 (2%)	59 (98%)	0 (0%)	0 (0%)	60 (100%)
Yuen Long	437	17 (17%)	83 (83%)	0 (0%)	0 (0%)	100 (100%)
North	1 369	122 (18%)	558 (82%)	0 (0%)	0 (0%)	680 (100%)
Tai Po	645	8 (7%)	101 (93%)	0 (0%)	0 (0%)	109 (100%)
Sai Kung	514	9 (4%)	203 (95%)	0 (0%)	1 (<1%)	213 (100%)

District	Number of public parking spaces for private cars	Number of public chargers (percentage)				
		Standard (Note 1)	**Medium** (Note 1)	**Quick** (Note 1)	**Fast** (Note 1)	**Total** (Note 2)
Sha Tin	1 007	90 (35%)	166 (65%)	0 (0%)	0 (0%)	256 (100%)
Kwai Tsing	987	6 (3%)	213 (97%)	0 (0%)	0 (0%)	219 (100%)
Islands	879	30 (17%)	129 (75%)	14 (8%)	0 (0%)	173 (100%)
Total	**14 271**	**421 (12%)**	**3 017 (87%)**	**14 (<1%)**	**5 (<1%)**	**3 457 (100%)**

Note 1: Standard charger: with rated output power of 2.8 kilowatts (kW) using a domestic 13A socket outlet;
Medium charger: with rated output power above 2.8 kW up to 20 kW;
Quick charger: with rated output power above 20 kW and below 100 kW; and
Fast charger: with rated output power of 100 kW or above.

Note 2: The above percentages may not add up to 100 due to rounding.

6. The EV-charging at Home Subsidy Scheme (EHSS) was rolled out in October 2020, with a total funding of $3.5 billion allocated in 2 phases. It is anticipated that the EHSS will cover a total of some 140 000 parking spaces in about 700 car parks of existing private residential buildings and housing estates, accounting for about half of the total number of parking spaces across the territory that are eligible for applying for the EHSS. The application period for the EHSS was closed on 31 December 2023. The Environmental Protection Department (EPD) has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces) have completed the installation works. The 2026-27 financial year will continue to be the peak period for the completion of installation works under the EHSS. Based on the current progress, we anticipate that an accumulated total of around 117 000 parking spaces (covering about 600 car parks) will have the installation of EV charging-enabling infrastructure (EVCEI) completed by end-2026. By the end of the 2027-28 financial year, the EHSS will be able to achieve the target of completing the installation of EVCEI for some 140 000 parking spaces (covering about 700 car parks).

7. As stated in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced by the Government in February 2026, the demand for auto-fuel will continue to decline as conventional fuel-propelled vehicles gradually transition to EVs. The Government has been reviewing the future development of petrol filling stations (PFSs) and will promote their transformation in a timely manner to make effective use of existing PFS sites across Hong Kong to support the expansion of the public charging network.

After reviewing the proposals submitted by PFS operators, there are about 60 PFSs that are eligible for retrofitting chargers. Among them, the proposals from 29 PFSs have been vetted by the relevant government departments and approved by the Environment and Ecology Bureau. For the remaining PFSs, the operators concerned are required to

submit supplementary information to the relevant government departments. We anticipate that, within 5 years from 2026, up to about 180 fast chargers will be progressively made available at PFSs.

The first petrol-cum-charging station (PCS) (i.e. PFS retrofitted with fast charging facilities) located on Po Kong Village Road in Wong Tai Sin District, providing 2 fast chargers, commenced operation in February 2026. The Government requires PCS operators to submit bimonthly operation reports to the EPD, detailing utilisation rates of chargers, types of vehicles using them (e.g. private car, taxi, light bus, etc.), total kilowatt-hours of electricity charged, average charging time/power, maintenance work duration/downtime of chargers, etc., so as to monitor and track the usage of chargers.

The Government will continue expanding the territory's EV charging infrastructure through a multi-pronged strategy that provides policy guidance and leverages market forces to develop a public charging network with fast chargers (FCs) as the backbone. The target is to increase the number of FCs to 4 000 by 2030, supporting around 200 000 EVs.

Annex 1

The number of EVs granted with the FRT concessions from 2023 to 2025 by make:

Make	Number of EVs granted with the FRT concessions[(Note)]
ABARTH	2
AIDEA	2
ALEXANDER DENNIS	4
ALFA ROMEO	1
ANKAI	4
AUDI	500
AVATR	38
B.M.W.	10 052
BAZN	13
BICOSE	26
BYD	19 690
CARVER	11
CFMOTO	120
CINECO	7
CITROEN	1
CRRC	6
DAVINCI	2
DAYANG	1
DEEPAL	269
DENZA	1 369
DFSK	212
DIMENTRO	1
DOFERN	3
DONGFENG	729
EASYCOOL	30
ENERGICA	3
EVEASY	10
FARIZON	136
FARIZON AUTO	17
FAW	2
FELQ	3
FIAT	19
FORD	2
FORTHING	54
FOTON	45
GAC AION	2 286
GEELY	54
GMI	9
GOGORO	20
GOLDEN DRAGON	9
GOLDENLION	10
GOWOW	2
GUANG TONG	5

Make	Number of EVs granted with the FRT concessions(Note)
HELI	4
HENREY	1
HIGER	4
HONDA	389
HORWIN	4
HUANGHAI BUS	1
HYUNDAI	1 306
IM	266
JAC	40
JAECOO	79
JAGUAR	4
JMEV	30
JOYLONG	148
JUNEYAO	6
KAIYI	33
KAWASAKI	3
KG MOBILITY	174
KIA	1 359
LEAPMOTOR	44
LEXUS	696
LIFAN	2
LINGBOX	6
LINXYS	28
LOTUS	11
MAXUS	4 773
MAZDA	1
MERCEDES BENZ	6 558
MG	3 662
MINI	1 586
MITSUBISHI	3
MITSUBISHI FUSO	7
NAXEON	1
NETA	225
NEXT	1
NICHIYU	2
NINEBOT	204
NISSAN	915
NIU	78
OMODA	4
ORA	858
OTTOBIKE	2
PEUGEOT	216
PICCOLO	3
POLESTAR	412
PORSCHE	1 179
RIDDARA	12

Make	Number of EVs granted with the FRT concessions[(Note)]
ROLLS ROYCE	1
SANY	21
SCANIA	2
SEGWAY	20
SGMW	3
SHINERAY	1
SILENCE	39
SMART	2 717
STARK	4
STILL	1
SUBARU	355
SUITONG	3
SUPER SOCO	1
SURRON	65
TAYLOR DUNN	1
TESLA	28 375
TOYOTA	1 115
TROMOX	9
VOLKSWAGEN	501
VOLVO	1 100
WANDA BUS	1
WULING	197
XDAO	13
XPENG	2 480
YADEA	2
YUZHOU	1
ZEEGO	3
ZEEKR	3 667
Total	**101 817**

Note: Government vehicles, vehicles of Consulates-General and Officially Recognised Bodies, and franchised buses are not included as they are not required to pay FRT.

Annex 2

The numbers of vehicles in the government fleet as well as the numbers and percentages of EVs under various bureaux/departments from 2023 to 2025 are as follows:

Policy Bureau/ Department/Organisation	(i) Number of vehicles in the government fleet			(ii) Number of EVs in the government fleet			(iii) Percentage of EVs		
	2023	2024	2025	2023	2024	2025	2023	2024	2025
Administration Wing	29	29	29	4	8	13	13.8%	27.6%	44.8%
Agriculture, Fisheries and Conservation Department	212	212	212	10	10	14	4.7%	4.7%	6.6%
Auxiliary Medical Service	19	19	19	0	0	0	0.0%	0.0%	0.0%
Architectural Services Department	9	9	9	1	3	3	11.1%	33.3%	33.3%
Audit Commission	2	2	2	0	0	1	0.0%	0.0%	50.0%
Buildings Department	40	40	40	10	12	12	25.0%	30.0%	30.0%
Customs and Excise Department	225	225	225	15	20	20	6.7%	8.9%	8.9%
Census and Statistics Department	3	3	3	0	1	1	0.0%	33.3%	33.3%
Civil Aviation Department	15	14	14	6	5	5	40.0%	35.7%	35.7%
Civil Aid Service	40	40	42	0	0	0	0.0%	0.0%	0.0%
Commerce and Economic Development Bureau	4	4	4	1	1	3	25.0%	25.0%	75.0%
Civil Engineering and Development Department	41	41	41	2	4	4	4.9%	9.8%	9.8%
Chief Executive's Office	8	9	10	1	1	2	12.5%	11.1%	20.0%
Constitutional and Mainland Affairs Bureau	3	3	3	0	0	1	0.0%	0.0%	33.3%
Companies Registry	1	1	1	0	0	0	0.0%	0.0%	0.0%
Civil Service Bureau	3	3	3	0	0	2	0.0%	0.0%	66.7%
Correctional Services Department	131	133	135	1	2	3	0.8%	1.5%	2.2%
Culture, Sports and Tourism Bureau	5	5	5	0	1	3	0.0%	20.0%	60.0%
Development Bureau	6	6	6	0	1	5	0.0%	16.7%	83.3%
Department of Health	57	57	56	2	3	3	3.5%	5.3%	5.4%
Department of Justice	11	11	11	0	0	0	0.0%	0.0%	0.0%
Drainage Services Department	45	45	44	5	5	5	11.1%	11.1%	11.4%
Education Bureau	6	6	6	1	1	2	16.7%	16.7%	33.3%
Environment and Ecology Bureau	8	8	8	2	5	6	25.0%	62.5%	75.0%
Electrical and Mechanical Services Department	202	201	200	17	16	17	8.4%	8.0%	8.5%
Environmental Protection Department	47	47	47	1	1	1	2.1%	2.1%	2.1%
Food and Environmental Hygiene Department	718	718	728	4	4	10	0.6%	0.6%	1.4%
Fire Services Department	819	837	857	4	4	4	0.5%	0.5%	0.5%

Policy Bureau/ Department/Organisation	(i) Number of vehicles in the government fleet			(ii) Number of EVs in the government fleet			(iii) Percentage of EVs		
	2023	2024	2025	2023	2024	2025	2023	2024	2025
Financial Services and the Treasury Bureau	3	3	3	1	1	3	33.3%	33.3%	100.0%
Government Flying Service	4	4	4	0	0	0	0.0%	0.0%	0.0%
Government Logistics Department	63	63	63	6	6	10	9.5%	9.5%	15.9%
Government Laboratory	1	1	1	0	0	0	0.0%	0.0%	0.0%
Government Property Agency	2	2	2	0	0	0	0.0%	0.0%	0.0%
Home Affairs Department	29	29	29	0	1	1	0.0%	3.4%	3.4%
Housing Bureau	0	0	0	0	0	0	0.0%	0.0%	0.0%
Health Bureau	4	4	4	0	1	3	0.0%	25.0%	75.0%
Hong Kong Monetary Authority	5	5	5	0	1	1	0.0%	20.0%	20.0%
Hong Kong Observatory	9	9	9	0	0	0	0.0%	0.0%	0.0%
Hong Kong Police Force	2 892	2 939	3 026	34	42	51	1.2%	1.4%	1.7%
Hongkong Post	254	238	231	7	9	17	2.8%	3.8%	7.4%
Housing Department	51	49	48	4	3	4	7.8%	6.1%	8.3%
Home and Youth Affairs Bureau	6	6	6	1	2	4	16.7%	33.3%	66.7%
Highways Department	47	47	48	2	2	2	4.3%	4.3%	4.2%
Independent Commission Against Corruption	38	38	38	2	7	8	5.3%	18.4%	21.1%
Immigration Department	36	36	36	1	5	5	2.8%	13.9%	13.9%
Invest Hong Kong	1	1	1	0	0	0	0.0%	0.0%	0.0%
Intellectual Property Department	1	1	1	0	0	0	0.0%	0.0%	0.0%
Inland Revenue Department	4	4	4	0	1	1	0.0%	25.0%	25.0%
Information Services Department	8	8	8	0	0	0	0.0%	0.0%	0.0%
Innovation and Technology Commission	3	3	3	0	0	0	0.0%	0.0%	0.0%
Innovation, Technology and Industry Bureau	2	2	3	0	0	3	0.0%	0.0%	100.0%
Joint Secretariat for the Advisory Bodies on Civil Service and Judicial Salaries and Conditions of Service	1	1	1	0	0	0	0.0%	0.0%	0.0%
Judiciary	24	24	24	0	0	2	0.0%	0.0%	8.3%
Legal Aid Department	2	2	2	0	0	0	0.0%	0.0%	0.0%
Lands Department	172	174	172	4	3	4	2.3%	1.7%	2.3%
Leisure and Cultural Services Department	150	146	146	2	2	2	1.3%	1.4%	1.4%
Labour Department	27	27	27	4	11	11	14.8%	40.7%	40.7%
Land Registry	1	1	1	0	0	0	0.0%	0.0%	0.0%
Labour and Welfare Bureau	3	3	3	0	1	3	0.0%	33.3%	100.0%

Policy Bureau/ Department/Organisation	(i) Number of vehicles in the government fleet			(ii) Number of EVs in the government fleet			(iii) Percentage of EVs		
	2023	**2024**	**2025**	**2023**	**2024**	**2025**	**2023**	**2024**	**2025**
Marine Department	5	5	5	0	0	0	0.0%	0.0%	0.0%
Office of the Communications Authority	21	21	21	2	2	2	9.5%	9.5%	9.5%
Office of the Government Chief Information Officer	3	N/A	N/A	0	N/A	N/A	0.0%	N/A	N/A
Digital Policy Office	N/A	3	4	N/A	0	1	N/A	0.0%	25.0%
Official Receiver's Office	1	1	1	0	0	0	0.0%	0.0%	0.0%
Planning Department	12	12	12	1	1	1	8.3%	8.3%	8.3%
Public Service Commission	1	1	1	0	0	1	0.0%	0.0%	100.0%
Registration and Electoral Office	1	1	1	0	0	1	0.0%	0.0%	100.0%
Radio Television Hong Kong	24	24	24	1	1	2	4.2%	4.2%	8.3%
Rating and Valuation Department	7	7	7	0	2	2	0.0%	28.6%	28.6%
Security Bureau	3	3	3	0	0	2	0.0%	0.0%	66.7%
Secretariat, Commissioner on Interception of Communications and Surveillance	1	1	1	0	0	0	0.0%	0.0%	0.0%
Social Welfare Department	30	30	30	5	6	11	16.7%	20.0%	36.7%
Transport Department	241	242	255	2	2	7	0.8%	0.8%	2.7%
Trade and Industry Department	2	2	2	0	0	0	0.0%	0.0%	0.0%
Transport and Logistics Bureau	2	2	2	0	0	1	0.0%	0.0%	50.0%
Treasury	1	1	1	0	0	0	0.0%	0.0%	0.0%
University Grants Committee Secretariat	1	1	1	0	0	0	0.0%	0.0%	0.0%
Working Family and Student Financial Assistance Agency	2	2	2	2	2	2	100.0%	100.0%	100.0%
Water Supplies Department	248	246	244	11	20	23	4.4%	8.1%	9.4%
Total	**7 158**	**7 203**	**7 326**	**179**	**242**	**331**	**2.5%**	**3.4%**	**4.5%**

Note: "N/A" refers to the lack of figures of the fleet for that particular year because the office concerned is newly established, re-organised or merged with another.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1687)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in the Budget Speech that, a five-year plan, which includes the expansion of the recycling network by gradually transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities, will be launched in this financial year.

1. What is the overall budget for the five-year plan, and what are the manpower and expenditures involved?

2. How many round-the-clock self-service recycling facilities are expected to be added during the period covered by this plan? What are the estimated set-up cost and the annual operating expenditure for each facility respectively?

3. While GREEN@COMMUNITY facilities are being transformed into round-the-clock self-service recycling facilities, will the service mode, number and manpower arrangements of the existing facilities – including Recycling Stations (for environmental education and recycling support), Recycling Stores and Recycling Spots – be adjusted? If yes, what are the details? If no, what are the reasons?

4. In the process of transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities, will food waste smart recycling facilities be added concurrently? If yes, what are the number, estimated expenditure and schedule involved?

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 6)

Reply:

1. - 4.

The Environmental Protection Department (EPD) will seek funding approval through established mechanisms to implement initiatives under the plan, with further details to be announced in due course. At this stage, we can only disclose that the estimated expenditure for the plan in the 2026-27 financial year is about $62 million.

The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create economies of scale and enhance overall operational efficiency. The implementation

schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, expand the smart recycling bin and food waste recycling bin networks to more public rental housing estates and private residential estates, and review the distribution arrangements of various types of recycling facilities in light of actual circumstances in each district. Upon completion of the overall implementation planning, details of the arrangements will be announced in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1688)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned under this Programme that the Environmental Protection Department will work towards the goal of "one bin per block" in public rental housing (PRH) estates in 2026-27 in order to strengthen food waste recycling. In this connection, please inform this Committee of the following:

1. How many food waste smart recycling bins (FWSRBs) have been put into service in PRH estates respectively in the past 3 years? Please provide a breakdown by District Council district. What are the average quantities of food waste collected by FWSRBs per day in various districts? What are the respective capital expenditure and annual recurrent expenditure (including operational, and maintenance and repair expenses) involved?
2. The Administration has stated earlier that it aims to achieve the "one bin per block" target within 2 years. Has the target been fully achieved? If not, how many additional bins are required (please provide a breakdown by District Council district)? When is full implementation expected? What is the additional expenditure involved?
3. How many malfunction cases have been recorded involving the FWSRBs in PRH estates in Hong Kong over the past 3 years (please provide a breakdown by District Council district)? Please provide information on the types of malfunctions and the respective number of cases recorded, the average repair time per case, and the total repair and maintenance expenditure involved.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 7)

Reply:

1 & 2.

The number and distribution of food waste smart recycling bins (FWSRBs) installed by the Environmental Protection Department (EPD) in public rental housing (PRH) estates in the past 3 years are tabulated below by district:

District	2023	2024	2025
	No. of FWSRBs	No. of FWSRBs	No. of FWSRBs
Central & Western	3	4	7
Wan Chai	0	3	3
Eastern	14	46	53
Southern	9	29	32

District	2023	2024	2025
	No. of FWSRBs	No. of FWSRBs	No. of FWSRBs
Yau Tsim Mong	0	2	4
Sham Shui Po	19	63	74
Kowloon City	6	35	44
Wong Tai Sin	30	72	84
Kwun Tong	40	147	159
Kwai Tsing	29	104	119
Tsuen Wan	14	29	40
Tuen Mun	27	65	67
Yuen Long	24	70	84
North	19	34	36
Sha Tin	38	81	89
Tai Po	9	16	22
Sai Kung	14	29	31
Islands	5	31	33
Total(Note)	**300**	**860**	**981**

Note: The above figures may not add up to the total due to rounding.

The actual or estimated expenditure incurred by the EPD on the food waste collection scheme in PRH estates in the past 3 financial years is tabulated below:

Financial year	Expenditure involved ($million)(Note)
2023-24 (Actual)	18.7
2024-25 (Actual)	93.1
2025-26 (Revised estimate)	94.2

Note: Covering the operation and maintenance of FWSRBs, the related publicity and education work, and engagement of additional cleansing staff at PRH estates.

Regarding the progress of "one bin per block", as at February 2026, a total of 997 FWSRBs have been installed in 221 PRH estates in Hong Kong, of which 126 PRH estates have achieved the "one bin per block" target. The distribution of these FWSRBs and the corresponding daily average quantity of food waste collected in various districts of Hong Kong are tabulated below. The EPD will continue to enhance the food waste recycling network in PRH estates, with about $6 million earmarked in the 2026-27 financial year, seeking to fully attain the "one bin per block" target by end-2026.

District	No. of PRH estates	No. of PRH blocks	No. of FWSRBs	Average quantity of food waste collected per day (tonnes)
Central & Western	2	13	7	0.6
Wan Chai	1	8	3	0.1
Eastern	17	89	54	5.3
Southern	8	49	33	3.6
Yau Tsim Mong	2	6	4	1.0
Sham Shui Po	17	138	74	7.7
Kowloon City	10	66	44	4.2
Wong Tai Sin	18	136	86	9.5

District	No. of PRH estates	No. of PRH blocks	No. of FWSRBs	Average quantity of food waste collected per day (tonnes)
Kwun Tong	31	221	164	17.0
Kwai Tsing	23	175	119	12.8
Tsuen Wan	9	46	40	3.6
Tuen Mun	14	80	71	6.9
Yuen Long	18	115	86	8.0
North	10	86	36	4.4
Sha Tin	18	114	89	10.2
Tai Po	4	26	22	2.6
Sai Kung	9	38	31	4.4
Islands	10	70	34	2.5
Total	**221**	**1 476**	**997**	**104.4**

3.

The EPD attaches great importance to the operational conditions of FWSRBs. Apart from deploying staff to inspect all FWSRBs on site, the contractors also conduct regular inspections and maintenance. Occasionally, the FWSRBs installed in PRH estates might experience minor and temporary malfunctions due to frequent usage, primarily caused by loose power connections, network instability, wear and tear of top cover actuators, etc. Upon inspection and repair by the contractor, the services could usually be resumed within 48 hours. In the past 3 years, the number of cases requiring more than 24 hours for repair is tabulated below. The EPD does not have a separate breakdown of the individual types of malfunctions. As all expenditures for repairing FWSRBs are covered by the service contracts, no additional repair expenditure is incurred by the EPD.

Year	No. of malfunction cases
2023	20
2024	350
2025	166

To continuously improve durability and stability of the FWSRBs, the EPD conducted comprehensive optimisation works in 2024, including the replacement of door lock components, replacement of top cover sensors and actuators, installation of new antenna, enhancement of odour abatement devices, installation of ultrasonic pest repellents, etc. for the FWSRBs in all PRH estates across the territory. The EPD has also enhanced the screen interface of the FWSRBs to display a "Temporarily Full" status with the indicator light showing a specific colour when they are full, making it easier for cleansing staff and residents to understand the situation. Upon completion of these optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements. The food waste collection scheme in PRH estates has been operating steadily in general and achieving good results. The EPD will continue to monitor the operation of the FWSRBs closely and strive to enhance the service quality.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2833)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned under this Programme that the Environmental Protection Department (EPD) will expand the number of food waste smart recycling bins (FWSRBs) and collection facilities for residential premises to collect more food waste from private premises in 2026-27. In this connection, please inform this Committee of the following:

1. How many FWSRBs have been put into service in private housing estates respectively in the past 3 years? Please provide a breakdown by District Council district. What are the average quantities of food waste collected by FWSRBs per day in various districts? What are the respective capital expenditure and annual recurrent expenditure (including operational, and maintenance and repair expenses) involved?
2. The Administration previously subsidised the installation of FWSRBs in private housing estates through 2 funding schemes. Has any housing estate chosen to return the FWSRBs to the EPD after the funding period expires? If yes, please set out the number of housing estates involved and the reasons.
3. Does the Administration have any plans to further support the expansion of FWSRBs and related collection facilities for residential premises, including continuing the subsidy through relevant funding schemes to support the operational and maintenance expenses of such facilities? If yes, what is the estimated expenditure involved? If no, what are the reasons?
4. What has been the operational performance of Food Waste Recycling Spots over the past 3 years? Please provide the annual quantities of food waste recovered, the number of Food Waste Recycling Spots provided, the distribution of service locations and the operating expenditure involved.

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 8)

Reply:

1. The distribution of food waste smart recycling bins (FWSRBs) installed in private residential buildings in various districts of Hong Kong and the quantities of food waste recovered in the past 3 years are tabulated below:

District	FWSRBs (No.)			Quantity of food waste recovered (tonnes)[Note]		
	2023	2024	2025	2023	2024	2025
Central & Western	0	0	2	0	0	2
Wan Chai	0	0	2	0	0	21
Eastern	15	38	45	257	307	548
Southern	0	8	17	0	72	131
Yau Tsim Mong	2	7	17	2	29	59
Sham Shui Po	0	2	8	0	15	51
Kowloon City	0	1	5	0	4	5
Wong Tai Sin	2	13	13	6	139	362
Kwun Tong	9	46	54	10	349	725
Kwai Tsing	5	22	28	18	132	392
Tsuen Wan	6	24	41	41	222	525
Tuen Mun	5	30	65	15	141	826
Yuen Long	2	23	44	4	166	459
North	7	16	21	6	143	423
Sha Tin	15	51	83	48	479	1 132
Tai Po	0	11	33	0	53	213
Sai Kung	26	60	75	71	401	907
Islands	5	5	19	1	22	118
Total	**99**	**357**	**572**	**479**	**2 674**	**6 901**

Note: The above figures may not add up to the total due to rounding.

The expenditure involved in the installation of FWSRBs in private residential buildings is absorbed by the relevant government funding schemes. The total amount of funding granted over the past 3 years is about $66.88 million. The expenditure includes the expenses on the installation, rental, repairs and maintenance of the FWSRBs, educational and publicity activities, staff remuneration, etc. during the funding period. The amount of funding granted over the past 3 years is tabulated below:

Financial year	Amount of funding ($million)
2023-24	17.35
2024-25	30.13
2025-26	19.40

2&3. The Environmental Protection Department (EPD), in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of FWSRBs, to help residents cultivate a habit of food waste recycling. Following the consolidation of relevant subsidy schemes in October 2025, the Government standardised the eligibility threshold for subsidy to 200 or more households to include small and medium-sized private housing estates, thereby expanding the scope of the trial and enhancing overall effectiveness.

A total funding of $44 million was allocated to the Scheme for installing FWSRBs by phase in private housing estates with applications approved. The amount of subsidies

granted over the past 3 years is $23.27 million. The Scheme will utilise the remaining funding to support more private housing estates, with a target of increasing the number of FWSRBs in private housing estates to about 900 in 2026.

Regarding the follow-on arrangements after the funding period, we have put in place a comprehensive plan to ensure the continuity of food waste recycling. The ECC is arranging for the early batches of rented FWSRBs to be purchased and then provided free of charge to the relevant housing estates for continued use. According to the information obtained by the EPD from the suppliers, housing estates would only need to bear a monthly operation and maintenance fee of about $500 to $1,000 per bin. Based on serving around 500 households, this translates to an average of only about $1 to $2 per month for each household. The GREEN$ rewards earned by households through daily recycling are sufficient to offset these costs. Even if housing estates ultimately choose not to continue using the FWSRBs, the EPD will provide them with pedal-operated food waste recycling bins and food waste collection services free of charge to ensure that the residents can continue participating in recycling and sustain the environmental habits they have already developed.

The EPD is discussing the follow-on arrangements with 14 participating housing estates whose funding periods will end in the first half of 2026. To date, only 2 housing estates have indicated that they will not continue using the FWSRBs after the funding period ends. The EPD is discussing with them the follow-on arrangements for food waste recycling.

FWSRBs facilitate separation of food waste by residents for recycling, helping reduce the odour and hygiene issues associated with domestic waste. The EPD will continue to allocate resources to support private housing estates in their continued recycling of food waste, including providing free food waste collection service for housing estates daily, and organising publicity and educational activities on food waste recycling for the participating housing estates.

4. For residential buildings that cannot install food waste recycling bins due to space constraints (e.g. single-block residential buildings and "three-nil" buildings), the EPD sets up Public Food Waste Recycling Points for residents to recycle food waste. As at February 2026, about 260 Public Food Waste Recycling Points have been set up across the territory, including 104 nighttime Food Waste Recycling Spots, for the convenience of small business operators and residents in the neighbourhood.

The number of Food Waste Recycling Spots and the quantities of food waste recovered, as well as their distribution over the past 3 years are shown in the tables below.

Year	**No. of Food Waste Recycling Spots(Note 1)**	**Quantities of food waste recovered (tonnes)**
2023	21	237
2024	92	914
2025	104	949

District	No. of Food Waste Recycling Spots[Note 1]		
	2023	2024	2025
Central & Western	0	6	10
Wan Chai	0	6	6
Eastern	0	6	6
Southern	0	6	6
Yau Tsim Mong	0	6	6
Sham Shui Po	0	6	6
Kowloon City	0	6	6
Wong Tai Sin	0	6	6
Kwun Tong	0	6	6
Kwai Tsing	0	6	6
Tsuen Wan	0	6	6
Tuen Mun	5	5	5
Yuen Long	5	5	9
North	0	3	5
Sha Tin	6	6	7
Tai Po	5	7	6
Sai Kung	0	0	2
Islands[Note 2]	0	0	0
Total	**21**	**92**	**104**

Note 1: Including Food Waste Recycling Spots collecting food waste from eateries by means of mobile trucks.

Note 2: Besides setting up Food Waste Recycling Points at Outlying Islands Transfer Facilities, the Government also subsidises non-profit-making organisations through the Environment and Conservation Fund to implement food waste recycling programmes in the Islands District for collecting food waste from residents and eateries.

Food Waste Recycling Spot service is an integral part of the EPD's Pilot Scheme on Food Waste Collection. A breakdown of the expenditure involved is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1646)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding GREEN@COMMUNITY, the community recycling network serving the entire Hong Kong, as well as the promotion of food waste reduction and recycling, please advise this Committee of the following:

(1) the actual expenditure, revised estimated expenditure and estimated expenditure for operating the Recycling Stations and Recycling Stores in each of the past 3 years and in 2026-27;

(2) the list of the names, addresses, respective districts (as in the 18 districts), operators and expected commissioning dates of the Recycling Stations and Recycling Stores that have been and are being set up, as well as the public housing estates or MTR stations where the said Recycling Stations and Recycling Stores are located (if applicable);

(3) an evaluation on the effectiveness of the GREEN@COMMUNITY scheme, including the quantity of waste recovered, the level of public participation and the achievements of environmental education activities;

(4) the disposal and recovery rates of commercial & industrial and domestic food waste in each of the past 3 years;

(5) the number of public and private premises (e.g. food factories, public markets, hotels, shopping malls, etc.) participating in the Pilot Scheme on Food Waste Collection with a breakdown by the 18 districts, as well as the expenditure incurred by the Pilot Scheme, in each of the past 3 years;

(6) the average monthly amount of food waste collected by point-to-point collection services, Food Waste Recycling Points set up at public refuse collection points and Food Waste Recycling Spots, as well as the manpower and expenditure involved, in each of the past 3 years;

(7) the progress of the Food Waste Collection Scheme in Public Rental Housing Estates since its launch in 2022, the number of participating public rental housing estates, the manpower and expenditure involved, its effectiveness, as well as the initiatives to be implemented under the Scheme in 2026-27 to promote food waste reduction at source and the estimated expenditure involved; and

(8) the progress, the number of participating businesses, the manpower and expenditure involved, and the effectiveness of the Food Wise Hong Kong Campaign in the past 3 years,

as well as the initiatives to be implemented under the Campaign in 2026-27 to promote food waste reduction at source and the estimated expenditure involved.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 16)

Reply:

(1) The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years (2023-24 to 2025-26) and for the 2026-27 financial year are tabulated below:

Project	**Actual/estimated operating expenditure by financial year ($million)**(Note 1)			
	2023-24 (Actual)	**2024-25 (Actual)**	**2025-26 (Revised estimate)** (Note 3)	**2026-27 (Estimate)** (Note 4)
Recycling Station	64	61	91	79
Recycling Store	238	276	300	275
Recycling Store set up in public rental housing (PRH) estate(Note 2)	11	123	156	153

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation at end-2024.

Note 4: The estimated operating expenditure for GREEN@COMMUNITY projects in the 2026-27 financial year is about $507 million, including $111 million from the Environment and Conservation Fund (ECF) for running 20 special Recycling Store projects.

(2) As at February 2026, the Government has set up and is setting up 12 Recycling Stations and 83 Recycling Stores, with the distribution set out in the Annex.

(3) In 2025, GREEN@COMMUNITY received about 15.69 million visitors and collected about 47 500 tonnes of recyclables, representing an increase of nearly 13% compared to the approximately 42 100 tonnes collected in 2024. Recycling Stations also organised about 2 400 educational activities, including workshops, carnivals, exchanges of second-hand items, etc., encouraging the public to participate in waste reduction and recycling. In addition, there were over 1.2 million registered users of the GREEN$ Electronic Participation Incentive Scheme, reflecting the ongoing effectiveness of GREEN@COMMUNITY in gathering public support and enhancing public participation in waste reduction and recycling efforts.

(4) According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the statistics on food waste (including domestic and commercial & industrial (C&I) food waste) disposed of at landfills and their recovery rates from 2022 to 2024 are tabulated below. The EPD

does not have a breakdown of the recovery rates of food waste from the domestic and C&I sectors. The relevant statistics for 2025 are under compilation.

Year	Domestic food waste	C&I food waste	Overall municipal food waste			
	Disposal quantity (tonnes /day) (a)	Disposal quantity (tonnes /day) (b)	Disposal quantity (tonnes/day) (Note) (c)=(a)+(b)	Quantity generated (tonnes /day)	Quantity recovered (tonnes /day)	Recovery rate
2022	2 312	991	3 302	3 499	197	5.6%
2023	2 021	1 170	3 191	3 407	216	6.4%
2024	1 996	1 004	3 001	3 287	286	8.7%

Note: The above figures may not add up to the total due to rounding.

(5)&(6) Since 2021, the EPD has expanded the Pilot Scheme on Food Waste Collection (the Pilot Scheme) to provide point-to-point collection services for public and private premises with a larger amount of food waste generated, including food factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunch suppliers, hotels, shopping malls, residential estates, etc. The numbers of food waste collection points in various districts are tabulated below:

District	Number of Food Waste Collection Points		
	2023	2024	2025
Central & Western	27	64	82
Wan Chai	20	41	52
Eastern	29	80	94
Southern	26	53	73
Yau Tsim Mong	41	92	102
Sham Shui Po	29	73	85
Kowloon City	27	72	80
Wong Tai Sin	34	73	80
Kwun Tong	53	117	124
Kwai Tsing	58	139	154
Tsuen Wan	38	60	66
Yuen Long	109	142	100(Note)
Tuen Mun	107	119	101(Note)
North	28	55	65
Tai Po	90	102	58(Note)
Sha Tin	70	126	127
Sai Kung	33	64	75
Islands	17	40	50
Total	**836**	1 512	1 568

Note: The pilot scheme providing point-to-point food waste collection services for eateries by means of mobile trucks, which ended in September 2025, has

been replaced by Food Waste Recycling Spots set up at suitable locations for eateries to recycle food waste.

For residential buildings that cannot install food waste recycling bins due to space constraints (e.g. single-block residential buildings and "three-nil" buildings), the EPD primarily sets up Public Food Waste Recycling Points for residents to recycle food waste. As at February 2026, about 260 Public Food Waste Recycling Points have been set up across the territory, including over 150 Food Waste Recycling Points located at public refuse collection points (RCPs), GREEN@COMMUNITY facilities, public markets, and Outlying Islands Transfer Facilities, as well as 104 nighttime Food Waste Recycling Spots for the convenience of small business operators and residents in the neighbourhood.

The monthly average quantities of food waste recovered from the food waste collection services under the Pilot Scheme, Food Waste Recycling Points at public RCPs and Food Waste Recycling Spots are tabulated below:

Year	**Monthly average quantity of food waste recovered (tonnes)**		
	Food waste collection services under the Pilot Scheme	**Food Waste Recycling Points at public RCPs**	**Food Waste Recycling Spots**
2023	2 640	14	34
2024	6 366	98	84
2025	9 169	108	79

The manpower involved in implementing the above food waste recycling initiatives under the Pilot Scheme is absorbed by the existing staff establishment of the EPD. The expenditure on food waste collection services in the past 3 financial years is tabulated below:

Financial year	**Expenditure involved ($million)**
2023-24 (Actual)	107.1
2024-25 (Actual)	156.5
2025-26 (Revised estimate)	214.5

(7) Since the commencement of the Food Waste Collection Scheme in PRH Estates in October 2022, more than 58 000 tonnes of food waste have been recovered. The amount of food waste collected in PRH estates has increased by about 40%, from an average of about 79 tonnes per day in February 2025 to 110 tonnes per day during the same period in 2026. As at February 2026, a total of 997 food waste smart recycling bins (FWSRBs) have been installed in 221 PRH estates in Hong Kong, of which 126 PRH estates have achieved the "one bin per block" target. The EPD will continue to enhance food waste recycling services in PRH estates, with a plan to achieve the "one bin per block" target in the remaining PRH estates by end-2026.

The estimated expenditure involved in the Food Waste Collection Scheme in PRH Estates in 2026-27 is about $95.4 million, mainly covering the provision of FWSRBs

and the related publicity and education work. The manpower involved is absorbed by the existing staff establishment of the EPD.

(8) Since its launch in 2013, the Food Wise Hong Kong Campaign has been promoting a "Food Wise and Waste Less" culture through various schemes and activities to encourage behavioural change in the community to reduce food waste at source. Key schemes and activities include the Food Wise Charter, the Food Wise Eateries Scheme, the "Big Waster" Facebook and Instagram pages, and publicity campaigns on food waste reduction and recycling via online platforms, mobile applications, public transport networks, television and radiobroadcasts, etc. To further step up the promotion of food waste reduction and recycling among all sectors of the community, the current term of Food Wise Hong Kong Steering Committee has not only formulated a work plan to promote a "Food Wise and Waste Less" culture, but has also established 2 new subcommittees. The Subcommittee on Promotion of Food Wise Initiatives focuses on enhancing the participation of the catering industry in promoting food wise culture, while the Subcommittee on Food Waste Recycling Facilitation focuses on encouraging street-level eateries and establishments in participating in food waste recycling. The manpower required to implement the Campaign is absorbed by the existing staff establishment of the EPD. The participation figures and expenditure for various schemes under the Campaign in the past 3 years are tabulated below:

Number of participants in the Campaign			
Year	**No. of signees of the "Food Wise Charter"**	**No. of eateries participating in the "Food Wise Eateries" Scheme**	**No. of "Food Wise" talks organised and no. of attendees**
2023	1 189	1 529	162 (15 149 attendees)
2024	1 622	1 799	198 (20 614 attendees)
2025	2 050	2 574	241 (27 477 attendees)

Project	**Actual/estimated expenditure involved by financial year ($million)**		
	2023-24 (Actual)	**2024-25 (Actual)**	**2025-26** (Revised estimate)
Promoting the "Food Wise Charter" and the "Food Wise Eateries" Scheme, organising "Food Wise" talks	0.38	0.48	0.89
The "Big Waster" Facebook and Instagram pages	1.24	1.26	1.06
Publicity activities	1.74	1.62	1.17
Total	**3.36**	**3.36**	**3.12**

The Government will continue to promote food waste reduction and recycling across all sectors through the Campaign. The estimated expenditure for 2026-27 is about $4 million.

Annex

The distribution of Recycling Stations and Recycling Stores
(As at February 2026)

Recycling Stations

District	Project	Address	Operator	Commence-ment Date
Sha Tin	GREEN@ SHA TIN	10 On Ping Street, Shek Mun	Christian Family Service Centre	May 2015
Eastern	GREEN@ EASTERN	30 Oi Shun Road, Shau Kei Wan	Po Leung Kuk	Aug 2015
Kwun Tong	GREEN@ KWUN TONG	27 Sheung Yee Road, Kowloon Bay	Buddhist Compassion Relief Tzu-Chi Foundation Hong Kong Limited	Jan 2017
Yuen Long	GREEN@ YUEN LONG	65 Tin Wah Road, Tin Shui Wai	Pumen Foundation Limited	Jan 2017
Sham Shui Po	GREEN@ SHAM SHUI PO	339 Tung Chau Street, Sham Shui Po	Po Leung Kuk	Oct 2017
Tuen Mun	GREEN@ TUEN MUN	5 Lung Chak Road, Tuen Mun	Yan Oi Tong Limited	Sep 2018
Kwai Tsing	GREEN@ KWAI TSING	12 Tam Kon Shan Road, Tsing Yi	New Life Psychiatric Rehabilitation Association	Nov 2018
Tai Po	GREEN@ TAI PO	25 Dai Wah Street, Tai Po	Hong Chi Association	Oct 2019
Islands	GREEN@ ISLANDS	1 Chung Mun Road, Tung Chung, Lantau	OIWA Limited	Oct 2019
Sai Kung	GREEN@ SAI KUNG	3 Po Lam Lane, Tseung Kwan O	Christian Family Service Centre	Aug 2021
Wan Chai	GREEN@ WAN CHAI	6 Wan Shing Street, Wan Chai	The Hong Kong Wan Chai District Association Limited	Aug 2021
Wong Tai Sin	GREEN@ WONG TAI SIN	168 Po Kong Village Road, Wong Tai Sin	New Life Psychiatric Rehabilitation Association	Dec 2024

Recycling Stores

District	Project	Address	Operator	Commence-ment Date
Central & Western	GREEN@ SAI YING PUN(Note)	224 Queen's Road West	121C Society for Recycling Limited	Apr 2023

District	Project	Address	Operator	Commence-ment Date
	GREEN@ SHEUNG WAN(Note)	Wing Hing Commercial Building, Sutherland Street	The Association of the Hong Kong Central and Western District Limited	Nov 2020
	GREEN@ KENNEDY TOWN	Lexington Hill, Belcher's St, Kennedy Town	Tung Wah Group of Hospitals	Mar 2022
Eastern	GREEN@ QUARRY BAY(Note)	East Pavilion, King's Road	Buddhist Compassion Relief Tzu-Chi Foundation Hong Kong Limited	Dec 2020
Southern	GREEN@ ABERDEEN (Note)	1/F, Aberdeen Market	121C Society for Recycling Limited	May 2023
	GREEN@ AP LEI CHAU	Happy View Building, Ap Lei Chau Main Street	Hong Kong Southern District Community Association Limited	Feb 2022
Wan Chai	GREEN@ HAPPY VALLEY	Green Valley Mansion, Wong Nai Chung Road	Green Council	Mar 2022
	GREEN@ TIN HAU (Note)	Triumph Court, Electric Road	Tung Wah Group of Hospitals	Nov 2020
Kowloon City	GREEN@ WALLED CITY(Note)	48 Lion Rock Road	Christian Family Service Centre [Starting from March 2026: Association of Kowloon City's Friend]	Dec 2020
	GREEN@ TO KWA WAN(Note)	93 Pau Chung Street (San Shan Road Entrance)	Christian Family Service Centre [Starting from March 2026: Kowloon City District Celebrations Association Limited]	Dec 2020
	GREEN@ HUNG HOM(Note)	103 Wuhu Street	Christian Family Service Centre [Starting from March 2026: ECO Foundation Limited]	Apr 2023

District	Project	Address	Operator	Commence-ment Date
Yau Tsim Mong	GREEN@ TAI KOK TSUI(Note)	117 Ivy Street	New Life Cycle Co., Limited [Starting from March 2026: Yau Tsim Mong Love & Care Charity Foundation Limited]	Apr 2023
	GREEN@ JORDAN	Wai Ching Court, Wai Ching Street	Yaumati Kai Fong Welfare Advancement Association Limited	Mar 2022
Sham Shui Po	GREEN@ CHEUNG SHA WAN (Note)	188 Fuk Wa Street	Cheungshawan Kaifong Welfare Association Limited [Starting from March 2026: Christian Family Service Centre]	Apr 2023
Wong Tai Sin	GREEN@ SAN PO KONG (Note)	San Po Kong Mansion, Choi Hung Road	East Kowloon District Residents' Committee Limited	Dec 2020
Kwun Tong	GREEN@ YUE MAN SQUARE (Note)	Yan On Mansion, Ngau Tau Kok Road	Christian Family Service Centre [Starting from March 2026: Kowloon Federation of Associations Kwun Tong District Committee Social Services Centre Limited]	Apr 2023
Tai Po	GREEN@ TAI PO MARKET (Note)	G/F, Central Plaza, Kwong Fuk Road	Environmental Association Limited	Jan 2021
	GREEN@ TAI WO	G/F, Block C, Greenery Plaza, Chui Yi Street	Baguio Waste Management & Recycling Limited	Mar 2022

District	Project	Address	Operator	Commence-ment Date
Yuen Long	GREEN@ YUEN LONG HUI (Note)	Chun Chu House, Castle Peak Road - Yuen Long	Action Health Limited [Starting from March 2026: Pumen Foundation Limited]	Apr 2023
	GREEN@ HUNG SHUI KIU	1/F, Hung Shui Kiu Environmental Hygiene Complex, 20 Hung Yuen Road, Hung Shui Kiu	Chung's Recycle International Limited	Sep 2025
Tuen Mun	GREEN@ SAN HUI (Note)	Ming Wai Building, Tuen Mun Heung Sze Wui Road	Green Commune Education Charity Foundation Limited [Starting from March 2026: New Territories West Power Social Service Limited]	Nov 2020
	GREEN@ KIN SANG	G/F, Ori, Leung Tak Street	New Territories West Power Eco Company	Apr 2022
North	GREEN@ SHEK WU HUI(Note)	80 Lung Sum Avenue, Sheung Shui	North District Residents Association Limited	Apr 2023
	GREEN@ FANLING (Note)	Flora Plaza, Pak Wo Road, Fanling	North District Residents Association Limited	Dec 2020
	GREEN@ LUEN WO HUI	G/F, Luen Wo Hui Market, 9 Wo Mun Street, Luen Wo Hui, Fanling	Endeavour Environmental Education Foundation Limited	Mar 2022
Sai Kung	GREEN@ PO LAM	MCP Central, Yan King Road, Tseung Kwan O	Baguio Waste Management & Recycling Limited	Dec 2020
	GREEN@ SAI KUNG TOWN	98 Man Nin Street	Sai Kung and Tseung Kwan O Women's Association Limited	Apr 2022
Sha Tin	GREEN@ TAI WAI	G/F, Kam Fai Building, 68-72 Chik Fuk Street, Sha Tin	Hong Kong Youth Development Volunteer Company Limited	Apr 2023
Tsuen Wan	GREEN@ LO TAK COURT (Note)	423-427 Castle Peak Road - Tsuen Wan	New Life Cycle Co., Limited	Apr 2023

District	Project	Address	Operator	Commence-ment Date
			[Starting from March 2026: Tsuen Wan Kwai Ching District Women's Association (Charitable Fund) Limited]	
	GREEN@ YI PEI SQUARE	71 Ho Pui Street	Tsuen Wan Development Association Limited	Apr 2022
Kwai Tsing	GREEN@ TSING YI (Note)	Shop TSY 208 at Tsing Yi MTR Station	Tsuen Wan Development Association Limited	Feb 2024
Islands	GREEN@ MUI WO (Note)	Silver Centre Building, Mui Wo Ferry Pier Road	OIWA Limited	Feb 2021

Note: Funding under the ECF has been allocated to a special project for operating 20 Recycling Stores for a duration of 15 months, commencing in the first quarter of 2026.

Recycling Stores set up in PRH estates

District	Project	Address	Operator	Commence-ment Date
Eastern	GREEN@ HING TUNG	G/F, Hing Fung House, Hing Tung Estate, Sai Wan Ho	Hong Kong Youth Power Association	May 2024
	GREEN@ YIU TUNG	G/F, Yiu Hing House, Yiu Tung Estate, Shau Kei Wan	Hong Kong Youth Power Association	May 2024
	GREEN@ SIU SAI WAN	G/F, Sui Yick House, Siu Sai Wan Estate, Chai Wan	Youth Chain Limited	Apr 2024
	GREEN@ WAN TSUI	G/F, Mei Tsui House, Wan Tsui Estate, Chai Wan	Youth Chain Limited	Feb 2024
	GREEN@ YUE WAN	G/F, Yue On House, Yue Wan Estate, Chai Wan	Youth Chain Limited	Feb 2024
Kwai Tsing	GREEN@ CHEUNG HONG	G/F, Hong Fu House, Cheung Hong Estate, Tsing Yi	Kwai Tsing Women's Community Development Limited	Apr 2024

District	Project	Address	Operator	Commence-ment Date
	GREEN@ LAI KING	G/F, Yeung King House, Lai King Estate, Kwai Chung	Kwai Tsing Women's Community Development Limited	Apr 2024
	GREEN@ KWAI SHING	6/F, Block 1, Kwai Shing West Estate, Kwai Chung	CC Smile Charity Foundation Limited	May 2024
	GREEN@ ON YAM	G/F, Chak Yam House, On Yam Estate, Kwai Chung	CC Smile Charity Foundation Limited	May 2024
	GREEN@ KWAI FONG	Unit No. 13, G/F, Kwai On House, Kwai Fong Estate, Kwai Chung	Christian Family Service Centre	Jun 2023
	GREEN@ TAI WO HAU	Unit No. 6, G/F, Fu Wah House, Tai Wo Hau Estate, Kwai Chung	Christian Family Service Centre	Jun 2023
Kwun Tong	GREEN@ KAI YIP	G/F, Kai Yue House, Kai Yip Estate, Kowloon Bay	Christian Family Service Centre	Dec 2023
	GREEN@ SHUN LEE	G/F, Lee Yip House, Shun Lee Estate, Kwun Tong	Christian Family Service Centre	Apr 2024
	GREEN@ PING TIN	G/F, Ping Shun House, Ping Tin Estate, Lam Tin	Wegeneration Limited	May 2024
	GREEN@ SAU MAU PING	G/F, Sau Sin House, Sau Mau Ping (South) Estate, Kwun Tong	Wegeneration Limited	May 2024
	GREEN@ YAU LAI	G/F, Hong Lai House, Yau Lai Estate, Yau Tong	Wegeneration Limited	May 2024
	GREEN@ CHOI YING	G/F, Ying On House, Choi Ying Estate, Ngau Tau Kok	Hong Kong Community & Construction Association Charitable Foundation Limited	Dec 2024
	GREEN@ CHOI TAK	G/F, Choi Yee House, Choi Tak Estate, Ngau Tau Kok	Hong Kong Community & Construction Association Charitable Foundation Limited	Dec 2024

District	Project	Address	Operator	Commence-ment Date
	GREEN@ NGAU TAU KOK	G/F, Sheung Wing House, Upper Ngau Tau Kok Estate, Ngau Tau Kok	Hong Kong Community & Construction Association Charitable Foundation Limited	Dec 2024
North	GREEN@ CHING HO	G/F, Ching Yu House, Ching Ho Estate, Sheung Shui	Luen Heep Social Service Limited	Apr 2024
	GREEN@ QUEENS HILL	G/F, Wong Sheng House, Queens Hill Estate, Fanling	Luen Heep Social Service Limited	Apr 2024
Sai Kung	GREEN@ KIN MING	G/F, Ming Yu House, Kin Ming Estate, Tseung Kwan O	Tseung Kwan O Kai Fong Joint Association Limited	Apr 2024
	GREEN@ SHEUNG TAK	G/F, Sheung Chun House, Sheung Tak Estate, Tseung Kwan O	Tseung Kwan O Kai Fong Joint Association Limited	Apr 2024
	GREEN@ ON YU	Joint-user Complex, Anderson Road, Sai Kung	Tendering in progress	Second half of 2026
Sha Tin	GREEN@ CHUN YEUNG	G/F, Chun Yi House, Chun Yeung Estate, Fo Tan	Shatin Inhabitants Association Limited	Feb 2024
	GREEN@ YAN ON	G/F, Yan Yuet House, Yan On Estate, Ma On Shan	Shatin Inhabitants Association Limited	Apr 2024
	GREEN@ SHA KOK	G/F, Skylark House, Sha Kok Estate, Sha Tin	Project Tomorrow Limited	May 2024
	GREEN@ SHUI CHUEN O	G/F, Mau Chuen House, Shui Chuen O Estate, Sha Tin	Project Tomorrow Limited	May 2024
Sham Shui Po	GREEN@ PAK TIN	G/F, Yue Tin House, Pak Tin Estate, Sham Shui Po	Sham Ching Youth Association Limited	May 2024
	GREEN@ SO UK	G/F, Azalea House, So Uk Estate, Cheung Sha Wan	Sham Ching Youth Association Limited	May 2024
	GREEN@ UN CHAU	G/F, Un Wai House, Un Chau Estate, Cheung Sha Wan	Sham Ching Youth Association Limited	May 2024
Tai Po	GREEN@ KWONG FUK	G/F, Kwong Chi House, Kwong Fuk Estate, Tai Po	Joyteam Volunteers Alliance Limited	May 2024

District	Project	Address	Operator	Commence-ment Date
	GREEN@ TAI YUEN	G/F, Tai Ling House, Tai Yuen Estate, Tai Po	Joyteam Volunteers Alliance Limited	May 2024
Tsuen Wan	GREEN@ LEI MUK SHUE	G/F, Pak Shue House, Lei Muk Shue (2) Estate, Tsuen Wan	Tsuen Wan Development Association Limited	May 2024
	GREEN@ SHEK WAI KOK	G/F, Shek To House, Shek Wai Kok Estate, Tsuen Wan	Tsuen Wan Development Association Limited	May 2024
Tuen Mun	GREEN@ FU TAI	G/F, Mei Tai House, Fu Tai Estate, Tuen Mun	Hong Kong Youth Affairs Development Foundation Limited	May 2024
	GREEN@ YAN TIN	G/F, Yuet Tin House, Yan Tin Estate, Tuen Mun	Hong Kong Youth Affairs Development Foundation Limited	Feb 2024
	GREEN@ ON TING	G/F, Ting Lung House, On Ting Estate, Tuen Mun	New Life Psychiatric Rehabilitation Association	Jan 2024
	GREEN@ WU KING	G/F, Wu Pik House, Wu King Estate, Tuen Mun	New Life Psychiatric Rehabilitation Association	May 2024
Kowloon City	GREEN@ TAK LONG	G/F, Tak Shan House, Tak Long Estate, Kai Tak	Community Care Limited	May 2024
Wong Tai Sin	GREEN@ CHOI WAN	G/F, King San House, Choi Wan (I) Estate, Ngau Chi Wan	Community Care Limited	May 2024
	GREEN@ CHUK YUEN	G/F, Fu Yuen House, Chuk Yuen South Estate, Wong Tai Sin	New Life Psychiatric Rehabilitation Association	May 2024
	GREEN@ WANG TAU HOM	G/F, Wang Yip House, Wang Tau Hom Estate, Wong Tai Sin	New Life Psychiatric Rehabilitation Association	May 2024
	GREEN@ TSZ CHING	G/F, Ching Yuk House, Tsz Ching Estate, Tsz Wan Shan	Christian Family Service Centre	Apr 2024
	GREEN@ TSZ LOK	G/F, Lok Shing House, Tsz Lok Estate, Tsz Wan Shan	Christian Family Service Centre	May 2024

District	Project	Address	Operator	Commence-ment Date
	GREEN@ TSZ MAN	G/F, Man Tai House, Tsz Man Estate, Tsz Wan Shan	Christian Family Service Centre	Apr 2024
Yuen Long	GREEN@ TIN HENG	G/F, Heng Fu House, Tin Heng Estate, Tin Shui Wai	Pumen Foundation Limited	May 2024
	GREEN@ TIN WAH	G/F, Wah Yau House, Tin Wah Estate, Tin Shui Wai	Pumen Foundation Limited	May 2024
	GREEN@ TIN YAN	G/F, Yan Fuk House, Tin Yan Estate, Tin Shui Wai	Pumen Foundation Limited	May 2024
Islands	GREEN@ YING TUNG	1/F, Ying Hei House, Ying Tung Estate, Tung Chung	New Life Cycle Co., Limited	Dec 2024
	GREEN@ YAT TUNG	G/F, Mei Yat House, Yat Tung (2) Estate, Tung Chung	New Life Cycle Co., Limited	Dec 2024

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1647)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Please advise this Committee of the following:
(1) the effectiveness of the Plastic Shopping Bag (PSB) Charging Scheme in the past 3 years;
(2) the measures, details and effectiveness of promoting the reduction of plastic packaging materials to the relevant trade and stakeholders in the past 3 years;
(3) the implementation of the PSB Charging Scheme and the relevant legislation; the number of staff involved in inspections; the number of inspections conducted and the expenditure involved; the percentage in the overall expenditure of the Department; the numbers of warnings and fixed penalty notices issued, prosecutions instituted by summons, convictions, as well as the total fines imposed each year, in the past 3 years;
(4) the effectiveness of the regulation on disposable plastic products (the Regulation) since it came into effect in 2024; as well as the details and effectiveness of the publicity and education efforts to encourage the trade to go "plastic-and-disposable-free";
(5) the implementation of the Regulation; the number of staff involved in complaint and report follow-ups as well as inspections; the number of inspections conducted and the expenditure involved; the percentage in the overall expenditure of the Department; the numbers of warnings and fixed penalty notices issued, prosecutions instituted by summons, convictions, as well as the total fines imposed each year, in the past 3 years.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 17)

Reply:

(1) The Environmental Protection Department (EPD) implemented the Enhanced Plastic Shopping Bag (PSB) Charging Scheme on 31 December 2022 to increase the minimum charge per PSB from $0.5 to $1, remove the exemption for PSBs carrying frozen or chilled foodstuff items, and tighten the scope of exemption relating to food hygiene, subject to the basic principle of "1 free PSB per single transaction". Statistics show that the amount of PSB disposed of has continued to decline, dropping from 79 284 tonnes in 2022 to 56 408 tonnes in 2024, a nearly 30% reduction, demonstrating the effectiveness of the scheme in encouraging the public to bring their own shopping bags and reducing the excessive use of PSBs.

The breakdown by year of the PSB disposal quantity in the past 3 years (from 2022 to 2024) is set out below. The statistics for 2025 are under preparation.

	2022	2023	2024
Quantity of PSBs disposed of (tonnes)	79 284	63 367	56 408

(2) The EPD has developed a set of Practical Guides on Packaging Reduction and Management for 8 specific sectors (i.e. supermarkets and grocery stores, logistics, e-commerce, hotel and hospitality, electronics and electrical appliances, beverage manufacturing, food manufacturing and importers), which have been published on the Waste Reduction Website of the EPD for reference by the trades. The EPD also promotes simple packaging and waste reduction at source, and encourages green business practices and consumption through publicity and education (such as workshops, seminars and websites).

Besides, the EPD launched the Packaging Reduction Charter (the Charter) on 31 March 2025 to encourage businesses to adopt sustainable packaging reduction practices, including reviewing their packaging designs to minimise unnecessary material usage, enhancing the recyclability and reusability of their packaging, as well as exploring innovative solutions. As at February 2026, 142 companies have signed the Charter, covering about 3 000 service and retail outlets across the territory in various retail and catering categories, which include supermarkets and convenience stores, personal care products, electronics and electrical appliances, various types of food, hotel and hospitality, etc.

(3) The PSB Charging Scheme was fully implemented on 1 April 2015 to cover all retail sales of goods in the territory. Statistics on inspection and enforcement by the EPD in the past 3 years are tabulated below:

Year	No. of inspections conducted Note 1	No. of warnings issued Note 2	No. of fixed penalty notices issued	No. of prosecutions instituted by summons	No. of convictions	Total fines imposed
2023 (31 December 2022-31 December 2023)	23 745	7	25	0	0	$50,000
2024	12 065	0	9	0	0	$18,000
2025	5 303	0	10	0	0	$20,000
Total	**41 113**	**7**	**44**	**0**	**0**	**$88,000**

Note 1: From October 2024 onwards, due to the gradual decreasing number of non-compliant cases, the EPD has reprioritised its work to focus on following up complaints from the public.

Note 2: The enhanced scheme was implemented on 31 December 2022. To allow the public and the retailers to understand and adapt to the enhanced scheme, the EPD focused on publicity and education in the first month of implementation, and gave advice or warnings for non-compliant cases.

The relevant law enforcement is part of the integrated enforcement work of the EPD. We will arrange our law enforcement officers to conduct inspection and law enforcement work in accordance with the actual circumstances and deploy contract staff to assist with inspections and spot checks. We do not have a separate breakdown of the expenditure involved.

(4) The legislation for regulating disposable plastic tableware and other plastic products came into effect on 22 April 2024, with the first 6 months as the adaptation period. Upon implementation of the legislation, the trades have actively complied with the legislation by stopping the sale or provision of the regulated disposable plastic products. The public has also changed their habits of using these products in their daily lives. For instance, the number of customers choosing to order takeaways without cutlery has increased significantly compared to the time before the legislation took effect, and they have gradually become accustomed to bringing their own reusable tableware. More than 80% of takeaway customers patronising chain restaurants no longer request for disposable cutlery. It is estimated that, on average, the legislation can reduce the use of more than 60 million sets of disposable cutlery in Hong Kong every year, achieving an overall effective waste reduction goal.

To assist the trade in procuring compliant alternatives, the EPD has engaged the Hong Kong Quality Assurance Agency to establish a Green Tableware Platform, providing information on the suppliers of alternatives and non-plastic disposable tableware products. Furthermore, we launched the "Non-Plastic Container Trial Programme" in mid-August 2025, openly inviting eateries to participate in the trial use of various types of non-plastic containers and provide feedback on product performance for reference by catering businesses and tableware suppliers, thereby optimising product design and the supply chain. The EPD will keep recruiting catering businesses and suppliers to join the trial programme, and continually consolidate data and industry feedback for reference by catering businesses and tableware suppliers. We will continue to promote the message of going "plastic-and-disposable-free" through different channels and publicity activities, and join hands with different sectors of the community to promote a culture of green and low-carbon living in Hong Kong.

(5) Statistics on inspection and enforcement by the EPD after the end of the 6-month adaptation period on 21 October 2024 are tabulated below:

Year	No. of inspections conducted	No. of warnings issued	No. of fixed penalty notices issued	No. of prosecutions instituted by summons	No. of convictions	Total fines imposed
2024 (22 October 2024 - 31 December 2024)	240	46	4	0	0	$8,000
2025	9 871	369	36	0	0	$72,000
Total	**10 111**	**415**	**40**	**0**	**0**	**$80,000**

The relevant law enforcement is part of the integrated enforcement work of the EPD. We will arrange our law enforcement officers to conduct inspection and law enforcement work in accordance with the actual circumstances. We do not have a separate breakdown of the expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1821)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Indicators listed under the key performance measures in respect of Programme (1) Waste, the projected tonnage of waste received annually by O·PARKs and food waste pre-treatment facilities in 2026 is 149 940. Please inform this Committee of the following:
(1) the tonnage categorised by food waste, animal waste received and treated, etc., over the past 3 years;
(2) a breakdown of the projected 149 940 tonnes of waste to be received in 2026.

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 18)

Reply:

(1) & (2)
The statistics on the organic waste received and treated by O·PARK1, O·PARK2 and the food waste pre-treatment facilities for the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme at Tai Po and Sha Tin Sewage Treatment Works in the past 3 years are tabulated below:

Year	Food waste (tonnes)	Animal waste (tonnes)[Note]	Total amount (tonnes)
2023	60 792	-	60 792
2024	100 831	5 785	106 616
2025	126 549	8 226	134 775

Note: O·PARK2 commenced trial treatment of animal waste in 2024.

The estimated total tonnage of organic waste to be received in 2026 is 149 940, of which food waste and animal waste account for 141 710 tonnes and 8 230 tonnes respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1822)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Waste Programme of the Environmental Protection Department:
(1) Why did the number of prosecutions for "waste import/export offences" increase by more than threefold, from 14 cases in 2024 to 50 cases in 2025? What are the reasons for such increase?
(2) Based on past records, the number of prosecutions for "illegal deposit of waste offences" was 240 in 2023, 145 in 2024, and rose to 157 in 2025. What are the reasons for this trend? Please provide the figures and details of the staff establishment allocated to handling prosecutions over the past 3 years.
(3) The tonnage of "waste treated annually at the Chemical Waste Treatment Centre" increased from 8 751 in 2024 to 10 433 in 2025, representing an increase of 19%. What are the reasons for such increase? What measures will the Government take to address this upward trend?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 19)

Reply:

(1) The number of prosecutions for "waste import/export offences" increased sharply from 14 cases in 2024 to 50 in 2025, mainly due to the Environmental Protection Department (EPD) expanding the scope of waste import/export control to cover all electrical and electronic waste, following the amendment of the Waste Disposal Ordinance (Cap. 354) to align with the relevant amendment of the Basel Convention, effective from 1 January 2025. In addition, the increase in the number of prosecutions reflects the EPD's enhanced enforcement efforts.

(2) The EPD strives to combat illegal waste disposal and strictly enforces relevant legislation against offenders by issuing fixed penalty notices or initiating prosecutions via court summons as appropriate. The amount of fixed penalty for the offence of unlawful depositing of waste was raised from $1,500 to $6,000 in 2023 to enhance the deterrent effect. Furthermore, the EPD has made use of technologies to facilitate law enforcement. Drone fleets are deployed for remote aerial surveillance and intelligence gathering. A list of priority sites has also been identified for surveillance. As at 2025, the EPD had installed 24-hour surveillance camera systems at around 250 locations

across the territory where illegal waste disposal is more frequently found, enabling automated detection of such illegal activities. These measures not only help evidence collection but also facilitate intelligence analysis for strategic enforcement operations. As a result, the number of prosecutions for "illegal deposit of waste offences" decreased in 2024 and 2025 as compared with that of 2023, thereby keeping the figure at a relatively low level. As the relevant law enforcement is part of the integrated enforcement work of the EPD and is carried out by existing staff, there is no separate breakdown of the staff establishment involved.

(3) The Chemical Waste Treatment Centre carried out incinerator replacement works in 2024, which resulted in reduction in treatment capacity in that year compared with previous years. Following the commissioning of the new incinerator in 2025, the amount of waste treated in 2025 has largely returned to former levels.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3063)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government commenced fee-paying electric vehicle (EV) charging services in public car parks on a trial basis in 2023. In this connection, please advise this Committee of the following:
(1) How many public car parks have started fee-paying EV charging services?
(2) What is the annual operating cost of each charging facility (including the service fee payable by the Government to the outsourced contractors)?
(3) Will the Administration step up its measure on fee-paying charging services in public car parks in the coming year? If so, what are the details?
(4) How much revenue did the Government generate from the fee-paying EV charging services in public car parks in the past financial year?
(5) How many complaints did the Government receive about the fee-paying EV charging services in public car parks in the past financial year?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 22)

Reply:

(1) As mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February 2026, the Government is progressively marketising the EV charging services at its car parks, entrusting contractors with the operation and collection of charging fees. The purpose is to accelerate the expansion of Hong Kong's charging network by stimulating private sector participation. As at December 2025, the Environmental Protection Department (EPD) has provided EV charging services at 74 government car parks (with about 1 600 chargers) under the principle of marketisation with charging fees set at market rates based on energy consumption. Other government departments are also progressively arranging the marketisation of their EV charging services. By December 2025, the Hong Kong Housing Authority has implemented fee-paying EV charging services for about 800 chargers installed at their hourly parking spaces across 80 car parks. Other relevant government departments are promptly arranging the marketisation of their EV charging services.

(2)-(3) The EPD awarded 2 contracts in December 2023 and January 2024 to 2 operators, namely Cornerstone EV Charging Service Co. Ltd. and Hong Kong EV Power Limited, respectively in the form of licensing agreement for the management, operation and maintenance of EV chargers, both with a contract duration of 5 years. It is expected that the contracts can bring about a revenue of approximately HK$34.5 million to the Government. Under the contractual terms, all the expenditures incurred in repair, maintenance and operation of EV charging services (including electricity tariff, installation of fee-paying systems, etc.) will be borne by the operators. The operators will directly charge the EV drivers for the charging, the fee of which is determined by operators with reference to the prevailing market rates of EV charging services in the same district, subject to the approval of the EPD.

(4) The annual total revenue generated by the above 2 licensing agreements in the 2025-26 financial year was HK$6.9 million.

(5) The EPD had not received any complaints about the fee-paying EV charging services in the relevant public car parks.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3196)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (4) Water

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has all along been allocating resources with a view to taking forward the Village Sewerage Programme (the Programme). To gain a better understanding of the implementation details of the Programme and safeguard residents' rights and interest, please inform this Committee of the following:

(1) The Government states that it will take into account various factors, including the level of improvement to the environment, population density, etc. when taking forward the Programme. For villages with lower population density but more prominent environmental pollution issues, how does the Government strike a balance to ensure these villages are timely included in the project planning?

(2) Where are the villages with project design not yet completed? What are their specific stages of planning and design?

(3) The Government states that it will take into account cost-effectiveness and financial position when taking forward the Programme. What is the estimated total project cost for the remaining villages across the territory where works have yet to be implemented?

(4) Through what means and at what frequency will the Government inform residents of the planning, design and construction progress of various projects under the Programme in the future? How will the Government ensure that residents have timely access to project details and channels to provide feedback?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 39)

Reply:

(1) - (3) The Government has all along been allocating resources to take forward the Village Sewerage Programme (the Programme), with a view to improving rural environmental hygiene and enhancing the water quality of rivers and marine waters. When taking forward village sewerage projects, the Government will take into account a wide range of factors, including the level of improvement to the environment by the Programme, density of village population, preference of residents, technical feasibility, cost-effectiveness and financial position, etc., and initiate the planning for relevant sewerage works at an opportune time according to actual circumstances and priorities, so as to ensure the prudent use of resources.

At present, septic tanks and soakaway systems (collectively referred to as "septic tank systems") are commonly used as sewage treatment facilities of New Territories Exempted Houses (i.e. New Territories village houses). Septic tank systems, which naturally purify sewage in the soil, remain an effective rural sewage treatment solution in many countries and regions. As for unsewered villages or areas, residents may continue to use on-site sewage treatment facilities, such as septic tank systems, to treat their sewage. They should carry out regular maintenance and repairs to ensure the facilities remain in good working order and to maintain environmental hygiene.

The villages where relevant works have not yet commenced are located in various districts. The implementation of village sewerage projects is a lengthy process. Pre-construction work involves various procedures, including planning, feasibility studies, detailed design, public consultation, gazettal and land resumption, etc. Given intertwined land ownership in some villages, consultation on sewerage schemes and land resumption arrangements requires thorough communication and the attainment of consensus with relevant stakeholders before the projects can be taken forward in an orderly manner. It is difficult to draw up a concrete works schedule for the remaining village projects under the Programme or provide an overall estimated cost for the Programme at this stage.

(4) When taking forward the Programme, the relevant government departments (including the Environmental Protection Department, the Home Affairs Department, and the Drainage Services Department) will conduct consultation exercises as early as possible during the preparatory stage of the works through District Councils, Rural Committees, and village representatives to inform villagers about the construction plans, common concerns, and construction arrangements regarding the village sewerage works, thereby enabling villagers to better understand the construction details and gathering their views to facilitate reaching a consensus as early as possible. The works can only proceed in an orderly manner with the support of the relevant District Councils, Rural Committees, and villagers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1950)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 206 of the Budget that starting from the next financial year, the Government will earmark resources for launching a five-year plan to enhance and upgrade recycling infrastructure in 3 areas. The Environmental Protection Department has also expanded the territory-wide community recycling network comprising Recycling Stations, Recycling Stores, Recycling Spots and smart recycling bins. In this connection, please advise this Committee of the following:

(1) What is the estimated amount of resources to be deployed by the Government for taking forward the five-year plan for enhancing and upgrading recycling infrastructure? What are the specific strategies, measures and implementation timetable?

(2) The Administration indicated that it will gradually transform GREEN@COMMUNITY into round-the-clock self-service recycling facilities. Does it mean that the existing operation contracts for GREEN@COMMUNITY will not be renewed upon expiration? What are the details?

(3) What is the current distribution of the community recycling network (Recycling Stations, Recycling Stores, Recycling Spots and smart recycling bins) in Hong Kong? What are the utilisation rates? What are the quantities of recyclables collected through each type of facility? Please set out by District Council district.

(4) What is the respective operating expenditure incurred by each type of the above community recycling network facility in each of the past 3 years? Please set out by facility type.

(5) The Government launched the GREEN$ Electronic Participation Incentive Scheme to encourage members of the public to take part in recycling. What are the operating expenditures incurred by the Scheme and the expenses on gift procurement in the past 3 years?

(6) It was stated in last year's Budget that the Government would allocate an additional $180 million to continue expanding the food waste recycling network. Has the funding been used up yet? What are the details?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 15)

Reply:

(1)&(2) The Environmental Protection Department (EPD) will seek funding approval through established mechanisms to implement initiatives under the plan, with

further details to be announced in due course. At this stage, we can only disclose that the estimated expenditure for the plan in the 2026-27 financial year is about $62 million.

The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create economies of scale and enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, expand the smart recycling bin and food waste recycling bin networks to more public rental housing (PRH) estates and private residential estates, and review the distribution arrangements of various types of recycling facilities in light of actual circumstances in each district.

Furthermore, the Government will make good use of technologies to extract valuable resources from waste in a more cost-effective manner, and turn them into raw materials for manufacturing green products. To this end, the EPD is exploring public-private collaboration to establish a pilot facility to be equipped with technologies such as artificial intelligence. This facility will identify valuable materials (such as metals) from bulky waste, dismantle and extract these materials for subsequent recycling processes, thereby driving waste-to-resources and supporting the local circular economy development.

Overall, the Government will actively utilise information technology and big data to build a smart recycling network logistics system to optimise the operation of recycling facilities and logistics arrangements. This initiative seeks to enhance overall cost-effectiveness, boost recycling rates, and reduce the amount of municipal solid waste (MSW) disposal in Hong Kong, the benefits of which will be gradually reflected in future MSW disposal and recycling statistics.

(3) The EPD is continuously enhancing the GREEN@COMMUNITY recycling network and strengthening district recycling facilities. As at February 2026, over 800 public collection points (including Recycling Stations, Recycling Stores, Recycling Spots and over 140 sets of smart recycling bins installed territory-wide) have been set up across the 18 districts of the territory. The distribution of these facilities is tabulated below:

District	**2026 (as at February)**			
	Recycling Stations	**Recycling Stores**	**Recycling Spots**	**Smart recycling bins**(Note)
Eastern	1	6	39	9
Central & Western	0	3	22	9
Southern	0	2	21	6
Wan Chai	1	2	31	6
Kowloon City	0	4	26	6

District	2026 (as at February)			
	Recycling Stations	**Recycling Stores**	**Recycling Spots**	**Smart recycling bins**(Note)
Kwun Tong	1	9	42	11
Sham Shui Po	1	4	37	3
Wong Tai Sin	1	7	35	3
Yau Tsim Mong	0	2	22	8
Islands	1	3	22	6
Kwai Tsing	1	7	34	7
North	0	5	31	9
Sai Kung	1	4	49	10
Sha Tin	1	5	31	17
Tai Po	1	4	35	8
Tsuen Wan	0	4	28	8
Tuen Mun	1	6	41	9
Yuen Long	1	5	40	8
Total	**12**	**82**	**586**	**143**

Note: The above figures exclude the 8 sets of smart recycling bins placed in the Recycling Stores set up in PRH estates.

The total quantities of recyclables collected by Recycling Stations, Recycling Stores, Recycling Spots, and smart recycling bins in 2025, along with the visitor/use figures, are tabulated below:

Recyclables	Approximate quantity of recyclables collected in 2025 (tonnes)(Note)	
	Recycling Stations and their Recycling Spots	**Recycling Stores and their Recycling Spots**
Regulated electrical equipment	290	570
Non-regulated electrical equipment (such as small electrical appliances)	500	1 510
Glass containers	3 470	7 750
Rechargeable batteries	16	35
Compact fluorescent lamps/fluorescent tubes	23	39
Waste paper	2 370	12 360
Waste plastics	2 450	13 870
Waste metals	320	1 620
Beverage cartons	80	280

Note: The quantities of each type of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

Recyclables	Quantity of recyclables collected by smart recycling bins in 2025 (tonnes)
Paper	1 251
Metal	197
Plastic bottles	567
Other plastic	441
Glass bottles	258

Project	Approximate numbers of visitors/uses in 2025 (million)(Note)
Recycling Stations	1.31
Recycling Stores	12.46
Recycling Spots	1.92
Smart recycling bins	2.50
Total	**18.19**

Note: The numbers of visitors/uses in 2025 are preliminary data and the actual figures are still being verified. The EPD does not maintain a breakdown by district of the quantity of recyclables collected by these facilities, nor the visitor/use figures.

(4) The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) and smart recycling bins in the past 3 financial years are tabulated below:

Project	Actual/estimated operating expenditure by financial year ($million)(Note 1)		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)(Note 3)
Recycling Station	64	61	91
Recycling Store	238	276	300
Recycling Store set up in PRH estate(Note 2)	11	123	156
Smart recycling bins	11	9	14

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation in end-2024.

(5) To encourage more members of the public to actively participate in waste separation for recycling, the EPD launched the GREEN$ Electronic Participation Incentive Scheme (GREEN$ ePIS) in November 2020. Through the GREEN$ ePIS, members of the public can earn GREEN$ points by depositing recyclables through smart balances and smart recycling bins in GREEN@COMMUNITY recycling facilities, or food waste through food waste smart recycling bins. These points can

be redeemed for daily necessities, thereby integrating waste reduction and recycling habits into their daily lives.

The actual/estimated expenditure incurred by the GREEN$ ePIS in the past 3 financial years is tabulated below:

Financial year	**Operating expenses**(Note 1) **($million)**	**Expenses on the procurement of gifts**(Note 2) **($million)**
2023-24 (Actual)	0.47	6.83
2024-25 (Actual)	1.37	10.25
2025-26 (Revised estimate)	3.89	4.63(Note 3)

Note 1: This is mainly incurred for the development of new functions of the mobile application, system maintenance and updates, SMS verification for mobile accounts, cloud hosting services, and system upgrades to accommodate the growing number of registered users and transaction volumes.

Note 2: Expenses on the procurement of gifts include costs incurred by the EPD for both the direct procurement of physical gifts and payments for the redemption of electronic points on Carbon Wallet and MoneyBack.

Note 3: Starting from the 2024-2025 financial year, most GREEN@COMMUNITY operators are required to procure GREEN$ physical gifts directly on their own under new contract terms. The relevant expenses for gift procurement are included in the operating costs of GREEN@COMMUNITY.

(6) The Government allocated an additional funding of $180 million in the 2025-26 financial year to further expand the food waste recycling network. This includes increasing the number of food waste smart recycling bins or food waste collection facilities in residential premises to about 1 600 across the territory in 2025, so as to encourage public participation in food waste recycling.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1951)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department launched the Packaging Reduction Charter (the Charter) last year with a view to promoting the reduction of packaging materials through liaising with the relevant sectors and stakeholders. In this connection, please advise this Committee of the following:
(1) How many companies have signed the Charter so far?
(2) What are the expenditure and manpower involved since the launch of the Charter?
(3) Apart from the Charter, are there other measures to address the issue of excessive packaging? Will regulatory control be considered in the future if the Charter fails to achieve the desired effect?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 16)

Reply:

(1) The Environmental Protection Department (EPD) launched the Packaging Reduction Charter (the Charter) on 31 March 2025 to encourage businesses to adopt sustainable packaging practices, including reviewing their packaging designs to minimise unnecessary material usage, enhancing the recyclability and reusability of their packaging, as well as exploring innovative solutions. As at February 2026, 142 companies have signed the Charter, covering about 3 000 service and retail outlets across the territory in various retail and catering categories, which include supermarkets and convenience stores, personal care products, electronics and electrical appliances, various types of food, hotel and hospitality, etc.

(2) As the implementation of the Charter is part of the overall work of the EPD and is being undertaken by the existing staff establishment, we do not have a relevant breakdown of the manpower resources and expenditure involved. In the past 2 years, the expenditure involved in promoting the Charter (including engaging consultants, establishing a thematic website and conducting other publicity activities) is tabulated below:

Financial year	Expenditure involved ($)
2024-25	200,000
2025-26	920,000

(3) To assist the trades in enhancing packaging management, the EPD has developed a set of Practical Guides on Packaging Reduction and Management for 8 specific sectors (i.e. supermarkets and grocery stores, logistics, e-commerce, hotel and hospitality, electronics and electrical appliances, beverage manufacturing, food manufacturing, and importers), which have been published on the Waste Reduction Website of the EPD for reference by the trades. The EPD also promotes simple packaging and waste reduction at source and encourage green business and consumption through publicity and education (such as workshops, seminars, and websites).

At present, given the wide variety of packaging materials and methods as well as the large number of manufacturers, importers, distributors and retailers involved, legislative control may not be the most appropriate means. It is more pragmatic to encourage the trade to reduce the use of packaging material or package products in a more environmentally-friendly way. By encouraging the trades to sign the Charter, we can not only collect annual packaging data from the signatories, which helps us understand the packaging reduction practices of the relevant trades, but also use it as a reference for formulating more targeted policy measures in the future. The EPD will continue to closely monitor the effectiveness of packaging reduction measures across various sectors.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1952)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government will strengthen various initiatives to support source-separation and recycling of food waste at public, commercial and industrial premises, while working towards the goal of "one bin per block" in public rental housing (PRH) estates. In this connection, please inform this Committee of the following:

(1) What are the quantities of food waste collected from private residential buildings, PRH estates, as well as public, commercial and industrial premises under the Pilot Scheme on Food Waste Collection and their respective percentages in the overall food waste in the past 3 years? What is the expenditure involved? Please provide a breakdown.

(2) The Government has been supporting the installation of food waste smart recycling bins (FWSRBs) in private residential buildings and rural villages for the collection of food waste through various schemes/projects, including a solicitation scheme launched by the Recycling Fund to subsidise the installation of FWSRBs in private residential buildings, the FWSRB projects subsidised by the Environment and Conservation Fund under the "Practice and Action Projects", the Pilot Scheme on FWSRBs in Private Housing Estates, etc. What are the respective amounts of funding granted to these schemes/projects in the past 3 years? How many applications are involved? How many of them have been approved? How many FWSRBs have been installed in total? Please provide a breakdown.

(3) In working towards the goal of "one bin per block" in PRH estates, will the Administration install FWSRBs or other types of food waste recycling bins? At present, how many PRH blocks are not equipped with food waste recycling bins? What is the estimated expenditure involved? To date, how many PRH estates are equipped with FWSRBs or other types of food waste recycling bins across the territory, and what are the quantities of food waste collected? Please provide a breakdown by District Council district.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 17)

Reply:

(1) Since 2021, the EPD has expanded the Pilot Scheme on Food Waste Collection (the Pilot Scheme) to provide point-to-point collection services for public and private premises with a larger amount of food waste generated, including food factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunch suppliers, hotels, shopping malls, residential estates,

etc. The quantities of food waste collected under the Pilot Scheme and the overall food waste recovery rates in the past 3 years are tabulated below:

Year	Quantity of food waste recycled (tonnes/year)				Overall food waste recovery rate (Note 2)
	Public and commercial & industrial premises	PRH estates	Private residential buildings (including Public Food Waste Recycling Points)	Total (Note 1)	
2023	58 260	1 657	875	60 792	6.4%
2024	77 851	19 010	3 970	100 831	8.7%
2025	81 735	34 215	10 598	126 549	Under compilation

Note 1: The above figures may not add up to the total due to rounding.

Note 2: The overall food waste recovery rate includes quantities collected and treated by the Government, industrial operators and non-governmental organisations.

The expenditure on food waste collection services under the Pilot Scheme in the past 3 financial years is tabulated below:

Financial year	Expenditure involved ($million)
2023-24 (Actual)	107.1
2024-25 (Actual)	156.5
2025-26 (Revised estimate)	214.5

(2) The Recycling Fund launched a Solicitation Theme in 2020 to subsidise the installation of food waste smart recycling bins (FWSRBs) in private residential buildings. In the past 3 financial years, the Recycling Fund received a total of 32 eligible applications, all of which were approved (with 7 of the applicants withdrawing their applications or opting out of the Solicitation Theme after approval). The remaining 25 approved projects involved subsidy funding of about $15 million. The amount of funding involved in the past 3 financial years is tabulated below:

Financial year	Amount of funding ($million)
2023-24	3.44
2024-25	12.03
2025-26	0

In November 2020, the Environment and Conservation Fund, through the FWSRB projects under the "Practice and Action Projects", subsidised private residential buildings, rural villages, transitional housing and locations with clusters of single-block residential buildings/"three-nil" buildings to install FWSRBs. In the past 3 financial years, a total of 57 applications were received under the "Practice and Action Projects", with 13 approved applications involving a funding of about $28 million. The amount of funding involved in the past 3 financial years is tabulated below:

Financial year	Amount of funding ($million)
2023-24	13.91
2024-25	13.10
2025-26	1.13

Subsequently, the EPD, in collaboration with the Environmental Campaign Committee, launched the Pilot Scheme on FWSRBs in Private Housing Estates (the Scheme) in December 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of FWSRBs, to help residents cultivate a habit of food waste recycling. As at February 2026, about 270 applications were received and about 180 of them were approved. In the past 3 years, a total funding of $23.27 million was granted under the Scheme for installing FWSRBs by phase in housing estates with applications approved. The amount of funding involved in the past 3 financial years is tabulated below:

Financial year	Amount of funding ($million)
2023-24	0
2024-25	5
2025-26	18.27

Following the consolidation of relevant subsidy schemes in October 2025, the Government standardised the eligibility threshold for subsidy to 200 or more households to include small and medium-sized private housing estates, thereby expanding the scope of the trial and enhancing overall effectiveness. As at February 2026, about 600 FWSRBs have been installed in over 190 private residential premises (including private housing estates, villages and transitional housing) through the relevant funded schemes.

(3) The EPD, in collaboration with the Housing Department and the Hong Kong Housing Society, launched the Food Waste Collection Scheme in PRH Estates in late October 2022 to install FWSRBs in PRH estates, encouraging residents to participate in food waste recycling. Regarding the progress of "one bin per block", as at February 2026, a total of 997 FWSRBs have been installed in 221 PRH estates in Hong Kong, of which 126 PRH estates have achieved the "one bin per block" target. The EPD will continue to enhance the food waste recycling network, with about $6 million earmarked in the 2026-27 financial year, seeking to fully attain the "one bin per block" target by end-2026.

The distribution of FWSRBs installed in PRH estates as at February 2026 and the corresponding daily average quantity of food waste collected in various districts of Hong Kong are tabulated below:

District	**No. of PRH estates**	**No. of PRH blocks**	**No. of FWSRBs**	**Average quantity of food waste collected per day (tonnes)**
Central & Western	2	13	7	0.6
Wan Chai	1	8	3	0.1
Eastern	17	89	54	5.3
Southern	8	49	33	3.6
Yau Tsim Mong	2	6	4	1.0
Sham Shui Po	17	138	74	7.7
Kowloon City	10	66	44	4.2
Wong Tai Sin	18	136	86	9.5
Kwun Tong	31	221	164	17.0
Kwai Tsing	23	175	119	12.8

District	No. of PRH estates	No. of PRH blocks	No. of FWSRBs	Average quantity of food waste collected per day (tonnes)
Tsuen Wan	9	46	40	3.6
Tuen Mun	14	80	71	6.9
Yuen Long	18	115	86	8.0
North	10	86	36	4.4
Sha Tin	18	114	89	10.2
Tai Po	4	26	22	2.6
Sai Kung	9	38	31	4.4
Islands	10	70	34	2.5
Total	**221**	**1 476**	**997**	**104.4**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1953)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government states that it will continue to take forward food waste/sewage sludge anaerobic co-digestion and oversee the operation of O·PARKs for the treatment of source-separated food waste. In this connection, please advise this Committee of the following:
(1) What is the quantity of food waste generated in Hong Kong each day? What is the quantity of food waste currently treated by each food waste treatment facility per day? What are the operating expenses involved? Please provide a breakdown by facility.
(2) In light of the enhanced food waste collection measures, what plans does the Administration have to expand food waste treatment capacity?
(3) The Government stated that it will explore and identify new technologies for food waste treatment that are more cost-effective, including on-site food waste treatment technologies. What is the progress?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 18)

Reply:

(1) The average daily quantity of food waste generated in 2024 was 3 287 tonnes. The relevant statistics for 2025 are under compilation.

The daily average quantities of food waste treated in 2025 by the 4 organic waste treatment facilities in Hong Kong (namely O·PARK1, O·PARK2, and the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme (the Trial Scheme) at the Tai Po and Sha Tin Sewage Treatment Works (STWs)), as well as the estimated operating expenditure for the 2025-26 financial year, are tabulated below.

Facility	**Daily average quantity of food waste treated in 2025 (tonnes)**	**Operating expenditure in the 2025-26 financial year ($million) (Revised estimate)**
O·PARK1	109	63
O·PARK2	194[Note]	109
Trial Scheme at Tai Po STW	30	6
Trial Scheme at Sha Tin STW	13	17

Note: In addition to food waste, O·PARK2 treated an average of 23 tonnes of animal waste per day in 2025.

(2) The amount of food waste collected in Hong Kong is steadily increasing, with the overall quantity of food waste recovered growing from an average of around 280 tonnes per day in 2024 to around 350 tonnes per day in 2025, representing an increase of about 26%. Currently, the aforementioned 4 organic waste treatment facilities add up to a total capacity of 600 tonnes per day, which will adequately meet the needs in the short to medium term. The Government will continue to monitor the quantity of food waste recovered and public participation in food waste recycling. Based on actual circumstances, we will review the planning and development of organic waste treatment facilities from time to time.

(3) The EPD is actively exploring the feasibility and cost-effectiveness of local application of various on-site food waste treatment technologies, e.g. food waste digesters, composters and dehydrators, so as to enhance the overall food waste treatment capacity of Hong Kong. At present, 10 on-site food waste treatment systems are in operation at venues such as a wholesale fish market and villages, while preparations are underway to install another 5 systems in places such as private housing estates and rural areas. The EPD will continue to identify more suitable premises to install on-site food waste treatment facilities to enhance food waste treatment effectiveness. The Government will also consider introducing innovative and more cost-effective on-site food waste treatment technologies in planning supporting facilities for food waste recycling in the future.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1954)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Administration stated that they will expand the number of food waste smart recycling bins (FWSRBs) and collection facilities for residential premises to collect more food waste from private residential premises. In this connection, please inform this Committee of the following:
(1) Since the launch of the Pilot Scheme on FWSRBs in Private Housing Estates in December 2023, how many applications have been received, and how many have been approved? How many households have been covered? Among the approved applications, how many are from housing estates with 1 000 households or above, 500 to 999 households and 200 to 499 households? Please provide a breakdown.
(2) What are the quantities of food waste collected per year since the launch of the scheme?
(3) What is the distribution of private residential buildings provided with FWSRBs and traditional pedal-operated food waste recycling bins across the territory? Please provide a breakdown by the District Council districts.
(4) According to media reports, some private housing estates have opted out of the scheme after the two-year trial period. How many withdrawal cases has the Administration received so far? How many of them have switched to traditional pedal-operated food waste recycling bins, and how many have completely ceased food waste recycling?
(5) It is noted that the Administration has optimised the arrangement in recent years to switch from renting to purchasing the FWSRBs. What is the expenditure involved? Among the FWSRBs currently allocated to housing estates, how many are provided on a rental basis, and how many have been purchased by the Administration? How will the Administration handle the FWSRBs returned by housing estates that have withdrawn from the scheme?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 19)

Reply:

(1) & (2)
The Environmental Protection Department (EPD), in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the

expenses on the installation, maintenance and repair services of food waste smart recycling bins (FWSRBs), to help residents cultivate a habit of food waste recycling.

As at February 2026, about 270 applications were received under the Scheme and 180 of them were approved, covering more than 400 000 households. Among the approved applications, 2 are from housing estates with 200 to 499 households, 1 is from a housing estate with 500 to 999 households, and the remainder are from housing estates with 1 000 households or above. The quantity of food waste collected from the participating housing estates is tabulated below:

Year	**Quantity of food waste collected (tonnes)**
2024	1 191
2025	4 898
2026 (as at February)	1 247

(3)
As at February 2026, the distribution of private residential buildings provided with FWSRBs or traditional pedal-operated food waste recycling bins by district is tabulated below:

District	**No. of private residential buildings**	
	FWSRBs(Note)	Pedal-operated food waste recycling bins
Central & Western	1	15
Wan Chai	1	5
Eastern	8	8
Southern	4	6
Yau Tsim Mong	6	1
Sham Shui Po	3	3
Kowloon City	3	2
Wong Tai Sin	3	3
Kwun Tong	12	0
Kwai Tsing	8	2
Tsuen Wan	12	2
Tuen Mun	20	3
Yuen Long	17	10
North	17	3
Sha Tin	26	7
Tai Po	18	1
Sai Kung	25	3
Islands	4	2
Total	**188**	**76**

Note: Including private residential buildings provided with FWSRBs through various government funding schemes.

(4) & (5)
Regarding the follow-on arrangements after the funding period, we have put in place a comprehensive plan to ensure the continuity of food waste recycling. The ECC is arranging for the early batches of rented FWSRBs to be purchased and then provided free of charge to the relevant housing estates for continued use. From early 2025 onwards, the EPD began providing FWSRBs through direct purchase arrangements at a cost of about $34,000 per unit

(covering the operation and maintenance fee for the initial 2 years). As at February 2026, a total of 453 FWSRBs have been installed in 115 private housing estates under the Scheme, of which 290 are provided on a rental basis and the remaining 163 were purchased by the ECC.

According to the information obtained by the EPD from the suppliers, housing estates would only need to bear a monthly operation and maintenance fee of about $500 to $1,000 per bin. Based on serving around 500 households, this translates to an average of only about $1 to $2 per month for each household. The GREEN$ rewards earned by households through daily recycling are sufficient to offset these costs. Even if housing estates ultimately choose not to continue using the FWSRBs, the EPD will provide them with pedal-operated food waste recycling bins and food waste collection services free of charge to ensure that the residents can continue participating in recycling and sustain the environmental habits they have already developed.

The EPD is discussing the follow-on arrangements with 14 housing estates whose funding periods will end in the first half of 2026. To date, only 2 housing estates have indicated that they will not continue using the FWSRBs after the funding period ends. The EPD is discussing with them the follow-on arrangements for food waste recycling. If housing estates choose to discontinue using the FWSRBs after the funding scheme ends, the contractor concerned will remove the FWSRBs in accordance with the service provisions of the rental agreement. The contractor may refurbish the FWSRBs for reuse or make other arrangements for their proper disposal.

FWSRBs facilitate separation of food waste by residents for recycling, helping reduce the odour and hygiene issues associated with domestic waste. The EPD will continue to allocate resources to support private housing estates in their continued recycling of food waste, including providing free food waste collection service for housing estates daily, and organising publicity and educational activities on food waste recycling for the participating housing estates. As such, we anticipate that waste separation for recycling will not be affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2827)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department will follow up on the initiatives as set out in the updated Hong Kong Roadmap on Popularisation of Electric Vehicles (EVs). In this connection, please inform this Committee of the following:
1. the plan, target and budget of government departments for acquiring new energy vehicles in the next financial year in tabular form;
2. the latest numbers of private cars and EVs in Hong Kong, and the latest proportion of the number of EVs in the number of private cars in Hong Kong;
3. the respective (i) total numbers of vehicles, (ii) numbers of EVs (and their proportions in the total numbers of vehicles), and (iii) numbers of hybrid vehicles (and their proportions in the total numbers of vehicles) owned by various policy bureaux/government departments in each of the past 3 years;
4. the respective vehicle type (e.g. EVs, hybrid vehicles), make and price of the official vehicles dedicated for use by the 3 Secretaries of Departments, 3 Deputy Secretaries of Departments and 15 Directors of Bureaux in the past 3 years in tabular form, and the reasons why EVs are not used;
5. whether the 21 Secretaries of Departments, Deputy Secretaries of Departments and Directors of Bureaux will consider switching to EVs altogether to promote the use of EVs in government departments and to set a good example of popularisation of EVs; if yes, the timetable; if no, the reasons.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 9)

Reply:

1. The Government Logistics Department (GLD) will, in accordance with the green procurement practice for government vehicles as well as the operational needs of bureaux/departments (B/Ds) and subject to the availability of suitable models in the market, prioritise the procurement of electric vehicles (EVs) or more environmentally friendly vehicles. Since the vehicle procurement plan for 2026-27 is being worked out, relevant details are not available at this stage.

2. As at end-December 2025, the total number of EVs in Hong Kong was 148 650, accounting for 16.3% of the total number of vehicles; while the total number of electric

private cars was 144 949, accounting for 22.7% of the total number of private cars, which was 637 803.

3. According to the information provided by the GLD, the details about (i) the total number of vehicles, (ii) the number of EVs (and their percentage share in the total number of vehicles in government fleet), and (iii) the number of hybrid vehicles (and their percentage share in the total number of vehicles in government fleet) owned by B/Ds in each of the past 3 years are tabulated in the **Annex**.

4&5. According to the information provided by the GLD, the respective vehicle type and make of the official vehicles dedicated for use by the 3 Secretaries of Departments, 3 Deputy Secretaries of Departments and 15 Directors of Bureaux are as follows:

	Secretaries of Departments/ Deputy Secretaries of Departments/ Directors of Bureaux	**Vehicle type**	**Vehicle make**
1.	Chief Secretary for Administration	Electric private car	BMW
2.	Financial Secretary	Electric multi-purpose vehicle	Denza
3.	Secretary for Justice	Hybrid multi-purpose vehicle	Toyota
4.	Deputy Chief Secretary for Administration	Multi-purpose vehicle	Toyota
5.	Deputy Financial Secretary	Multi-purpose vehicle	Toyota
6.	Deputy Secretary for Justice	Private car	BMW
7.	Secretary for Commerce and Economic Development	Electric multi-purpose vehicle	Denza
8.	Secretary for Constitutional and Mainland Affairs	Electric multi-purpose vehicle	Denza
9.	Secretary for the Civil Service	Electric multi-purpose vehicle	Denza
10.	Secretary for Culture, Sports and Tourism	Electric multi-purpose vehicle	Denza
11.	Secretary for Development	Electric multi-purpose vehicle	Denza
12.	Secretary for Education	Electric multi-purpose vehicle	Maxus
13.	Secretary for Environment and Ecology	Electric multi-purpose vehicle	Maxus
14.	Secretary for Financial Services and the Treasury	Electric multi-purpose vehicle	Maxus
15.	Secretary for Housing	Hybrid private car	Lexus
16.	Secretary for Health	Electric multi-purpose vehicle	Denza
17.	Secretary for Home and Youth Affairs	Electric multi-purpose vehicle	Denza
18.	Secretary for Innovation, Technology and Industry	Electric multi-purpose vehicle	Denza
19.	Secretary for Labour and Welfare	Electric multi-purpose vehicle	Denza
20.	Secretary for Security	Electric multi-purpose vehicle	Denza
21.	Secretary for Transport and Logistics	Private car	Infiniti

The prices of the above vehicles range from approximately HK$287,200 to HK$698,700.

In accordance with the current Government Green Procurement Guidelines, newly purchased private cars should be electric cars unless justified by strong operational reasons. The GLD will, in accordance with the above green procurement practice and having regard to the operational needs of the relevant bureaux, continue to procure EVs for the Secretaries of Departments and Directors of Bureaux when their current vehicles are due for replacement.

The (i) total number of vehicles, (ii) the number of EVs and (iii) the number of hybrid vehicles owned by government bureaux/departments, and the percentage of (iv) EVs and (v) hybrid vehicles in their fleets in the past 3 years are tabulated below:

B/D /Organisation	(i) Total no. of vehicles in the fleet			(ii) No. of EVs in the fleet			(iii) No. of hybrid vehicles in the fleet			(iv) Percentage of EVs			(v) Percentage of hybrid vehicles		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
Administration Wing	29	29	29	4	8	13	3	3	2	13.8%	27.6%	44.8%	10.3%	10.3%	6.9%
Agriculture, Fisheries and Conservation Department	212	212	212	10	10	14	0	0	0	4.7%	4.7%	6.6%	0.0%	0.0%	0.0%
Auxiliary Medical Service	19	19	19	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Architectural Services Department	9	9	9	1	3	3	0	0	0	11.1%	33.3%	33.3%	0.0%	0.0%	0.0%
Audit Commission	2	2	2	0	0	1	0	0	0	0.0%	0.0%	50.0%	0.0%	0.0%	0.0%
Buildings Department	40	40	40	10	12	12	1	5	5	25.0%	30.0%	30.0%	2.5%	12.5%	12.5%
Customs and Excise Department	225	225	225	15	20	20	4	0	0	6.7%	8.9%	8.9%	1.8%	0.0%	0.0%
Census and Statistics Department	3	3	3	0	1	1	0	0	0	0.0%	33.3%	33.3%	0.0%	0.0%	0.0%
Civil Aviation Department	15	14	14	6	5	5	0	0	0	40.0%	35.7%	35.7%	0.0%	0.0%	0.0%
Civil Aid Service	40	40	42	0	0	0	0	0	2	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%
Commerce and Economic Development Bureau	4	4	4	1	1	3	1	1	0	25.0%	25.0%	75.0%	25.0%	25.0%	0.0%
Civil Engineering and Development Department	41	41	41	2	4	4	0	0	0	4.9%	9.8%	9.8%	0.0%	0.0%	0.0%
Chief Executive's Office	8	9	10	1	1	2	0	1	1	12.5%	11.1%	20.0%	0.0%	11.1%	10.0%
Constitutional and Mainland Affairs Bureau	3	3	3	0	0	1	1	1	1	0.0%	0.0%	33.3%	33.3%	33.3%	33.3%
Companies Registry	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Civil Service Bureau	3	3	3	0	0	2	1	1	0	0.0%	0.0%	66.7%	33.3%	33.3%	0.0%
Correctional Services Department	131	133	135	1	2	3	0	0	0	0.8%	1.5%	2.2%	0.0%	0.0%	0.0%
Culture, Sports and Tourism Bureau	5	5	5	0	1	3	4	3	1	0.0%	20.0%	60.0%	80.0%	60.0%	20.0%
Development Bureau	6	6	6	0	1	5	1	1	0	0.0%	16.7%	83.3%	16.7%	16.7%	0.0%
Department of Health	57	57	56	2	3	3	0	0	0	3.5%	5.3%	5.4%	0.0%	0.0%	0.0%
Department of Justice	11	11	11	0	0	0	0	1	1	0.0%	0.0%	0.0%	0.0%	9.1%	9.1%
Drainage Services Department	45	45	44	5	5	5	0	0	0	11.1%	11.1%	11.4%	0.0%	0.0%	0.0%
Education Bureau	6	6	6	1	1	2	1	1	1	16.7%	16.7%	33.3%	16.7%	16.7%	16.7%
Environment and Ecology Bureau	8	8	8	2	5	6	1	0	0	25.0%	62.5%	75.0%	12.5%	0.0%	0.0%
Electrical and Mechanical Services Department	202	201	200	17	16	17	1	1	1	8.4%	8.0%	8.5%	0.5%	0.5%	0.5%

B/D /Organisation	(i) Total no. of vehicles in the fleet			(ii) No. of EVs in the fleet			(iii) No. of hybrid vehicles in the fleet			(iv) Percentage of EVs			(v) Percentage of hybrid vehicles		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
Environmental Protection Department	47	47	47	1	1	1	0	0	0	2.1%	2.1%	2.1%	0.0%	0.0%	0.0%
Food and Environmental Hygiene Department	718	718	728	4	4	10	2	2	0	0.6%	0.6%	1.4%	0.3%	0.3%	0.0%
Fire Services Department	819	837	857	4	4	4	7	1	1	0.5%	0.5%	0.5%	0.9%	0.1%	0.1%
Financial Services and the Treasury Bureau	3	3	3	1	1	3	1	1	0	33.3%	33.3%	100.0%	33.3%	33.3%	0.0%
Government Flying Service	4	4	4	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Government Logistics Department	63	63	63	6	6	10	3	3	1	9.5%	9.5%	15.9%	4.8%	4.8%	1.6%
Government Laboratory	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Government Property Agency	2	2	2	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Home Affairs Department	29	29	29	0	1	1	4	3	4	0.0%	3.4%	3.4%	13.8%	10.3%	13.8%
Housing Bureau	0	0	0	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Health Bureau	4	4	4	0	1	3	1	1	0	0.0%	25.0%	75.0%	25.0%	25.0%	0.0%
Hong Kong Monetary Authority	5	5	5	0	1	1	1	0	0	0.0%	20.0%	20.0%	20.0%	0.0%	0.0%
Hong Kong Observatory	9	9	9	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hong Kong Police Force	2 892	2 939	3 026	34	42	51	59	32	206	1.2%	1.4%	1.7%	2.0%	1.1%	6.8%
Hongkong Post	254	238	231	7	9	17	12	9	1	2.8%	3.8%	7.4%	4.7%	3.8%	0.4%
Housing Department	51	49	48	4	3	4	1	1	0	7.8%	6.1%	8.3%	2.0%	2.0%	0.0%
Home and Youth Affairs Bureau	6	6	6	1	2	4	1	1	0	16.7%	33.3%	66.7%	16.7%	16.7%	0.0%
Highways Department	47	47	48	2	2	2	0	0	0	4.3%	4.3%	4.2%	0.0%	0.0%	0.0%
Independent Commission Against Corruption	38	38	38	2	7	8	0	0	0	5.3%	18.4%	21.1%	0.0%	0.0%	0.0%
Immigration Department	36	36	36	1	5	5	0	0	0	2.8%	13.9%	13.9%	0.0%	0.0%	0.0%
Invest Hong Kong	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Intellectual Property Department	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Inland Revenue Department	4	4	4	0	1	1	0	0	0	0.0%	25.0%	25.0%	0.0%	0.0%	0.0%
Information Services Department	8	8	8	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Innovation and Technology Commission	3	3	3	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Innovation, Technology and Industry Bureau	2	2	3	0	0	3	1	1	0	0.0%	0.0%	100.0%	50.0%	50.0%	0.0%
Joint Secretariat for the Advisory Bodies on Civil Service and Judicial Salaries and Conditions of Service	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Judiciary	24	24	24	0	0	2	6	6	5	0.0%	0.0%	8.3%	25.0%	25.0%	20.8%
Legal Aid Department	2	2	2	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Lands Department	172	174	172	4	3	4	0	0	0	2.3%	1.7%	2.3%	0.0%	0.0%	0.0%

B/D /Organisation	(i) Total no. of vehicles in the fleet			(ii) No. of EVs in the fleet			(iii) No. of hybrid vehicles in the fleet			(iv) Percentage of EVs			(v) Percentage of hybrid vehicles		
	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025	2023	2024	2025
Leisure and Cultural Services Department	150	146	146	2	2	2	1	1	1	1.3%	1.4%	1.4%	0.7%	0.7%	0.7%
Labour Department	27	27	27	4	11	11	0	0	0	14.8%	40.7%	40.7%	0.0%	0.0%	0.0%
Land Registry	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Labour and Welfare Bureau	3	3	3	0	1	3	1	1	0	0.0%	33.3%	100.0%	33.3%	33.3%	0.0%
Marine Department	5	5	5	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Office of the Communications Authority	21	21	21	2	2	2	0	0	0	9.5%	9.5%	9.5%	0.0%	0.0%	0.0%
Office of the Government Chief Information Officer	3	N/A	N/A	0	N/A	N/A	0	N/A	N/A	0.0%	N/A	N/A	0.0%	N/A	N/A
Digital Policy Office	N/A	3	4	N/A	0	1	N/A	0	0	N/A	0.0%	25.0%	N/A	0.0%	0.0%
Official Receiver's Office	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Planning Department	12	12	12	1	1	1	0	0	0	8.3%	8.3%	8.3%	0.0%	0.0%	0.0%
Public Service Commission	1	1	1	0	0	1	1	1	0	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%
Registration and Electoral Office	1	1	1	0	0	1	1	1	0	0.0%	0.0%	100.0%	100.0%	100.0%	0.0%
Radio Television Hong Kong	24	24	24	1	1	2	0	0	0	4.2%	4.2%	8.3%	0.0%	0.0%	0.0%
Rating and Valuation Department	7	7	7	0	2	2	0	0	0	0.0%	28.6%	28.6%	0.0%	0.0%	0.0%
Security Bureau	3	3	3	0	0	2	2	2	0	0.0%	0.0%	66.7%	66.7%	66.7%	0.0%
Secretariat, Commissioner on Interception of Communications and Surveillance	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Social Welfare Department	30	30	30	5	6	11	0	0	0	16.7%	20.0%	36.7%	0.0%	0.0%	0.0%
Transport Department	241	242	255	2	2	7	0	0	0	0.8%	0.8%	2.7%	0.0%	0.0%	0.0%
Trade and Industry Department	2	2	2	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Transport and Logistics Bureau	2	2	2	0	0	1	1	1	0	0.0%	0.0%	50.0%	50.0%	50.0%	0.0%
Treasury	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
University Grants Committee Secretariat	1	1	1	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Working Family and Student Financial Assistance Agency	2	2	2	2	2	2	0	0	0	100.0%	100.0%	100.0%	0.0%	0.0%	0.0%
Water Supplies Department	248	246	244	11	20	23	1	1	0	4.4%	8.1%	9.4%	0.4%	0.4%	0.0%
Total	**7 158**	**7 203**	**7 326**	**179**	**242**	**331**	**126**	**88**	**234**	**2.5%**	**3.4%**	**4.5%**	**1.8%**	**1.2%**	**3.2%**

Note: "N/A" denotes that information on the vehicle fleet for that year is not available as the relevant office has been newly set up, restructured or merged.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2828)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has earmarked $80 million for the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) to promote the application of electric public light buses (e-PLBs) locally. The application for the second round of the Pilot Scheme was closed on 26 August 2024. In light of the remarks made by the Deputy Secretary for Environment and Ecology at the meeting of the Panel on Environmental Affairs on 23 February 2026, stating that "the preparatory work commenced last year, including approaching reputable large-scale vehicle manufacturers in the Mainland to explore whether Mainland models could be introduced to Hong Kong through customised production to narrow the price gap," please advise this Committee of the following:

1. the expenditure and staff establishment involved in the Pilot Scheme;
2. the respective numbers of participating green minibus operators and e-PLBs purchased, as well as the amount of subsidy involved in the first and second rounds of the Pilot Scheme; whether the relevant e-PLBs have commenced service and provided operational data;
3. the role and positioning of the Pilot Scheme if Mainland models are introduced to Hong Kong in the future, and whether there is still a necessity for its continuation;
4. the Government's plan for effectively using the $55 million balance under the Pilot Scheme.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 10)

Reply:

1. The manpower and expenditure involved in the relevant work of the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) are absorbed by the existing resources of the Environmental Protection Department (EPD) and the Transport Department. The Government does not have a separate breakdown of the manpower and expenditure involved.

2. For the 2 rounds of application for trial under the Pilot Scheme, the EPD has approved applications from 5 green minibus (GMB) operators for the trial of a total of 16 electric public light buses (e-PLBs), the models of which were chosen by the GMB operators based on their operational needs. Apart from 1 approved application which was

withdrawn by the applicant due to the manufacturer's production delay, the remaining 15 e-PLBs have commenced trial.

Under the Pilot Scheme, the Government provides a subsidy of 80% of the vehicle price for each e-PLB approved, with a total subsidy amount of about $18.83 million for the 15 e-PLBs. Details are set out in **Table 1**.

Table 1: Details of e-PLBs participating in the Pilot Scheme

Round of application	Commencement date of operational trial	Light bus route no. under application	Successful applicant (subsidy recipient)	Model of e-PLB with subsidy approved	Prequalified supplier	Approved quantity of subsidised e-PLB per model	Amount of subsidy
First round	March 2024	KLN 22M	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	1	About $2.21 million
	March 2024	KLN 25M	Fine Luck Limited	THOR	Green Mobility Innovations Limited	1	
Second round	December 2025 to January 2026	KLN 22M, KLN 22A	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	3	About $16.62 million
	June 2025	KLN 63	Kamalie Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	
	February to June 2025	KLN 25M	Fine Luck Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	6	
	April 2025			WD6757BEVRG01	Jupiter EV HK Limited	1	
	June 2025	NT 61M	Rich Success Transporta-tion Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	
	June 2025	KLN 2	Kellis Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	

The Government has engaged consultants to assess the operational performance of the e-PLBs and charging facilities under the Pilot Scheme. The initial results show that the 2 e-PLBs under the first round of trial have been operating normally, with the required charging time and frequency subject to factors such as driving routes, slope ascents, and distance travelled, while the batteries and powertrains have been functioning smoothly in general during the trials. The second round of trial covers more light bus models and driving routes. The EPD will collect and analyse the operational data to further evaluate the feasibility of e-PLB application in the local context and its full electrification.

3.-4. The Pilot Scheme aims to test the operational performance of the existing e-PLB models available in the market for evaluating the feasibility of e-PLBs application and the associated charging arrangements in Hong Kong. The operational data and local experience acquired will serve as a valuable reference for the potential introduction of vehicle models from the Chinese Mainland in the future, should the need arise.

As analysed in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Government on 12 February, the electrification of commercial vehicles remains still in its early stages. Given that e-PLBs, as a type of electric commercial vehicles, are not yet ready for large-scale adoption, we will pragmatically create more favourable conditions for e-PLBs, such as establishing a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results. The Government will also take into consideration the working group's findings when determining the way forward for the Pilot Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3171)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department will continue to provide impetus for the market development of public charging services through marketisation of charging services, and will contract 2 operators to provide around 1 600 medium chargers in over 70 government car parks. In this connection, please advise this Committee of the following:
(1) What are the utilisation rates of the fee-paying electric vehicle (EV) charging services in government car parks? Please list out the numbers and utilisation rates of the EV chargers in various car parks.
(2) Please provide the current number of public EV charging facilities in Hong Kong, the numbers of such facilities in car parks managed by the Government and other organisations respectively, as well as their charging speed. Please provide a breakdown by the 18 districts of Hong Kong.
(3) Has marketisation of EV charging services for the public EV chargers managed and operated by other government departments been completed? If not, when is it expected to be completed? What are the total value and contract duration of the contracts awarded to the relevant operators regarding the public EV chargers managed and operated by other government departments? What is the pricing system?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 21)

Reply:

(1) As at December 2025, the Environmental Protection Department (EPD) has provided electric vehicle (EV) charging services at 74 government car parks (with about 1 600 chargers) under the principle of marketisation with charging fees set at market rates based on energy consumption. According to the data for December 2025 as provided by the operators, the utilisation rates (calculated on the basis of 24 hours per day) of the above chargers vary with districts, at an average of about 12%.

The list of government car parks with charging services provided by Cornerstone EV Charging Service Co. Ltd., the number of chargers involved, as well as their utilisation rates (calculated on the basis of 24 hours per day) are tabulated below:

Government car park	Number of chargers	Average utilisation rate
Kwai Fong Car Park	94	10%
Kennedy Town Car Park	59	9%
Lai Chi Kok Park	8	8%
Sham Shui Po Sports Ground	2	11%
Cornwall Street Park	2	4%
Lung Cheung Road Lookout	4	4%
Lei Yue Mun Municipal Services Building	6	11%
Shun Lee Tsuen Park	4	41%
Kwong Fuk Park	5	13%
Tai Po Sports Ground	3	51%
Ap Lei Chau Waterfront Promenade	6	20%
Wong Nai Chung Gap Children's Playground	3	32%
Fanling Swimming Pool	5	27%
North District Sports Ground	8	20%
Po Wing Road Sports Centre	3	51%
Sheung Shui Swimming Pool	3	36%
Wo Hing Sports Centre	4	22%
Kowloon Bay Park	11	10%
Ping Shek Playground	10	15%
Island East Sports Centre	19	13%
Shau Kei Wan Car Park	116	9%
Tsuen Wan Car Park	162	5%
Tin Hau Car Park	159	7%
Rumsey Street Car Park	110	7%
Mui Wo Ferry Pier Road Open Space Carpark	9	18%
Tai O Public Car Park	9	23%

The list of government car parks with charging services provided by Hong Kong EV Power Limited, the number of chargers involved, as well as their utilisation rates (calculated on the basis of 24 hours per day) are tabulated below:

Government car park	Number of chargers	Average utilisation rate
City Hall Car Park	30	7%
Star Ferry Car Park	35	10%
Aberdeen Car Park	44	3%
Sheung Fung Street Car Park	82	3%
Tuen Mun Government Offices	22	9%
Yau Oi Sports Centre	3	22%
Hammer Hill Road Sports Ground	3	8%
Tsing Yi Sports Ground & Tsing Yi Swimming Pool	3	22%
Sai Kung Government Offices	27	2%
Tiu Keng Leng Sports Centre	2	19%
Tseung Kwan O Sports Ground	3	20%
Tseung Kwan O Swimming Pool	4	8%

Government car park	Number of chargers	Average utilisation rate
Sha Tin Jockey Club Swimming Pool & Yuen Wo Road Sports Centre	6	11%
Sha Tin Town Hall	5	5%
North District Government Offices	26	5%
Shatin Government Offices	74	1%
Trade and Industry Tower	20	2%
Kowloon Park	9	3%
North Point Government Offices	29	4%
Queensway Government Offices	48	1%
Yuen Long Swimming Pool	17	3%
Cheung Sha Wan Government Offices	71	6%
Ma On Shan Swimming Pool	6	7%
Siu Lek Yuen Road Playground	3	12%
Yuen Wo Road Playground	6	20%
Yuen Chau Kok Complex	10	2%
Siu Sai Wan Sports Ground	15	20%
Po Kong Village Road Park	3	13%
Tai Po Complex	5	9%
Tin Shui Wai Sports Ground	18	6%
Tsing Yi Southwest Leisure Building	3	6%
Hing Fong Road Playground	3	6%
Kwai Chung Sports Ground Car Park	3	12%
Tin Yip Road Park	12	15%
Tung Chung Municipal Services Building	10	8%
Tsing Yi Northeast Park	6	4%
Tin Shui Wai Swimming Pool & Tin Shui Wai Sports Centre	11	2%
Shing Mun Valley Sports Ground	6	4%
Shing Mun Valley Swimming Pool	2	6%
Tuen Mun North West Swimming Pool	9	9%
Hong Kong Wetland Park	2	5%
Shek Kip Mei Park	1	14%
Shek Kip Mei Park Sports Centre	1	13%
Ma On Shan Sports Ground	15	12%
Fung Kam Street Sports Centre	17	2%
Wai Tsuen Sports Centre	3	5%
Sun Yat Sen Memorial Park Swimming Pool[Note 1]	12	Not applicable
Sun Yat Sen Memorial Park Sports Centre[Note 1]	6	Not applicable

Note 1: The car parks of Sun Yat Sen Memorial Park were temporarily closed in December 2025 to facilitate arrangements for the National Games and maintenance works.

(2) As at end-December 2025, the numbers of public EV chargers provided by the Government and the private sector are set out in the table below:

District	Number of public chargers provided by the Government and the private sector as at end-December 2025												
	Standard[Note 1]			Medium[Note 1]			Quick[Note 1]			Fast[Note 1]			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector Note 2	Sub-total (a)	Govern-ment	Private sector Note 2	Sub-total (b)	Govern-ment	Private sector Note 2	Sub-total (c)	Govern-ment	Private sector Note 2	Sub-total (d)	
Central & Western	0	5	5	300	349	649	0	132	132	4	0	4	790
Eastern	7	11	18	184	376	560	0	126	126	0	2	2	706
Southern	0	2	2	66	535	601	0	117	117	0	0	0	720
Wan Chai	0	49	49	162	310	472	0	107	107	0	8	8	636
Kowloon City	52	1 096	1 148	100	1 135	1 235	0	85 (10)	85	0	3	3	2 471
Kwun Tong	49	487	536	165	1 152	1 317	0	243 (12)	243	0	0	0	2 096
Sham Shui Po	28	4	32	142	220	362	0	100	100	0	4	4	498
Wong Tai Sin	0	12	12	164	292	456	0	158	158	0	0	0	626
Yau Tsim Mong	0	45	45	9	448 (20)	457	0	219	219	0	1	1	722
Kwai Tsing	6	53	59	213	231	444	0	125 (8)	125	0	12	12	640
Tsuen Wan	2	12	14	213	142	355	0	129	129	0	2	2	500
Sai Kung	9	139	148	203	325	528	0	177	177	1	6	7	860
North	122	6	128	558	196	754	0	70	70	0	5	5	957
Tai Po	8	0	8	101	156	257	0	69	69	0	0	0	334
Sha Tin	90	758	848	166	561	727	0	340	340	0	14	14	1 929
Yuen Long	17	2	19	83	579	662	0	192 (1)	192	0	6	6	879
Tuen Mun	1	4	5	59	181	240	0	91	91	0	4	4	340
Islands	30	5	35	129	466	595	14	87	101	0	0	0	731
Total	421	2 690	3 111	3 017	7 654	10 671	14	2 567	2 581	5	67	72	16 435

Note 1: Standard charger (with rated output power of 2.8 kilowatts (kW) using a domestic 13A socket outlet);
medium charger (with rated output power above 2.8 kW up to 20 kW);
quick charger (with rated output power above 20 kW and below 100 kW); and
fast charger (with rated output power of 100 kW or above)

Note 2: Figures in brackets denote the number of public chargers provided by the private sector and installed in government car parks.

(3) By December 2025, the Hong Kong Housing Authority has implemented fee-paying EV charging services for about 800 chargers installed at their hourly parking spaces across 80 car parks. The charging rate is $10 per 30 minutes for medium charging and $90 per 15 minutes for fast charging. Meanwhile, the Heung Yuen Wai Boundary Control Point Public Car Park managed by the Government Property Agency has also completed marketisation of its EV charging services in February 2026. The car park and its EV chargers are leased by the Government to an operator for management and operation. The current charging rate is $2.5 per kWh. Other relevant government departments are promptly arranging marketisation of their EV charging services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1353)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (4) Water

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned under this Programme that the Department continues to rectify sewer misconnections and step up water quality monitoring to ameliorate the near-shore odour problems of Victoria Harbour. In this connection, please advise this Committee of the following:

1. Regarding inland water sampling points under Indicators, please set out in detail the locations of the sampling points and their latest water quality levels.

2. Please set out by District Council district the information on sewer misconnection rectification over the past 3 financial years: (a) the number of sewer misconnection cases; (b) the number of rectified cases; (c) the expenditure involved; and (d) the number of outstanding cases and the reasons behind.

3. A number of dry weather flow interceptors have been installed across the territory in recent years. What were the installation costs involved (please list out by project)? Has the Administration assessed the specific effectiveness of such facilities in mitigating seawater odour? Apart from dry weather flow interceptors, has the Department researched or adopted other innovative measures to further ameliorate near-shore odour problems? If so, what are the details and related expenditure?

4. With regard to near-shore odour problems, apart from rectifying the misconnections with stormwater drains, has the Department investigated whether there are other pollution sources? If so, what specific measures does the Department have to address these pollution problems? What is the expenditure involved? Will the scope of pollution source investigation be extended to other areas?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 8)

Reply:

1. The Environmental Protection Department (EPD) has set up 82 sampling points along 30 major rivers (i.e. "inland waters") to monitor Hong Kong's river water quality. Among these sampling points, 6 are located along Kai Tak River in the urban area, and the remainder are distributed across the towns in the New Territories, rural areas and the outlying islands. The "compliance rate of the Water Quality Objectives (WQO) for inland waters" represents the overall annual compliance rate, calculated based on the 5 key water quality parameters (namely dissolved oxygen, five-day biochemical oxygen

demand, chemical oxygen demand, suspended solids, and pH) measured at all the river sampling points in Hong Kong. In 2025, the water quality of Hong Kong's inland waters remained good and continued the long-term improvement trend, achieving an overall WQO compliance rate of 88%.

To address odour issues along the coastal areas of Victoria Harbour, the EPD, in collaboration with the Buildings Department (BD), the Drainage Services Department (DSD), and other government departments, has been rectifying sewer misconnections to intercept pollutants at source before they enter the harbour, thereby improving the near-shore environment. Furthermore, water samples are regularly collected from relevant stormwater outfalls for *E. coli* testing to assess pollution loads and monitor the progress of water quality improvements.

2. The statistics for sewer misconnection to stormwater drains in districts along Victoria Harbour in the past 3 years (2023-2025) are tabulated below by District Council district:

District	Number of sewer misconnection cases	Number of cases rectified	Number of outstanding cases
Central & Western	11	10	1
Eastern	21	18	3
Wan Chai	68	54	14
Kowloon City	72	63	9
Kwun Tong	37	34	3
Sham Shui Po	43	31	12
Wong Tai Sin	29	28	1
Yau Tsim Mong	62	43	19
Kwai Tsing	19	16	3
Tsuen Wan	48	36	12
Total	410	333	77

The misconnection cases currently being followed up each involve unique causes and environmental challenges, such as narrow back lanes in old districts, sewers and manholes located beneath busy roads, numerous public utilities along sewer alignments, making the rectification process more time-consuming and difficult. In addition, temporary sewage diversion and bypass measures upstream are needed in some cases. The EPD has conducted pollution source investigations in priority areas, and the identified misconnection cases have been referred to the DSD or the BD for follow-up. Government departments will maintain close collaboration to carry out rectification works progressively, with the aim of improving the near-shore odour and water quality of Victoria Harbour.

As the rectification of sewer misconnections involves regular maintenance and other works projects under various government departments, no breakdown of the related expenditure is available.

3. Details of dry weather flow interceptor (DWFI) projects completed in the past 3 years (2023-2025) or currently under construction by the Government are as follows:

	Project	Location of project	Completion year	Project cost
1	West Kowloon and Tsuen Wan Village Sewerage – Phase 1	Kwong Pan Tin Tsuen, San Tsuen Northeast, Fu Yung Shan, Wo Yi Hop Upper Village, Hon Man Tsuen Fat Yip Lane, Sam Tung Uk, Sheung Yat Chuen and Shek Lei Hang	2023	About $100 million
2	Sewerage to Lei Yue Mun Village	Lei Yue Mun Praya Road	2023	About $11 million
3	Revitalisation of Tsui Ping River	King Yip Street, Wai Fat Road and Hip Wo Street	2024	About $48 million
4	Improvement of Yuen Long Town Nullah (town centre section)	Yuen Long Town	2028 (expected)	About $440.5 million

Note: Project costs vary depending on factors such as the project scope, site conditions, complexity of design and construction, the number of DWFIs, and related ancillary facilities.

In addition to DWFIs, the Government is actively applying innovative technologies to enhance the precision and efficiency of near-shore pollution control. In terms of investigation and monitoring, the EPD utilises "Ground Penetrating Radar", a non-destructive detection technology, to precisely scan and locate underground sewer misconnections and leakage points without excavation. Utilising "Unmanned Sampling Boat" and "Mesh Network Sampling Robot Squad", equipped with 5G system and water quality sampling devices, allows for effective preliminary sewer misconnection analyses and sample collection. The EPD also installs surveillance camera systems inside stormwater manholes, which upload images in real-time onto the cloud server, to continuously monitor the flow in the stormwater manholes or drains. Furthermore, we have applied "Malodour Control Hydrogel" at stormwater outfalls with odour problems and in adjacent harbourfront areas to mitigate odour along the shoreline. "Malodour Control Hydrogel" is a technology collaboratively developed by the DSD and the Hong Kong University of Science and Technology, and is proven through on-site trials to be effective in reducing odour in drainage channels.

As these measures are part of our near-shore pollution and odour control work, we do not maintain a breakdown of the relevant expenditure.

4. With dense population, vibrant street and roadside activities (such as cleansing operations at wet markets) on both sides of Victoria Harbour, as well as misconnection of foul sewers to stormwater drains, could all lead to discharge of pollutants into the

harbour through stormwater drainage systems, causing odour and environmental problems in some coastal areas.

Apart from rectifying sewer misconnections, the Government conducts dredging works and applies bioremediation technologies at suitable locations, taking into account the environment and circumstances of harbourfront areas, to improve near-shore water quality and the environment in priority areas. For example, for the period from 2023 to 2024, the EPD and the Civil Engineering and Development Department conducted 3 dredging works at the Tsuen Wan harbourfront and To Kwa Wan Typhoon Shelter (TKWTS) to remove over 10 000 m^3 of sediments, at a cost of about $5.3 million. These works not only improved the drainage function of the culverts but also reduced environmental problems that may be caused by the accumulation of sediments. Moreover, sediment bioremediation was carried out at TKWTS by injecting oxidising agents into the polluted marine sediments for in-situ treatment. This effectively prevented the production of hydrogen sulphide (H_2S) from pollutants in an anoxic environment, while promoting the decomposition of pollutants into odourless nitrogen (N_2) and carbon dioxide (CO_2) under aerobic conditions, thereby mitigating the odour problem. The relevant works were completed at the end of 2024 at a cost of about $31 million.

Building on the earlier priority investigation and rectification of sewer misconnections in Tsuen Wan, Sham Shui Po and Kowloon City, we have extended the pollution source investigations to other areas, including Central, Tsim Sha Tsui, Hung Hom and Kwun Tong, developing targeted measures based on specific pollution situations to systematically address near-shore pollution and odour problems, thereby continuously enhancing the near-shore environment.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0674)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding waste separation and recycling, please inform this Committee of the following:
1. The overall expenditure and staff establishment for operating Recycling Stations, Recycling Stores, Recycling Spots and smart recycling bins.
2. Regarding the Reverse Vending Machine (RVM) Pilot Scheme, how is its effectiveness (e.g. quantity recovered) assessed? Will the Government expand the scale of the fourth stage of the RVM Pilot Scheme, and request retailers to provide recycling channels based on their scale, so as to achieve the preliminary 30% recovery target for plastic beverage containers under the Producer Responsibility Scheme (PRS) on Plastic Beverage Containers and Beverage Cartons? If so, what are the details? If not, what are the reasons?
3. Please provide the quantity of beverage cartons collected at the collection points of the Environmental Protection Department (EPD) in 2025. To take forward the PRS on Plastic Beverage Containers and Beverage Cartons, has the EPD requested large-scale retailers to provide recycling channels, with a view to achieving the 10% recovery target for beverage cartons? If so, what are the details? If not, what are the reasons?
4. Most of the Food Waste Recycling Spots of the EPD are located in close proximity to clusters of single-block buildings or "three-nil" buildings. Please provide the overall expenditure and staff establishment for the scheme. How is its effectiveness (e.g. quantity recovered) assessed? Please provide the quantity recovered, the number of users, etc.
5. Currently, Recycling Spots are set up in close proximity to clusters of single-block buildings or "three-nil" buildings for the convenience of residents in practising recycling. These Recycling Spots run by the local GREEN@COMMUNITY operators are susceptible to weather and environmental factors. Will the EPD consider integrating this service with the Smart Recycling Vehicle service, or providing recycling services at fixed locations by placing smart recycling bins at government facilities? If so, what are the details? If not, what are the reasons?
6. Please provide the quantity recovered and usage frequencies of smart recycling bins in 2025. In light of public feedback that smart recycling bins are often full, will the EPD consider stipulating service requirements similar to those of the RVM Pilot Scheme, requiring service operators to collect the recyclables within a few hours of full load? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 32)

Reply:

1. The estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) and smart recycling bins for the 2025-26 financial year are set out in the table below:

Project	Estimated operating expenditure ($million)
	2025-26 (Revised estimate)
Recycling Station	91
Recycling Store	300
Recycling Store set up in public rental housing estate	156
Smart recycling bin	14

In 2025-26, there were a total of 24 non-directorate professional staff (including Environmental Protection Officer and Environmental Protection Inspector grades) responsible for implementing and overseeing the operation of GREEN@COMMUNITY projects. Setting up smart recycling bins is one of the projects under the Pilot Programme on Smart Recycling Systems of the Environmental Protection Department (EPD), designed to test the local application of relevant smart recycling technology. The manpower required for operating smart recycling bins is absorbed by the existing staff establishment of the EPD.

2&3. Under the proposed Producer Responsibility Scheme on Plastic Beverage Containers and Beverage Cartons (the PCPRS), self-recovering suppliers, scheme operators, and large retailers selling beverages in plastic bottles and beverage cartons are required to set up designated return points where the public can return containers and receive rebates. Designated return points may operate through reverse vending machines (RVMs) or manual collection. To pave the way for the implementation of the PCPRS, the EPD launched the RVM Pilot Scheme in the first quarter of 2021. The RVMs provide an instant rebate ($0.1 per plastic beverage container) via e-payment platforms to encourage the public to recycle plastic beverage containers.

Positive responses from the public have been received since the rollout of the RVM Pilot Scheme. As at the end of January 2026, more than 242 million plastic beverage containers have been collected and delivered to local recyclers for recycling, thereby turning waste into resources. In 2025, about 360 tonnes of beverage cartons were recovered at Recycling Stations, Recycling Stores and Recycling Spots. We anticipate that upon the implementation of the scheme, there will be more recycling facilities available in the market. Meanwhile, the Government is consulting the trades on the scheme including its operational details (e.g. recovery targets), and based on the actual situation, will consult the Panel on Environmental Affairs of the Legislative Council in 2026 as appropriate.

4. For residential buildings that cannot install food waste recycling bins due to space constraints (e.g. single-block residential buildings and "three-nil" buildings), the EPD primarily sets up Public Food Waste Recycling Points for residents to recycle food waste. As at February 2026, about 260 Public Food Waste Recycling Points have been set up across the territory, including over 150 Food Waste Recycling Points located at public refuse collection points, GREEN@COMMUNITY facilities, public markets, and

Outlying Islands Transfer Facilities, as well as 104 nighttime Food Waste Recycling Spots, for the convenience of small business operators and residents in the neighbourhood. In 2025, about 960 tonnes of food waste were collected at Food Waste Recycling Spots with about 980 000 users, and the recovery quantity met our expectation. The EPD will regularly review the usage of Food Waste Recycling Spots and their collection volumes, and, where necessary, enhance publicity efforts or adjust their locations and number to improve recycling effectiveness. The setting up of Food Waste Recycling Spots is an integral part of the EPD's food waste collection service contract. The relevant expenditure is included in the overall service fee and a separate breakdown is not available. The manpower required is absorbed by the existing staff establishment of the EPD and a separate breakdown is not available.

5. In areas with clusters of single-block buildings or "three-nil" buildings, narrow roads, and complex traffic conditions, Recycling Spots offer high flexibility, as their locations and service hours can be adjusted according to local conditions and foot traffic, thereby better supporting local operational requirements. Therefore, the current service model, which combines Recycling Spots with recycling facilities operated at fixed times and locations (including Recycling Stations, Recycling Stores, and smart recycling bins), has effectively addressed local recycling needs. The EPD currently has no plans to integrate Recycling Spot services with smart recycling vehicles.

   Additionally, the EPD has been monitoring the operation and recovery data of smart recycling bins at various locations, so as to evaluate their effectiveness in various areas, including those with more "three-nil" buildings, and to timely adjust their locations as appropriate.

6. In 2025, about 2 700 tonnes of recyclables were recovered via smart recycling bins, which were used about 2.5 million times.

   The smart recycling bins installed at various premises are generally cleared by the property management or cleaning company responsible for the premises, who also arrange recyclers for the collection and recycling of recyclables. The smart recycling bins are equipped with weight sensors and fill-level sensors, as well as a multi-tiered alert mechanism. When the fill-level reaches about 70% and 80% of capacity respectively, the system automatically sends a message to the relevant site staff, reminding them to arrange clearance promptly. Once the bin is full, the system sends a further reminder to the property management company or the cleaning contractor again for immediate follow-up. Property management companies usually clear the bins at regular intervals or shortly after receiving the messages. Meanwhile, the EPD has been monitoring the operation of smart recycling bins on various premises via a big data platform. Based on usage and operational data, the EPD has reviewed and discussed the optimisation of clearance arrangements with relevant property management companies, including adjusting the frequency and timing of clearance as appropriate to meet actual needs, and requiring cleaning staff to perform a final check and clearance before the end of their shifts, thereby ensuring sufficient capacity of the smart recycling bins for public use.

   To continuously enhance the operational efficiency of smart recycling bins, the EPD is testing the incorporation of a compression function to these bins. Furthermore, real-

time recycling status updates for smart recycling bins are provided via the GREEN$ mobile app and the Hong Kong Waste Reduction Website, for the convenience of the public in planning their recycling arrangements. Most of the premises installed with smart recycling bins are also equipped with conventional recycling bins, enabling the public to place recyclables in these bins when the smart recycling bins are full.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3202)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government states that it will continue to promote the use of new energy vehicles including electric vehicles (EVs), and enhance the charging network for EVs. In this connection, please inform this Committee of the following:

1. Please provide in detail the complete data set on EV charging facilities that have been in use in Hong Kong, including but not limited to:

(1) the total number of charging facilities in Hong Kong and their respective number in public venues, private venues, public car parks, and car parks in private housing estates, with a breakdown by the 18 districts and charging speed (quick, slow);

(2) the density of charging facilities, including the number of public EV chargers per square kilometre and per 1 000 registered EVs, with a breakdown by the 18 districts and charging speed (quick, slow);

(3) the charging scheme for major charging facilities in Hong Kong, including the charging fees for different time slots, the corresponding parking fees, and the overall differences between the fees charged by public and private charging facilities.

2. At present, it is difficult to find a charging bay and the waiting time is annoyingly long. Regarding these prevailing problems, will the Government conduct a comprehensive review of the existing supporting and management mechanisms for charging facilities, and roll out targeted enhancement measures? These include but not limited to:

(1) reviewing and adjusting the time-limit rules for occupying charging bays – such as setting a post-charging time limit after which vehicles must vacate, strengthening enforcement against occupation of charging bays by non-EVs or long-time hogging after charging completion – to effectively enhance the turnover efficiency of charging bays;

(2) optimising the ancillary services for charging facilities – such as upgrading the territory-wide real-time charging bay availability platform, introducing online reservation, standardising the fee disclosure practices, and expediting the upgrade of aged charging facilities in public car parks;

(3) formulating a distribution optimisation plan to tackle the uneven distribution of charging facilities, with a focus on expanding EV charging capacity in under-served areas for balanced coverage and service provision across all districts.

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 39)

Reply:

1.(1), 1.(2) & 2.(3)

As mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced in February this year, the Government has been promoting and encouraging the installation of electric vehicle charging-enabling infrastructure (EVCEI) for parking spaces in newly built and existing private residential and commercial buildings through the gross floor area concession arrangements and the EV-charging at Home Subsidy Scheme (EHSS), so as to provide greater convenience for electric private car owners to charge at home or workplaces. On the other hand, the public charging network is crucial for electric commercial vehicles and electric vehicles (EVs) without access to private charging facilities, and forms a core component of the Government's EV promotion strategy. Through the Government's initiatives and the industry's collaboration, the public charging network is expanding rapidly.

Currently, there are over 140 000 parking spaces equipped with EVCEI across Hong Kong, including approximately 16 440 public chargers, of which around 2 650 are quick or fast chargers. The overall infrastructure is sufficient to support the charging demand of around 230 000 EVs, which exceeds the number of around 150 000 EVs at present.

Besides, vehicles are mobile and Hong Kong is a relatively small place. As long as there is energy refuelling within a reasonable distance, it is not necessary to seek an evenly distributed charging network for vehicles. The existing distribution of petrol filling stations (PFSs) is not even. For example, there are 28 PFSs in Yuen Long, while there are only 3 in the Central and Western District. Nonetheless, the Government will seek to expand the EV charging network through the market mechanism and make good use of the current PFSs to install more chargers to best suit the need of EV users.

Please refer to the table below for detailed information on public and private charging facilities.

Public Charging Facilities

District	**Number of public chargers provided by the Government and the private sector as at end-December 2025**												
	Standard[Note 1]			**Medium**[Note 1]			**Quick**[Note 1]			**Fast**[Note 1]			**Total (a)+(b)+(c)+(d)**
	Govern-ment	Private sector Note 2	Sub-total (a)	Govern-ment	Private sector Note 2	Sub-total (b)	Govern-ment	Private sector Note 2	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Central & Western	0	5	5	300	349	649	0	132	132	4	0	4	790
Eastern	7	11	18	184	376	560	0	126	126	0	2	2	706
Southern	0	2	2	66	535	601	0	117	117	0	0	0	720
Wan Chai	0	49	49	162	310	472	0	107	107	0	8	8	636
Kowloon City	52	1 096	1 148	100	1 135	1 235	0	85 (10)	85	0	3	3	2 471
Kwun Tong	49	487	536	165	1 152	1 317	0	243 (12)	243	0	0	0	2 096
Sham Shui Po	28	4	32	142	220	362	0	100	100	0	4	4	498
Wong Tai Sin	0	12	12	164	292	456	0	158	158	0	0	0	626
Yau Tsim Mong	0	45	45	9	448 (20)	457	0	219	219	0	1	1	722

District	Number of public chargers provided by the Government and the private sector as at end-December 2025												
	Standard[Note 1]			**Medium**[Note 1]			**Quick**[Note 1]			**Fast**[Note 1]			**Total (a)+(b)+(c)+(d)**
	Govern-ment	Private sector Note 2	Sub-total (a)	Govern-ment	Private sector Note 2	Sub-total (b)	Govern-ment	Private sector Note 2	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Kwai Tsing	6	53	59	213	231	444	0	125 (8)	125	0	12	12	640
Tsuen Wan	2	12	14	213	142	355	0	129	129	0	2	2	500
Sai Kung	9	139	148	203	325	528	0	177	177	1	6	7	860
North	122	6	128	558	196	754	0	70	70	0	5	5	957
Tai Po	8	0	8	101	156	257	0	69	69	0	0	0	334
Sha Tin	90	758	848	166	561	727	0	340	340	0	14	14	1 929
Yuen Long	17	2	19	83	579	662	0	192 (1)	192	0	6	6	879
Tuen Mun	1	4	5	59	181	240	0	91	91	0	4	4	340
Islands	30	5	35	129	466	595	14	87	101	0	0	0	731
Total	421	2 690	3 111	3 017	7 654	10 671	14	2 567	2 581	5	67	72	16 435

Note 1: Standard charger (with rated output power of 2.8 kilowatts (kW) using a domestic 13A socket outlet);
Medium charger (with rated output power above 2.8 kW up to 20 kW);
Quick charger (with rated output power above 20 kW and below 100 kW); and
Fast charger (with rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector and installed in government car parks.

Private Charging Facilities

The Chief Executive announced in his 2023 Policy Address that the Government strives to expand the network of charging facilities, and aims to increase the number of public and private parking spaces with charging infrastructure to about 200 000 by mid-2027. To this end, the Government through:

(1) the measure of gross floor area concessions to encourage the installation of EVCEI in parking spaces of newly built private buildings. The Government has approved over 95 900 relevant parking spaces, of which about 55 100 parking spaces have been completed and equipped with EVCEI; and

(2) the EHSS to assist existing private residential buildings and housing estates in installing EVCEI in their parking spaces. It is anticipated that the EHSS will cover a total of some 140 000 parking spaces in about 700 car parks of existing private residential buildings and housing estates, accounting for about half of the total number of parking spaces across the territory that are eligible for applying for the EHSS. The Environmental Protection Department (EPD) has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces) have completed the installation works.

The EPD does not have the information on other privately installed charging facilities.

1. (3)
At present, about 1 600 chargers installed and managed by the EPD in government car parks operate with charging fees set at market rates based on energy consumption. The charging rates for quick charging and medium charging range from $3.4 to $3.6 and from $2.7 to $3 per kilowatt-hour (kWh) respectively. Under the principle of marketisation, fee levels are determined by operators, taking into account the prevailing market rates of EV charging services in the same district, and are subject to the approval of the EPD. If the operators propose other charging modes taking into account their business considerations and actual operations, the EPD will remain open to discuss with them the feasible modes of charging.

The car park and its EV chargers in the Heung Yuen Wai Boundary Control Point Public Car Park managed by the Government Property Agency are leased by the Government to an operator for management and operation. The current charging rate is $2.5 per kWh.

By December 2025, the Hong Kong Housing Authority has implemented fee-paying EV charging services for about 800 chargers installed at their hourly parking spaces across 80 car parks. The charging rate is $10 per 30 minutes for medium charging and $90 per 15 minutes for fast charging.

As for other public chargers provided by private car park operators, different pricing schemes are available, including time-of-use tariff, provision of promotional offers, by membership reward programmes, all-inclusive charging and parking fee, etc., subject to the business considerations of individual operators. The EPD does not have the relevant information on the actual fee levels charged, which vary due to the above factors.

2.(1)
At present, designated EV parking spaces are available in 7 government multi-storey car parks (i.e. Star Ferry Car Park, City Hall Car Park, Tin Hau Car Park, Rumsey Street Car Park, Kwai Fong Car Park, Tsuen Wan Car Park, and Sheung Fung Street Car Park) operated by the Transport Department (TD). Any non-EVs found taking up those parking spaces will be impounded by the operators, and the vehicle owner will have to pay an impounding charge of $320.

As for other charging facilities and parking spaces in the market, as individual operators manage their facilities based on the actual circumstances and modes of operation, the EPD does not have the relevant information.

2.(2)
With the Government's political leadership and incentive measures, we believe that stakeholders in the trade will identify suitable locations in Hong Kong for charger installation to provide charging services, having holistically taken into account factors such as supply and demand in the charging market, technological feasibility and commercial operation. In addition, EV drivers can obtain real-time information on the availability of public EV chargers through various mobile applications (including "HKeMobility" of the TD), so that they can find the most convenient locations for charging their vehicles.

We have noted that there is a number of mobile applications available in the market offering services such as real-time availability of EV chargers, service information, payment, and reservation features. To facilitate EV drivers and maximise the effectiveness of relevant

charging facilities, the Government has required all charger operators receiving government subsidies or land lease concessions to provide real-time data on their charging fees and charger availability to relevant mobile applications in the market. As mentioned in the Updated Roadmap announced in February this year, the Government will establish a working group with the 2 power companies to explore ways to optimise Hong Kong's charging network, so as to better address the charging needs of EVs. The working group is expected to commence the relevant work in the first half of this year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1096)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Marketisation of electric vehicle (EV) charging services is already practised in government car parks. In this connection, please advise this Committee of the following:
1. What is the total revenue generated from marketised EV charging services in those car parks?
2. Are idle fees included in the above total revenue? Have idle fees been charged at the EV charging facilities of government car parks? If yes, what are the details? If no, what are the reasons?
3. Please list out the top 10 government car parks with the highest total revenue from charging services in 2025. What are their respective amounts and energy consumption?
4. Are all the government car parks with marketised EV charging services run by the same operator? If yes, what are the reasons? If no, what are the details?
5. At present, only a limited number of quick charging facilities are available in government car parks, particularly those in public rental housing (PRH) estates. Will the Government consider expediting the installation of quick charging facilities in government car parks, particularly those in PRH estates, so as to increase revenue sources while revitalising the shopping malls of PRH estates and the businesses nearby?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 102)

Reply:

1-4. The Environmental Protection Department (EPD) awarded 2 contracts in December 2023 and January 2024 to 2 operators, namely Cornerstone EV Charging Service Co. Ltd. and Hong Kong EV Power Limited, respectively in the form of licensing agreement for the management, operation and maintenance of electric vehicle (EV) chargers, both with a contract duration of 5 years. It is expected that the contracts can bring about a revenue of approximately HK$34.5 million to the Government. As at December 2025, the EPD has provided EV charging services at 74 government car parks (with about 1 600 chargers) under the principle of marketisation with charging fees set at market rates based on energy consumption. The annual total revenue generated by the above 2 licensing agreements in the 2025-26 financial year was HK$6.9 million.

Under the contractual terms, all the expenditures incurred in repair, maintenance and operation of EV charging services (including electricity tariff, installation of fee-paying systems, etc.) will be borne by the operators. The operators will directly charge the EV drivers for the charging, the fee of which is determined by operators with reference to the prevailing market rates of EV charging services in the same district, subject to the approval of the EPD. Based on commercial consideration, the pricing system of the 2 operators is "energy-based" and no idle fee is charged.

In 2025, the top 10 government car parks with the highest amount of energy charged through their EV charging services under the above contracts are listed below:

Ranking	Government car park	Total energy charged in 2025 (kilowatt-hour (kWh))
1	Tsuen Wan Car Park	380 000
2	Rumsey Street Car Park	340 000
3	Tin Hau Car Park	320 000
4	Kwai Fong Car Park	300 000
5	Shau Kei Wan Car Park	280 000
6	Cheung Sha Wan Government Offices	180 000
7	Kennedy Town Car Park	160 000
8	Star Ferry Car Park	150 000
9	Siu Sai Wan Sports Ground	140 000
10	Sheung Fung Street Car Park	120 000

5. As at December 2025, 10 quick/fast chargers (with rated output power above 20 kW) have been put into service in government car parks. The government departments responsible for managing these car parks will continue to explore the feasibility of installing quick/fast chargers, taking into account factors such as parking demand, electricity supply, technical and budget constraints, market demand, etc.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1405)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding I·PARK1, the first waste-to-energy facility for treating municipal solid waste, please inform this Committee of the following:
(1) Please provide the actual construction cost of I·PARK1, and the estimated annual operating expenditure for the next 3 years starting from this year.
(2) Upon commissioning, has the facility met the initial environmental impact assessment targets regarding its actual waste treatment capacity, electricity generation efficiency and various pollution control indicators?
(3) What are the expenditures incurred on public education and the leisure facilities of I·PARK1? What are the expected number of visitors and the primary target age group to be received by its environmental education centre? Will tailor-made programmes be organised for students to visit and learn about waste management and green city initiatives?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 35)

Reply:

(1) The design and construction costs for the Integrated Waste Management Facilities Phase 1 (I·PARK1) are about $18 billion.

The estimated annual operating expenditure for I·PARK1 is about $400 million. The actual operating expenditure will have to be calculated according to the actual amount of waste treated and surplus electricity exported in the year, and the price fluctuation factors set out in the contract terms.

(2) I·PARK1 entered its first phase of trial operation in December 2025. I·PARK1 consists of 3 incineration modules, with a municipal solid waste treatment capacity of 3 000 tonnes per day. Upon full operation, apart from supporting the facility's own operations, it is estimated that up to 480 million kilowatt-hours of electricity can be exported to the public power grid annually, enough to meet the needs of 100 000 households each year. The first module has already commenced trial operation. Up to end-2025, I·PARK1 received about 34 000 tonnes of municipal solid waste. However, as I·PARK1 is still in the system testing and trial operation phase, the detailed electricity generation record is not yet available.

The Environmental Protection Department has established air quality monitoring stations (AQMS) at Cheung Chau and Tong Fuk in South Lantau for continuous monitoring of air quality near I·PARK1. Since I·PARK1 commenced the first phase of trial operation, the air quality data recorded at these AQMS have shown no difference compared to the pre-trial operation levels. This indicates that the trial operation of I·PARK1 has not affected the ambient air quality in the vicinity.

(3) The construction costs and operating expenditure for the environmental education and leisure facilities in I·PARK1 have been included in the design and construction costs of the project and its operating expenditure respectively. The environmental education centre at I·PARK1 will offer visitors information about "waste-to-energy" technology, and feature interactive exhibits to help visitors understand Hong Kong's waste management and resource recovery efforts. It is expected to attract visitors of all ages. The Environmental Education Centre will accept bookings from the public, as well as organisations (such as schools), for visits after the facility becomes fully operational. The contractor will provide ferry service between I·PARK1, Cheung Chau and Central to facilitate public access.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1281)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

One of the aims of the Environmental Protection Department is to implement waste management programmes and initiatives to reduce, recycle and treat waste, as well as to safeguard the health and welfare of the community from any adverse environmental effects associated with the improper handling and disposal of waste. In this connection, please advise this Committee of the following for the past 3 years in tabular form:
(a) Various GREEN@COMMUNITY projects: (i) operating expenditure; and (ii) quantity of various types of recyclables collected;
(b) Various Recycling Stores: (i) operating expenditure; and (ii) quantity of various types of recyclables collected;
(c) Smart recycling bins in various districts: (i) operating expenditure; (ii) numbers; and (iii) quantity of various types of recyclables collected;
(d) Food waste smart recycling bins (FWSRBs) in various districts: (i) operating expenditure; (ii) numbers; and (iii) quantity of food waste collected;
(e) FWSRBs in various public rental housing estates: (i) operating expenditure; (ii) numbers; (iii) quantity of food waste collected; and (iv) weight of non-food waste in the FWSRBs;
(f) Kerbside recycling bins in various districts: (i) numbers; (ii) quantity of various types of recyclables collected; and (iii) quantity/weight of wrongly placed items in the recycling bins.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 9)

Reply:

(a)&(b) The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years are tabulated below:

Project	**Actual/estimated operating expenditure by financial year ($million)**(Note 1)		
	2023-24 (Actual)	**2024-25 (Actual)**	**2025-26 (Revised estimate)**(Note 3)
Recycling Station	64	61	91
Recycling Store	238	276	300

Project	Actual/estimated operating expenditure by financial year ($million)(Note 1)		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)(Note 3)
Recycling Store set up in public rental housing (PRH) estate(Note 2)	11	123	156

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation in end-2024.

The quantities of each type of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots in the past 3 years are tabulated below:

Recycling Stations and their Recycling Spots			
Recyclables	Approximate quantity of recyclables collected (tonnes)		
	2023	2024(Note 1)	2025(Note 2)
Regulated electrical equipment	340	390	290
Non-regulated electrical equipment (such as small electrical appliances)	510	620	500
Glass containers	3 540	3 590	3 470
Rechargeable batteries	15	20	16
Compact fluorescent lamps/fluorescent tubes	26	30	23
Waste paper	1 710	2 270	2 370
Waste plastics	1 630	2 170	2 450
Waste metals	230	300	320
Beverage cartons	58	80	80

Note 1: The quantities of each type of recyclables collected in 2024 are revised data.

Note 2: The quantities of each type of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

Recycling Stores and their Recycling Spots			
Recyclables	Approximate quantity of recyclables collected (tonnes)		
	2023	2024(Note 1)	2025(Note 2)
Regulated electrical equipment	420	640	570
Non-regulated electrical equipment (such as small electrical appliances)	940	1 570	1 510
Glass containers	3 020	5 900	7 750

Recycling Stores and their Recycling Spots			
Recyclables	**Approximate quantity of recyclables collected (tonnes)**		
	2023	**2024**(Note 1)	**2025**(Note 2)
Rechargeable batteries	23	28	35
Compact fluorescent lamps/fluorescent tubes	29	42	39
Waste paper	5 410	10 520	12 360
Waste plastics	8 050	12 170	13 870
Waste metals	810	1 440	1 620
Beverage cartons	160	270	280

Note 1: The quantities of each type of recyclables collected in 2024 are revised data.

Note 2: The quantities of each type of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

(c) The actual/estimated operating expenditures involved in setting up and operating the smart recycling bins by the Environmental Protection Department (EPD) in the past 3 financial years are tabulated below:

Financial year	**Expenditure ($million)**
2023-24 (Actual)	11.1
2024-25 (Actual)	9.3
2025-26 (Revised estimate)	13.6

The numbers of smart recycling bins installed by the EPD in the past 3 years are tabulated below by district:

District	**Number of smart recycling bins (sets)**(Note)		
	2023	**2024**	**2025**
Central & Western	3	6	9
Wan Chai	1	3	8
Eastern	6	9	10
Southern	2	5	6
Yau Tsim Mong	5	6	8
Sham Shui Po	4	6	4
Kowloon City	2	4	6
Wong Tai Sin	2	2	3
Kwun Tong	10	10	12
Kwai Tsing	7	7	10
Tsuen Wan	3	4	8
Tuen Mun	4	7	10
Yuen Long	3	3	8
North	4	5	10
Sha Tin	5	9	20
Tai Po	4	3	8
Sai Kung	5	8	12
Islands	6	5	6
Total	**76**	**102**	**158**

Note: Each set of smart recycling bin comprises 1 to 6 compartments, depending on the requirements of each location and the space available therein.

The quantities of each type of recyclables collected by smart recycling bins in the past 3 years are tabulated below:

Recyclables	**Quantity of recyclables collected by smart recycling bins each year (tonnes)**		
	2023	**2024**	**2025**
Waste paper	395.1	896.5	1 250.5
Waste metals	54.6	145.5	197.4
Plastic bottles	106.7	424.0	566.8
Other waste plastics	134.8	389.9	441.1
Glass bottles	69.3	169.3	257.8
Total quantity of recyclables collected	**760.5**	**2 025.2**	**2 713.6**

(d)&(e) The distribution of food waste smart recycling bins (FWSRBs) set up by the EPD and the quantity of food waste collected in the past 3 years are tabulated below by district:

District	**2023**		**2024**		**2025**	
	No. of FWSRBs	**Quantity of food waste recovered (tonnes)**	**No. of FWSRBs**	**Quantity of food waste recovered (tonnes)**	**No. of FWSRBs**	**Quantity of food waste recovered (tonnes)**
Central & Western	3	103	4	153	11	267
Wan Chai	0	0	4	54	6	135
Eastern	30	292	88	1 415	103	2 662
Southern	9	300	37	889	51	1 339
Yau Tsim Mong	2	2	9	109	24	375
Sham Shui Po	20	33	66	1 204	85	2 397
Kowloon City	6	50	36	686	52	1 447
Wong Tai Sin	32	99	85	1 614	97	3 308
Kwun Tong	49	265	193	3 513	219	6 611
Kwai Tsing	34	88	127	2 220	148	4 358
Tsuen Wan	20	62	55	810	82	1 618
Tuen Mun	32	66	94	1 574	135	3 106
Yuen Long	26	204	93	1 902	130	3 165
North	25	38	51	998	60	2 122
Sha Tin	53	184	133	2 609	55	1 075
Tai Po	9	28	27	498	174	4 663
Sai Kung	41	303	90	1 186	108	2 361
Islands	10	25	36	432	52	896
Total	**401**	**2 143**	**1 228**	**21 866**	**1 592**	**41 902**

Note: The above figures may not add up to the total due to rounding.

Among the above, the number of FWSRBs in PRH estates and the quantity of food waste recovered are tabulated below:

Year	No. of FWSRBs in PRH estates	Quantity of food waste recovered in PRH estates (tonnes)
2023	300	1 657
2024	860	19 010
2025	981	34 215

Under normal circumstances, food waste collected in FWSRBs may contain a small amount of impurities (e.g. plastic bags for containing food waste). The EPD does not maintain information on the weight of non-food waste in FWSRBs.

The actual or estimated expenditure incurred by the EPD on the food waste collection scheme in PRH estates in the past 3 financial years is tabulated below. The EPD does not have a breakdown of the expenditure on FWSRBs by individual PRH estate.

Financial year	Expenditure ($million)(Note)
2023-24 (Actual)	18.7
2024-25 (Actual)	93.1
2025-26 (Revised estimate)	94.2

Note: Covering the expenditure for the operation and maintenance of FWSRBs, the related publicity and education work, and engagement of additional cleansing staff at PRH estates.

The expenditure of installing FWSRBs in private residential premises is absorbed by the respective funding schemes. The amount of subsidies involved in the past 3 years is tabulated below:

Financial year	Amount of subsidies ($million)
2023-24 (Actual)	17.35
2024-25 (Actual)	30.13
2025-26 (Revised estimate)	19.40

As setting up FWSRBs in public markets, GREEN@COMMUNITY facilities, public refuse collection points and government quarters is an integral part of the EPD's Pilot Scheme on Food Waste Collection, the EPD does not maintain a separate breakdown of the expenditure involved.

(f) In the past 3 years, the numbers of kerbside recycling bins placed in various districts by the EPD are tabulated below:

District	Number of kerbside recycling bins (set)		
	2023(Note 1)	2024	2025(Note 2)
Central & Western	1	0	0
Eastern	0	0	0
Southern	2	2	0
Wan Chai	0	0	0
Kowloon City	0	0	0
Wong Tai Sin	0	0	0
Kwun Tong	1	0	0

District	Number of kerbside recycling bins (set)		
	2023(Note 1)	**2024**	**2025**(Note 2)
Sham Shui Po	0	0	0
Yau Tsim Mong	0	0	0
Sha Tin	82	81	65
Tai Po	164	167	131
North	185	184	140
Sai Kung	181	179	157
Tsuen Wan	65	63	45
Kwai Tsing	17	16	10
Yuen Long	204	198	136
Tuen Mun	74	72	41
Islands	140	134	118
Total	**1 116**	**1 096**	**843**

Note 1: With the development of the community recycling network GREEN@COMMUNITY and the implementation of various waste reduction and recycling programmes, the role of kerbside recycling bins in community recycling support in urban areas had gradually diminished. Therefore, the EPD removed about 800 sets of kerbside recycling bins from urban areas (including new towns) in 2022.

Note 2: In view of the better quality of recyclables collected from recycling bins in rural areas, the EPD has retained about 850 sets of kerbside recycling bins in rural areas to facilitate daily recycling by residents. In addition, the EPD has progressively set up additional Recycling Spots in rural areas in recent years to extend the recycling services of GREEN@COMMUNITY to more densely populated rural areas, thereby strengthening the recycling support for these areas. The EPD has also relocated kerbside recycling bins with service areas overlapping with those of GREEN@COMMUNITY.

Given that the EPD's contractors may collect recyclables from kerbside recycling bins across districts, the EPD does not have a breakdown of non-recyclables by district. The quantities of various types of recyclables and non-recyclables collected through kerbside recycling bins in the past 3 years are tabulated below:

Material	Quantity of materials collected through kerbside recycling bins (tonnes)(Note)		
	2023 (including school recycling bins)	**2024** (not including school recycling bins)	**2025** (not including school recycling bins)
Paper	412	186	247
Metal	35	37	60
Plastic	172	155	182
Non-recyclables	217	171	186
Total	**836**	**549**	**675**

Note: The EPD adjusted the contractual arrangements for recyclables collection services for recycling bins in 2023. New contracts were awarded on 1 October 2023, separating the recyclables collection services for kerbside

and school recycling bins into two contracts. The figures from 2024 onwards show the quantities of recyclables collected through kerbside recycling bins.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1282)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

One of the aims of the Environmental Protection Department is to promote the use of electric vehicles (EVs). In this connection, please advise this Committee of the following information in the past 3 years:
(a) regarding the vehicle classes in Hong Kong: (i) the number of fuel-driven vehicles; (ii) the number of EVs; and (iii) the respective number of charging facilities;
(b) the number of charging facilities for electric private cars (e-PCs), with a breakdown by district and speed (slow, medium and quick);
(c) the number of public charging facilities for e-PCs provided by the Government, with a breakdown by district and speed (slow, medium and quick);
(d) the number of public charging facilities for e-PCs provided by the private sector, with a breakdown by district and speed (slow, medium and quick);
(e) the number of private parking spaces for e-PCs, with a breakdown by district and speed (slow, medium and quick);
(f) regarding government car parks: (i) the number of parking spaces; (ii) the number of parking spaces for EVs; and (iii) the number of slow, medium and quick chargers; and
(g) the estimated number of public EV chargers in Hong Kong in 2027, 2030 and 2035, with a breakdown by speed (standard, medium, quick and fast).

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 10)

Reply:

(a) According to the information from the Transport Department (TD), the numbers of registered fuel-driven vehicles and electric vehicles (EVs) as at year end in the past 3 years are tabulated below:

Vehicle class	Number of registered vehicles					
	Fuel-driven vehicle (petrol and diesel)			EV		
	2023	2024	2025	2023	2024	2025
Private car	570 336	522 836	491 165	74 896	107 762	144 655
Motorcycle/motor tricycle	108 183	108 090	109 276	491	793	1 008
Taxi	11	15	97	18	139	988

Vehicle class	Number of registered vehicles					
	Fuel-driven vehicle (petrol and diesel)			EV		
	2023	2024	2025	2023	2024	2025
Bus	13 909	13 732	13 768	94	118	161
Light bus	3 081	3 185	3 217	6	10	26
Goods vehicle	119 166	114 838	112 544	592	839	1 388
Special purpose vehicle	1 957	1 937	1 946	123	115	111
Total	**816 643**	**764 633**	**732 013**	**76 220**	**109 776**	**148 337**

Note: Government vehicles are not included in the figures as government vehicles need not be registered. Besides, hybrid vehicles are included in their corresponding fuel type. Only pure EVs are included in the EV category.

As for the number of public and private parking spaces equipped with EV charging-enabling infrastructure (EVCEI), it increased from about 50 000 (with about 7 420 public chargers) at end-2023 to about 90 000 (with about 10 400 public chargers) at end-2024, and exceeded 140 000 (with about 16 440 public chargers) in 2025. As at end-2025, the overall charging infrastructure has been sufficient to support the charging demand of around 230 000 EVs, exceeding the number of around 150 000 EVs at present.

(b)-(d)

The Government has been promoting and encouraging the installation of EVCEI at parking spaces in newly built and existing private residential and commercial buildings through the gross floor area concession arrangements and the EV-charging at Home Subsidy Scheme (EHSS), so as to provide greater convenience for electric private car owners to charge at home or workplaces. Currently, there are about 130 000 parking spaces with charging facilities in car parks of private buildings and housing estates in Hong Kong. On the other hand, the public charging network is crucial for electric commercial vehicles and EVs without access to private charging facilities, and forms a core component of the Government's EV promotion strategy. Through the Government's initiatives and the industry's collaboration, the public charging network is expanding rapidly. In the past 3 years, the numbers of public EV chargers provided by the Government and the private sector by the 18 districts are set out in the tables below:

District	Number of public chargers provided by the Government and the private sector as at end-December 2023												
	Standard[Note 1]			Medium[Note 1]			Quick[Note 1]			Fast[Note 1]			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector [Note 2]	Sub-total (a)	Govern-ment	Private sector [Note 2]	Sub-total (b)	Govern-ment	Private sector [Note 2]	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Central & Western	0	10 (3)	10	300	66 (3)	366	0	49 (3)	49	0	0	0	425
Eastern	0	16	16	179	99	278	0	87 (3)	87	0	0	0	381
Southern	0	6	6	57	170	227	0	48	48	0	0	0	281
Wan Chai	17	53 (3)	70	192	85 (3)	277	0	57	57	0	0	0	404
Kowloon City	63	37	100	28	31	59	0	39 (12)	39	0	0	0	198

District	Number of public chargers provided by the Government and the private sector as at end-December 2023												
	Standard[Note 1]			**Medium**[Note 1]			**Quick**[Note 1]			**Fast**[Note 1]			**Total (a)+(b)+(c)+(d)**
	Govern-ment	Private sector (Note 2)	Sub-total (a)	Govern-ment	Private sector (Note 2)	Sub-total (b)	Govern-ment	Private sector (Note 2)	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Kwun Tong	59	503	562	50	456 (23)	506	0	135 (14)	135	0	0	0	1 203
Sham Shui Po	23	6	29	98	70	168	0	58	58	0	0	0	255
Wong Tai Sin	0	18	18	88	85 (8)	173	0	37	37	0	0	0	228
Yau Tsim Mong	0	50	50	9	201 (20)	210	0	115	115	0	0	0	375
Kwai Tsing	5	4	9	114	48	162	0	54 (10)	54	0	0	0	225
Tsuen Wan	7	14	21	180	43	223	0	39	39	0	0	0	283
Sai Kung	14	104	118	35	109	144	0	96	96	0	0	0	358
North	130	42	172	176	87	263	0	31	31	0	0	0	466
Tai Po	28	2	30	76	40 (12)	116	0	17	17	0	0	0	163
Sha Tin	103	560	663	144	311	455	0	122	122	0	0	0	1 240
Yuen Long	13	40	53	78	144 (13)	222	0	67 (3)	67	0	0	0	342
Tuen Mun	3	9	12	45	32 (11)	77	0	40	40	0	0	0	129
Islands	95	5	100	137	162	299	4	56	60	0	0	0	459
Total	**560**	**1 479**	**2 039**	**1 986**	**2 239**	**4 225**	**4**	**1 147**	**1 151**	**0**	**0**	**0**	**7 415**

Note 1: Standard charger (with rated output power of 2.8 kilowatts (kW) using a domestic 13A socket outlet);
Medium charger (with rated output power above 2.8 kW up to 20 kW);
Quick charger (with rated output power above 20 kW and below 100 kW); and
Fast charger (with rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector and installed in government car parks.

District	Number of public chargers provided by the Government and the private sector as at end-December 2024												
	Standard[Note 1]			**Medium**[Note 1]			**Quick**[Note 1]			**Fast**[Note 1]			**Total (a)+(b)+(c)+(d)**
	Govern-ment	Private sector (Note 2)	Sub-total (a)	Govern-ment	Private sector (Note 2)	Sub-total (b)	Govern-ment	Private sector (Note 2)	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Central & Western	0	9 (3)	9	300	73 (3)	373	0	100 (3)	100	0	0	0	482
Eastern	0	14	14	179	251	430	0	85	85	0	0	0	529
Southern	0	6	6	57	411	468	0	58	58	0	0	0	532
Wan Chai	0	55 (3)	55	162	283 (3)	445	0	86	86	0	1	1	587
Kowloon City	63	37	100	28	359	387	0	77 (12)	77	0	0	0	564
Kwun Tong	59	499	558	50	730	780	0	207 (14)	207	0	0	0	1 545
Sham Shui Po	23	6	29	98	102	200	0	66	66	0	0	0	295

District	Number of public chargers provided by the Government and the private sector as at end-December 2024												
	Standard[Note 1]			Medium[Note 1]			Quick[Note 1]			Fast[Note 1]			Total (a)+(b)+(c)+(d)
	Government	Private sector (Note 2)	Sub-total (a)	Government	Private sector (Note 2)	Sub-total (b)	Government	Private sector (Note 2)	Sub-total (c)	Government	Private sector	Sub-total (d)	
Wong Tai Sin	0	15	15	88	198	286	0	58	58	0	2	2	361
Yau Tsim Mong	0	50	50	9	207 (20)	216	0	185	185	0	2	2	453
Kwai Tsing	6	52	58	114	137	251	0	64	64	0	0	0	373
Tsuen Wan	2	14	16	180	87	267	0	85	85	0	4	4	372
Sai Kung	14	138	152	35	223	258	0	146	146	0	0	0	556
North	130	40	170	176	106	282	0	44	44	0	0	0	496
Tai Po	28	2	30	76	138	214	0	33	33	0	0	0	277
Sha Tin	103	643	746	144	576	720	0	229	229	0	0	0	1 695
Yuen Long	13	12	25	78	343	421	0	94 (3)	94	0	0	0	540
Tuen Mun	3	9	12	45	147	192	0	75	75	0	0	0	279
Islands	95	5	100	137	176	313	4	48	52	0	0	0	465
Total	**539**	**1 606**	**2 145**	**1 956**	**4 547**	**6 503**	**4**	**1 740**	**1 744**	**0**	**9**	**9**	**10 401**

Note 1: Standard charger (with rated output power of 2.8 kW using a domestic 13A socket outlet);
Medium charger (with rated output power above 2.8 kW up to 20 kW);
Quick charger (with rated output power above 20 kW and below 100 kW); and
Fast charger (with rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector and installed in government car parks.

District	Number of public chargers provided by the Government and the private sector as at end-December 2025												
	Standard[Note 1]			Medium[Note 1]			Quick[Note 1]			Fast[Note 1]			Total (a)+(b)+(c)+(d)
	Government	Private sector	Sub-total (a)	Government	Private sector (Note 2)	Sub-total (b)	Government	Private sector (Note 2)	Sub-total (c)	Government	Private sector	Sub-total (d)	
Central & Western	0	5	5	300	349	649	0	132	132	4	0	4	790
Eastern	7	11	18	184	376	560	0	126	126	0	2	2	706
Southern	0	2	2	66	535	601	0	117	117	0	0	0	720
Wan Chai	0	49	49	162	310	472	0	107	107	0	8	8	636
Kowloon City	52	1 096	1 148	100	1 135	1 235	0	85 (10)	85	0	3	3	2 471
Kwun Tong	49	487	536	165	1 152	1 317	0	243 (12)	243	0	0	0	2 096
Sham Shui Po	28	4	32	142	220	362	0	100	100	0	4	4	498
Wong Tai Sin	0	12	12	164	292	456	0	158	158	0	0	0	626
Yau Tsim Mong	0	45	45	9	448 (20)	457	0	219	219	0	1	1	722
Kwai Tsing	6	53	59	213	231	444	0	125 (8)	125	0	12	12	640

District	Number of public chargers provided by the Government and the private sector as at end-December 2025												
	Standard[Note 1]			Medium[Note 1]			Quick[Note 1]			Fast[Note 1]			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector	Sub-total (a)	Govern-ment	Private sector (Note 2)	Sub-total (b)	Govern-ment	Private sector (Note 2)	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Tsuen Wan	2	12	14	213	142	355	0	129	129	0	2	2	500
Sai Kung	9	139	148	203	325	528	0	177	177	1	6	7	860
North	122	6	128	558	196	754	0	70	70	0	5	5	957
Tai Po	8	0	8	101	156	257	0	69	69	0	0	0	334
Sha Tin	90	758	848	166	561	727	0	340	340	0	14	14	1 929
Yuen Long	17	2	19	83	579	662	0	192 (1)	192	0	6	6	879
Tuen Mun	1	4	5	59	181	240	0	91	91	0	4	4	340
Islands	30	5	35	129	466	595	14	87	101	0	0	0	731
Total	421	2 690	3 111	3 017	7 654	10671	14	2 567	2 581	5	67	72	16 435

Note 1: Standard charger (with rated output power of 2.8 kW using a domestic 13A socket outlet);
Medium charger (with rated output power above 2.8 kW up to 20 kW);
Quick charger (with rated output power above 20 kW and below 100 kW); and
Fast charger (with rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector and installed in government car parks.

(e) In the past 3 years, the number of parking spaces in private buildings with charging facilities installed through the measure of gross floor area concessions and the EHSS are tabulated below. For these parking spaces with EVCEI, parking space owners may choose to install suitable chargers according to their needs. We do not have information on the charging speed of these private chargers.

Year	Number of parking spaces with EVCEI[Note]		
	Gross floor area concessions	EHSS	Total
2023	35 500	7 000	42 500
2024	46 000	33 000	79 000
2025	55 100	77 010	132 110

Note: The Government does not have the information on other private charging facilities.

(f) According to the information provided by the TD, the number of public parking spaces for private cars in government car parks in the past 3 years by the 18 districts are tabulated below. The number of EV parking spaces and the number of chargers of various speeds are tabulated in parts (b) to (d) above.

District	Number of public parking spaces for private cars in government car parks		
	As at end-December 2023	As at end-December 2024	As at end-December 2025
Central & Western	1 797	1 791	1 791
Wan Chai	762	605	612
Eastern	815	816	824
Southern	761	761	761
Yau Tsim Mong	85	85	87
Sham Shui Po	808	918	901
Kowloon City	216	215	205
Wong Tai Sin	808	808	839
Kwun Tong	1 339	1 355	1 342
Tsuen Wan	708	724	724
Tuen Mun	357	349	347
Yuen Long	460	436	437
North	919	1 366	1 369
Tai Po	640	647	645
Sai Kung	246	255	514
Sha Tin	843	1 013	1 007
Kwai Tsing	986	1 017	987
Islands	1 158	806	879
Total	**13 708**	**13 967**	**14 271**

(g) The Government will continue to expand EV charging-enabling infrastructure across the territory, to provide greater convenience to private car owners and support the popularisation of electric commercial vehicles. Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Another target is to increase the number of fast chargers to 4 000 by 2030. By 2035, we expect to have about 10 000 fast chargers, supporting around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0803)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The estimated expenditure for this financial year under this Programme has increased by 5.8% as compared to that for 2025-26. Please inform this Committee of the following:
1. What proportion of the increased estimated expenditure will be used to set up more waste collection facilities? Please provide the details.
2. Please provide the number and distribution of three-colour recycling bins across the 18 districts in each of the past 5 years in tabular form, and the administrative expenses and manpower involved.
3. Does the Administration have any plan to increase the number of three-colour recycling bins in different districts? If yes, what is the percentage increase in resources and manpower? If no, what are the reasons?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 43)

Reply:

1.
The increase of about $330 million (or about 5.8%) in the estimated expenditures for Programme (1) under Head 44 – Environmental Protection Department (EPD) for 2026-27 is mainly due to increased expenditures in two areas: the estimated operating expenditure for the Integrated Waste Management Facilities Phase 1 (I·PARK1) upon its full commissioning in 2026 (about $240 million) and the launch of a five-year waste reduction and recycling plan (about $62 million). This increase includes an estimated expenditure of about $17 million for food waste collection facilities, covering the provision of additional food waste recycling facilities in public rental housing estates and private residential buildings.

2&3.
In the past 5 years, the numbers of kerbside recycling bins placed by the EPD in various districts are tabulated below:

District	Number of kerbside recycling bins (set)				
	2021	2022	2023	2024	2025
Central & Western	102	1	1	0	0
Eastern	51	0	0	0	0

District	Number of kerbside recycling bins (set)				
	2021	2022	2023	2024	2025
Southern	70	4	2	2	0
Wan Chai	62	1	0	0	0
Kowloon City	66	0	0	0	0
Wong Tai Sin	35	0	0	0	0
Kwun Tong	38	2	1	0	0
Sham Shui Po	52	0	0	0	0
Yau Tsim Mong	102	0	0	0	0
Sha Tin	119	83	82	81	65
Tai Po	179	162	164	167	131
North	212	189	185	184	140
Sai Kung	200	182	181	179	157
Tsuen Wan	90	65	65	63	45
Kwai Tsing	53	17	17	16	10
Yuen Long	214	200	204	198	136
Tuen Mun	98	72	74	72	41
Islands	143	139	140	134	118
Total:	**1 886**	**1 117**	**1 116**	**1 096**	**843**

In response to the recommendations made by the Office of the Ombudsman upon the completion of its direct investigation into the management and effectiveness of waste separation bins in April 2022, the EPD reviewed the positioning and the way forward of kerbside recycling bins. The findings of the review indicated the quantity of recyclables collected from the recycling bins in urban areas only accounts for less than 0.1% of the total amount of recyclables in Hong Kong, and these recycling bins are often misused for depositing refuse and food-soiled containers, thereby affecting the downstream processes and causing hygiene problems. With the development of the community recycling network GREEN@COMMUNITY and the implementation of various waste reduction and recycling programmes, the role of kerbside recycling bins in community recycling support in urban areas had gradually diminished. Therefore, the EPD removed about 800 sets of kerbside recycling bins from urban areas (including new towns) in 2022. In view of the better quality of recyclables collected from recycling bins in rural areas, the EPD has retained about 850 sets of kerbside recycling bins to facilitate daily recycling by residents. In addition, the EPD has progressively set up additional Recycling Spots in rural areas in recent years to extend the recycling services of GREEN@COMMUNITY to more densely populated rural areas, thereby strengthening the recycling support for these areas. The EPD has also relocated kerbside recycling bins with service areas overlapping with those of GREEN@COMMUNITY. The EPD will keep reviewing the specific needs of individual communities for recycling facilities and the operation effectiveness of the facilities, and make adjustments as appropriate.

In the 2026-27 financial year, the EPD will earmark about $12.3 million for the daily management of kerbside recycling bins. The relevant work is absorbed by the existing staff establishment of the EPD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3044)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the operating costs and effectiveness of the community recycling network GREEN@COMMUNITY under the Environmental Protection Department, please advise this Committee of the following:
1. the operating expenditures for GREEN@COMMUNITY in each of the past 3 financial years, with a breakdown by the type of recycling facility (Recycling Station, Recycling Store and Recycling Spot);
2. the quantities recovered by GREEN@COMMUNITY, the number of participants, and the average cost per tonne of recyclables collected in the aforesaid years.

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 13)

Reply:

1. The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years are tabulated below:

Project	**Actual/estimated operating expenditure by financial year ($million)(Note 1)**		
	2023-24 (Actual)	**2024-25 (Actual)**	**2025-26 (Revised estimate)(Note 3)**
Recycling Station	64	61	91
Recycling Store	238	276	300
Recycling Store set up in Public Rental Housing (PRH) estate(Note 2)	11	123	156

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation at end-2024.

2. The quantities of recyclables collected and the numbers of visitors for GREEN@COMMUNITY in the past 3 years are tabulated below:

	2023(Note 1)	**2024**(Note 2)	**2025**(Note 3)
Approximate total quantities of recyclables collected (tonne)	26 900	42 100	47 500
Approximate numbers of visitors (million)	7.11	12.94	15.69

Note 1: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 2: The quantities of recyclables collected in 2024 are revised data.

Note 3: The quantities of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

GREEN@COMMUNITY is a community recycling network serving the whole of Hong Kong. Its primary functions include fostering a social atmosphere conducive to waste reduction and recycling, promoting green living and strengthening environmental education, thereby encouraging the public to develop sustainable environmental habits in their daily lives. These involve various expenses, including the purchase and installation of equipment, maintenance, the collection and transport of recyclables, gifts provided to the public to encourage participation in recycling, as well as education and promotional activities. These efforts play a significant role in promoting waste reduction and recycling across Hong Kong. As the operating costs of GREEN@COMMUNITY cover the aforementioned services, the Environmental Protection Department (EPD) does not calculate the expenses for handling recyclables separately.

To enhance the overall cost-effectiveness of the GREEN@COMMUNITY, the EPD is continuously reviewing the tender arrangements. It has also relocated some of the Recycling Stores to suitable government facilities and is gradually transforming the Recycling Stores in PRH estates into self-service recycling facilities so as to reduce the rental expenses and operating costs.

Furthermore, to achieve the goal of "Zero Landfill" by 2035 as scheduled and sustain momentum in waste reduction at source, the Government will launch a five-year waste reduction and recycling plan starting in 2026-27 to gradually drive the transformation of GREEN@COMMUNITY. The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off site housing collection services and logistics arrangements within the district. This will create economies of scale to enhance overall operational efficiency.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2009)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government launched the EV-charging at Home Subsidy Scheme (EHSS) in 2020 and closed the application in 2023 after the funding ceiling was reached. However, of the $3.5 billion commitment, a balance of $1.87 billion remains to date. In this connection, please advise this Committee of the following:

1. The number of approved cases under the EHSS with installation completed, in progress and not yet commenced due to various reasons, as well as the number of parking spaces and the amount of approved funding involved.

2. For the housing estates with funding approved, what are the reasons for the delay in commencing or completing the installation? Has the Administration taken any measures to actively assist these estates in promptly commencing and completing the installation?

3. Has the Government assessed when the $1.87 billion balance will be fully disbursed? If it is believed that some estates are unlikely to commence installation in the short or medium term (e.g. due to technical problems or a lack of consensus among property owners), will the Government withdraw the approval and reopen the scheme for application by other estates, or return the funding to the Treasury for other purposes?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 25)

Reply:

1. The EV-charging at Home Subsidy Scheme (EHSS) was rolled out in October 2020, with a total funding of $3.5 billion allocated in 2 phases. It is anticipated that the EHSS will cover a total of some 140 000 parking spaces in about 700 car parks of existing private residential buildings and housing estates, accounting for about half of the total number of parking spaces across the territory that are eligible for applying for the EHSS. The application period for the EHSS was closed on 31 December 2023. The Environmental Protection Department (EPD) has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces) have completed the installation works, involving a subsidy amount of about $2 billion, whereas 261 car parks (covering about 63 000 parking spaces) are currently at the design or construction stage. A subsidy amount of about $1.4 billion has been reserved for these 261 car parks, and the actual subsidy amount involved will depend on the final contract value.

2. According to the arrangement of the EHSS, upon approval of the applications, applicants are required to engage consultants and contractors to design and install electric vehicle charging-enabling infrastructure (EVCEI) through open tendering. The time required for processes such as conducting the tendering exercise, resolving the technical issues related to the installation works, as well as liaising with parking space owners to reach consensus over the detailed design, depends on the actual circumstances of each case. The EPD will complete the review of the works design and tender documents within 1 month. Subject to the scale and complexity of the works, installation will normally be completed in about 6 to 9 months after the applicant signs the works contract with the contractor.

   The EPD will maintain communication with the applicants and their consultants throughout the process, and provide technical support and arrange dedicated staff to follow up on the progress of each approved case, so as to actively facilitate the housing estates in completing the relevant installation works.

3. The 2026-27 financial year will continue to be the peak period for the completion of installation works under the EHSS. Based on the current progress, we anticipate that an accumulated total of around 117 000 parking spaces (covering about 600 car parks) will have the installation of EVCEI completed by end-2026, involving a subsidy amount of about $3 billion. By the end of the 2027-28 financial year, the reserved subsidy will be disbursed in full to all the applications with installation works completed, achieving the target of completing the installation of EVCEI for some 140 000 parking spaces (covering about 700 car parks). Based on the current estimation, the remaining funding of about $1.4 billion under the EHSS will be used to subsidise the 261 approved applications with unfinished works. The Government has no plan at this stage to reopen applications for the EHSS.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0340)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates to provide eligible large-scale private housing estates with free food waste smart recycling bins together with the installation and two-year repairs and maintenance services. In this connection, please inform this Committee of:
1. the total number of households of the participating housing estates in the past 3 years with a breakdown by the 18 districts of Hong Kong.
2. the quantities of food waste recovered from the participating housing estates.
3. the expenditure incurred in the installation as well as repairs and maintenance services in the past 3 years.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 3)

Reply:

1&2.
The Environmental Protection Department (EPD), in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of food waste smart recycling bins (FWSRBs), to help residents cultivate a habit of food waste recycling. As at February 2026, FWSRBs have been installed in 115 private housing estates under the Scheme. More than 7 300 tonnes of food waste have been recovered from the participating housing estates, with an average collection quantity of about 20 tonnes per day. The total number of households participating in the Scheme by district is tabulated below:

District	Total no. of households participating in the Scheme
Central & Western	0
Wan Chai	1 275
Eastern	27 930
Southern	13 556
Yau Tsim Mong	7 886

District	Total no. of households participating in the Scheme
Sham Shui Po	5 962
Kowloon City	2 275
Wong Tai Sin	7 566
Kwun Tong	27 994
Kwai Tsing	9 372
Tsuen Wan	21 164
Tuen Mun	33 264
Yuen Long	23 539
North	9 916
Sha Tin	40 059
Tai Po	1 680
Sai Kung	36 401
Islands	8 913
Total	278 752

3.
As stated above, the funding covers the expenses on the installation, maintenance and repair services of FWSRBs. The Scheme has been open for applications since end-December 2023, with FWSRBs installed in phases following application approval. The amount of funding allocated in the past 3 years is tabulated below.

Financial year	Amount of funding allocated under the Scheme ($million)
2023-24	0
2024-25	5
2025-26	18.27

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0341)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government launched the $3.5 billion EV-charging at Home Subsidy Scheme (EHSS) to subsidise the installation of EV charging-enabling infrastructure in car parks of existing private residential buildings. In this connection, please advise this Committee of the following:

1. the total amount of subsidies disbursed so far for the completion of installation;
2. the total amount of subsidies reserved for approved applications and ongoing installations; and
3. a list of private buildings/housing estates with car parks that have withdrawn from the EHSS and the total amount of subsidies reserved for them.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 4)

Reply:

1&2. The EV-charging at Home Subsidy Scheme (EHSS) was rolled out in October 2020, with a total funding of $3.5 billion allocated in 2 phases. It is anticipated that the EHSS will cover a total of some 140 000 parking spaces in about 700 car parks of existing private residential buildings and housing estates, accounting for about half of the total number of parking spaces across the territory that are eligible for applying for the EHSS. The application period for the EHSS was closed on 31 December 2023. The Environmental Protection Department has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces) have completed the installation works, involving a subsidy amount of about $2 billion, whereas 261 car parks (covering about 63 000 parking spaces) are currently at the design or construction stage. A subsidy amount of about $1.4 billion has been reserved for these 261 car parks, and the actual subsidy amount involved will depend on the final contract value.

3. As at end-February 2026, a total of 28 car parks (covering about 5 000 parking spaces) withdrew from the EHSS after approval had been granted, involving a reserved subsidy amount of about $94 million. The car parks of the housing estates concerned are listed in the table below:

Car parks **(Note: Listed in alphabetical order by the English names of the housing estates)**
Alpha Court (Tai Hang Road)
Baguio Villa (Block 41-44)
Balmoral Garden
Cadogan
Carrie Garden
Cliffview Mansions Phase 1
Evergreen Garden
Fortress Garden
Grand Del Sol
Jade Mansion
King's Court
Kwong Chiu Terrace
Louvre Court
Mei Foo Sun Chuen (Stage IV)
Monte Verde
One Wanchai
Oriental Gardens
Pictorial Garden (Phase 1)
Piedmont Garden
Po Fung Building (Fort Street)
Prime View Garden
Richland Gardens
Sea And Sky Court
Seaview Garden
Serene Court (College Road)
Suncliffe Place
Sunderland Estate
Yoo Residence (Tung Lo Wan Road)

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0353)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has earmarked $80 million to launch the Pilot Scheme for Electric Public Light Buses. Please inform this Committee of the following:
1. the number of minibus operators participating in the scheme and the routes;
2. the total amount of subsidy currently approved;
3. the number of charging stations currently available for minibuses, with a breakdown by the 18 districts of Hong Kong;
4. whether minibus charging stations will be constructed near the Chinese Medicine Hospital of Hong Kong.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 18)

Reply:

1-2. For the 2 rounds of application for trial under the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), the Environmental Protection Department (EPD) has approved applications from 5 green minibus (GMB) operators for the trial of a total of 16 electric public light buses (e-PLBs), the models of which were chosen by the GMB operators based on their operational needs. Apart from 1 approved application which was withdrawn by the applicant due to the manufacturer's production delay, the remaining 15 e-PLBs have commenced trial.

Under the Pilot Scheme, the Government provides a subsidy of 80% of the vehicle price for each e-PLB approved, with a total subsidy amount of about $18.83 million for the 15 e-PLBs. Details are set out in **Table 1**.

Table 1: Details of e-PLBs participating in the Pilot Scheme

Round of application	Commencement date of operational trial	Light bus route no. under application	Successful applicant (subsidy recipient)	Model with subsidy approved	Prequalified supplier	Approved quantity of subsidised product per model	Amount of subsidy
First round	March 2024	KLN 22M	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	1	About $2.21 million
	March 2024	KLN 25M	Fine Luck Limited	THOR	Green Mobility Innovations Limited	1	
Second round	December 2025 to January 2026	KLN 22M, KLN 22A	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	3	About $16.62 million
	June 2025	KLN 63	Kamalie Limited	XML6722JEV	E. Tech Dynamic Technology Co., Limited	1	
	February to June 2025	KLN 25M	Fine Luck Limited	XML6722JEV	E. Tech Dynamic Technology Co., Limited	6	
	April 2025			WD6757BEVRG01	Jupiter EV HK Limited	1	
	June 2025	NT 61M	Rich Success Transportation Limited	XML6722JEV	E. Tech Dynamic Technology Co., Limited	1	
	June 2025	KLN 2	Kellis Limited	XML6722JEV	E. Tech Dynamic Technology Co., Limited	1	

3. The dedicated charging facilities for e-PLBs under the Pilot Scheme include 1 set of fast charging facilities (including 1 pantograph and 1 backup plug-in charger) at the Kwun Tong Yue Man Square Public Transport Interchange, and 2 sets of fast charging facilities at the Kowloon Tong Suffolk Road Public Transport Interchange (including 2 pantographs and 2 backup plug-in chargers).

As there are currently only 17 e-PLBs (in addition to the 15 e-PLBs mentioned above, there are 2 e-PLBs subsidised by the New Energy Transport Fund), the overall charging demand is not high. The EPD does not have information about dedicated charging facilities for e-PLBs installed by the private sector.

As analysed in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Government on 12 February, the electrification of commercial vehicles remains still in its early stages. Given that e-PLBs, as a type of

electric commercial vehicles, are not yet ready for large-scale adoption, we will pragmatically create more favourable conditions for e-PLBs, such as establishing a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results.

We will leverage market forces to build a public charging network with fast chargers (with rated output power of no less than 100 kilowatts) as the backbone through policy guidance, to fully support electric vehicle application in Hong Kong, including progressively converting petrol filling stations (PFSs) into fast charging stations (FCSs) and promoting the retrofitting of existing PFSs with charging facilities (i.e. conversion into petrol-cum-charging station). By the end of February 2026, approval-in-principle has been given for installation of over 80 fast chargers at nearly 30 PFSs. The petrol-cum-charging station located on Po Kong Village Road in Wong Tai Sin District with 2 fast chargers, one of which can be used by e-PLBs, was commissioned in February 2026. As more PFSs are converted to FCSs, the number of FCSs available for e-PLBs will continue to rise in the future.

4. Currently, there is no e-PLB operating on the routes to and from the Chinese Medicine Hospital of Hong Kong. However, as mentioned above, the Government is actively promoting the popularisation of e-PLBs. If Tseung Kwan O is deemed suitable for e-PLB trials, we will promptly consider enhancing and installing the relevant charging facilities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0354)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates. Please inform this Committee of the following:
1. the number of housing estates participating in the scheme with a breakdown by the 18 districts of Hong Kong.
2. the recovery quantities from the participating housing estates.
3. whether the funding period will be extended.
What is the estimated number of housing estates that will continue to use the food waste smart recycling bins after the funding period? Will waste separation be affected?

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 19)

Reply:

1 & 2.
The Environmental Protection Department (EPD), in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of food waste smart recycling bins (FWSRBs), to help residents cultivate a habit of food waste recycling. As at February 2026, FWSRBs have been installed in 115 private housing estates under the Scheme. The distribution by district is tabulated below. More than 7 300 tonnes of food waste have been recovered from the participating housing estates, with an average collection quantity of about 20 tonnes per day.

District	No. of participating housing estates
Central & Western	0
Wan Chai	1
Eastern	7
Southern	3
Yau Tsim Mong	4
Sham Shui Po	3
Kowloon City	2

District	No. of participating housing estates
Wong Tai Sin	2
Kwun Tong	10
Kwai Tsing	5
Tsuen Wan	8
Tuen Mun	12
Yuen Long	11
North	6
Sha Tin	21
Tai Po	1
Sai Kung	16
Islands	3
Total	115

3.
Regarding the follow-on arrangements after the funding period, we have put in place a comprehensive plan to ensure the continuity of food waste recycling. The ECC is arranging for the early batches of rented FWSRBs to be purchased and then provided free of charge to the relevant housing estates for continued use. According to the information obtained by the EPD from the suppliers, housing estates would only need to bear a monthly operation and maintenance fee of about $500 to $1,000 per bin. Based on serving around 500 households, this translates to an average of only about $1 to $2 per month for each household. The GREEN$ rewards earned by households through daily recycling are sufficient to offset these costs. Even if housing estates ultimately choose not to continue using the FWSRBs, the EPD will provide them with pedal-operated food waste recycling bins and food waste collection services free of charge to ensure that the residents can continue participating in recycling and sustain the environmental habits they have already developed.

The EPD is discussing the follow-on arrangements with 14 housing estates whose funding periods will end in the first half of 2026. To date, only 2 housing estates have indicated that they will not continue using the FWSRBs after the funding period ends. The EPD is discussing with them the follow-on arrangements for food waste recycling.

FWSRBs facilitate separation of food waste by residents for recycling, helping reduce the odour and hygiene issues associated with domestic waste. The EPD will continue to allocate resources to support private housing estates in their continued recycling of food waste, including providing free food waste collection service for housing estates daily, and organising publicity and educational activities on food waste recycling for the participating housing estates. As such, we anticipate that waste separation for recycling will not be affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0358)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in Programme (2) that the trial of the first 2 electric ferries under the Pilot Scheme for Electric Ferries commenced in December 2024 and May 2025 respectively, while the trial of the third one will commence in 2026.

1. What are the expenditure and effectiveness of the Pilot Scheme for Electric Ferries since its launch?

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 32)

Reply:

To promote the trial of electric ferries (e-ferries) in Hong Kong, the Government has earmarked $350 million in 2020 to implement the Pilot Scheme for Electric Ferries (Pilot Scheme). The first 2 e-ferries commenced a 24-month trial in December 2024 and May 2025 respectively, and the third one is expected to commence trial this year.

As at end-December 2025, the Pilot Scheme had incurred a total expenditure of about $210 million, which was mainly used to subsidise the construction of e-ferries and the associated charging facilities, as well as the operational, maintenance and repair expenditures for the e-ferries during the trial period.

Since the trials commenced, both e-ferries have demonstrated sufficient range to meet the daily electricity demands of their respective operators' total sailing distances, and their overall operation has generally been smooth. However, the associated operating expenses are higher than those of conventional diesel ferries. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the e-ferries. The effectiveness of the e-ferries and their associated facilities will be evaluated and concluded upon completion of all trials.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0607)

Head: (44) Environmental Protection Department

Subhead (No. & title): (000) Operational expenses

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

On resources circulation, waste-to-energy/resources facilities have been developed/are being developed to reduce reliance on landfills for direct disposal of municipal solid waste. At present, the commissioned waste management facilities include: T·PARK, O·PARK1, O·PARK2, WEEE·PARK and I·PARK1. Please list out in tabular form the main functions of the above facilities and their operating expenditure over the past 3 years, as well as the quantities of waste processed and the specific benefits generated.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 6)

Reply:

T·PARK is the only sludge incineration facility in Hong Kong dedicated for treating sludge generated from sewage treatment works with efficient incineration technology. The design treatment capacity of T·PARK is 2 000 tonnes per day.

Organic Resources Recovery Centre Phase 1 (O·PARK1) and Organic Resources Recovery Centre Phase 2 (O·PARK2) are waste-to-energy (WtE) facilities for treating organic waste (including food waste and animal waste). They adopt anaerobic digestion technology to convert organic waste into biogas for electricity generation and to convert the treated residues into composting material. The design treatment capacity of O·PARK1 and O·PARK2 is 200 tonnes and 300 tonnes per day respectively.

The Integrated Waste Management Facilities Phase 1 (I·PARK1), the first modern WtE facility for treating municipal solid waste (MSW) in Hong Kong, adopts advanced high-temperature incineration technology to generate heat energy through MSW incineration, which is in turn used to generate electricity. I·PARK1 consists of 3 incineration modules, with a design MSW treatment capacity of 3 000 tonnes per day.

The above WtE facilities generate electricity to meet their operational needs, with the surplus being exported to the power grid. Taking I·PARK1 as an example, upon full operation, apart from supporting its daily operation, it is estimated that up to 480 million kilowatt-hours of electricity can be exported to the public power grid annually, enough to meet the needs of 100 000 households each year.

WEEE·PARK, developed to underpin the Producer Responsibility Scheme on Waste Electrical and Electronic Equipment, turns regulated electrical equipment (REE) into valuable secondary raw materials through a series of detoxification, dismantling and recycling processes. The design capacity of WEEE·PARK is 30 000 tonnes per year. WEEE·PARK also repairs some REE into refurbished appliances for donation to families in need.

The operating expenditures, throughputs and specific benefits generated by the abovementioned facilities (including the amount of electricity generated, the quantities of materials recovered and the quantities of refurbished electrical appliances donated) in the past 3 years are set out in Tables 1 to 4 respectively.

Table 1 Operating expenditure

Facility	**Operating expenditure ($million)**		
	2023-24 Financial year (Actual)	**2024-25 Financial year (Actual)**	**2025-26 Financial year (Revised estimate)**
T·PARK	322	314	314
O·PARK1	76	68	63
O·PARK2[Note 1]	-	15	109
I·PARK1[Note 2]	-	-	-
WEEE·PARK	200	204	210

Note 1: Since O·PARK2 completed operational testing in January 2025, the actual expenditure incurred in the 2024-25 financial year represented the operating expenses for 2 months.

Note 2: As I·PARK1 has not yet commenced full operation, no operating expenses have been paid to the contractor.

Table 2 Throughput

Facility	**Throughput (tonnes)**		
	2023	**2024**	**2025**
T·PARK	407 273	391 518	396 599
O·PARK1	52 340	59 684	39 871[Note 3]
O·PARK2[Note 4]	-	33 589	79 035
I·PARK1	-	-	34 109[Note 5]
WEEE·PARK	21 344	22 052	23 364

Note 3: The quantity of food waste received by O·PARK1 was affected by maintenance works in 2025, resulting in lower throughput.

Note 4: O·PARK2 began receiving food waste for operational testing in the first quarter of 2024. It commenced full operation in 2025 to treat food waste and animal waste (e.g. pig manure).

Note 5: I·PARK1 began receiving MSW in the fourth quarter of 2025 for system testing and trial operation.

Table 3 Amount of electricity generated

Facility	Amount of electricity generated (million kWh)		
	2023	**2024**	**2025**
T·PARK	59.7	59.4	58.4
O·PARK1	12.5	12.6	8.4[Note 6]
O·PARK2[Note 7]	-	-	31.4
I·PARK1[Note 8]	-	-	-

Note 6: The quantity of food waste treated by O·PARK1 was affected by maintenance of a food waste storage tank in 2025, resulting in a decline in the amount of electricity generated.

Note 7: O·PARK2 was still in the system testing and trial operation phase in 2024. Hence, the detailed electricity generation record is not available.

Note 8: I·PARK1 was still in the system testing and trial operation phase in 2025. Hence, the detailed electricity generation record is not available.

Table 4 Quantities of materials recovered and refurbished electrical appliances donated

Facility	Year	Total quantity of materials recovered (tonnes)	Quantity of refurbished electrical appliances donated (pieces)
WEEE·PARK	2023	18 472	1 490
	2024	18 947	1 674
	2025	19 975	1 997

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1192)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 206 of the Budget Speech that starting from the next financial year, the Government will earmark resources for launching a five-year plan to enhance and upgrade recycling infrastructure in 3 areas: first, expanding the recycling network by gradually transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities; second, extracting valuable materials from waste and turning them into raw materials for making green products through the use of technology; and third, building a smart recycling network logistics system to enhance its cost-effectiveness and efficiency. In this connection, please inform this Committee of the following:

1) What are the details of the resources (including funding and manpower) earmarked for these 3 areas?

2) When will the details of the five-year plan be announced? What are the projected annual targets to be achieved?

3) Are these measures related to the Product Eco-responsibility Ordinance (Cap. 603) and the Producer Responsibility Scheme (PRS)? If so, what are the details? If not, how does the Government promote the common legislative framework under the PRS to gain support from stakeholders?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 53)

Reply:

1) The Environmental Protection Department (EPD) will seek funding approval through established mechanisms to implement initiatives under the plan, with further details to be announced in due course. At this stage, we can only disclose that the estimated expenditure for the plan in the 2026-27 financial year is about $62 million.

2) The five-year waste reduction and recycling plan includes gradually driving the transformation of GREEN@COMMUNITY by turning all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases and consolidating facilities currently operated by various organisations into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create

economies of scale to enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. The EPD will also expand the smart recycling bin and food waste recycling bin networks to more public rental housing estates and private residential premises, and review the allocation arrangements of various types of recycling facilities in light of actual circumstances in each district.

Furthermore, the EPD will make good use of technologies to extract valuable resources from waste in a more cost-effective manner, and turn them into raw materials for manufacturing green products. To this end, the EPD is exploring public-private collaboration to establish a pilot facility to be equipped with technologies such as artificial intelligence. This facility will identify valuable materials (such as metals) from bulky waste, dismantle and extract these materials for subsequent recycling processes, thereby driving waste-to-resources and supporting the local circular economy development.

Our aim is to enhance the recycling system, with GREEN@COMMUNITY as its backbone, to achieve greater user-friendliness, cost-effectiveness, and waste-to-resources efficiency, thereby boosting recycling rates and reducing the amount of municipal solid waste (MSW) disposal, as we progressively move towards the "Zero Landfill" target by 2035. The effectiveness of the plan will gradually be reflected in future MSW disposal and recycling statistics.

3) As stated above, the five-year upgrading and transformation plan will expand and enhance the recycling network, so as to facilitate the public's participation in waste separation at source and recycling, and to promote "turning waste into resources" by making good use of technology to enhance the cost-effectiveness of the recycling network and increase the overall quantity of waste recovered. Whereas the Producer Responsibility Scheme (PRS), enshrining the principle of "polluter-pays" and the concept of "eco-responsibility", drives waste producers of specific categories to share the responsibility for the collection, recycling, treatment and disposal of end-of-life products, indirectly promoting the development of a circular economy and stimulating innovation and use of technologies in waste management. They complement and reinforce each other. For instance, recycling retired electric vehicle (EV) batteries, which are classified as chemical waste, cannot rely on the community recycling network. A feasible mechanism should be developed through consultation with stakeholders under the PRS to allow effective implementation. Passed by the Legislative Council (LegCo) on 23 July 2025, the "Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025" established a common legislative framework for PRSs applicable to different products. The Government is currently consulting the trades on the PRSs on EV batteries, plastic beverage containers and beverage cartons, and, based on the actual situation, will consult the Panel on Environmental Affairs of the LegCo in 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1469)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

(a) The total financial provision for 2026-27 has increased by 1.7%. It is mentioned in Matters Requiring Special Attention in 2026-27 that the Department will continue to enhance the charging network for electric vehicles (EVs). What is the estimated provision for enhancing the EV charging network? Is there any plan to increase the number of EV chargers in different districts? If yes, please provide specific details of the plan (including the total number of EV chargers to be added in various districts, the medium/quick charger ratio, etc.) and the timetable.
(b) What indicators does the Department use to assess the effectiveness of the enhancement, such as the average utilisation rate of EV chargers in the districts?

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 21)

Reply:

(a) Through the $300 million Fast Charger Incentive Scheme (FCIS) launched in July 2025, the Government encourages the private sector to install 3 000 fast chargers (FCs) by the end of 2028, supporting an additional 160 000 electric vehicles (EVs). As at end-February 2026, a total of 489 FCs have been approved, of which 20 chargers have been put into service. In addition, the Government is progressively converting petrol filling stations (PFSs) into fast charging stations, and promotes the retrofitting of existing PFSs with charging facilities. By the end of February 2026, approval-in-principle has been given for installation of 85 FCs at 29 PFSs. Among them, the first 2 FCs installed at the petrol-cum-charging station located on Po Kong Village Road in Wong Tai Sin District were commissioned in February 2026. As the retrofitting programme progresses, the pace of future charger installations is expected to accelerate. It is anticipated that from 2026 onwards, up to about 180 FCs will be progressively made available across the existing approximately 60 PFSs, supporting about 10 000 EVs. Furthermore, the Government has identified 8 PFS sites across Hong Kong for development into fast charging stations, collectively providing over 150 FCs which can support over 8 000 EVs. 28 of the FCs will be commissioned in the first half of 2026. The above 2 programmes are taken forward by refining the land lease conditions for PFS and land sale. No government subsidy is involved.

The FCs involved under the above programmes are widely distributed. Their distribution by the 18 districts of Hong Kong is set out in the **Annex**.

Vehicles are mobile and Hong Kong is a relatively small place. As long as there is energy refuelling within a reasonable distance, it is not necessary to seek an evenly distributed charging network for vehicles. The existing distribution of PFSs is not even. For example, there are 28 PFSs in Yuen Long, while there are only 3 in the Central and Western District. Nonetheless, the Government will seek to expand the EV charging network through the market mechanism and make good use of the current PFSs to install more chargers to best suit the need of EV users.

Our strategy is to adopt appropriate measures for different scenarios, promoting the development of a variety of charging infrastructure to meet the charging needs of EVs as well as providing greater convenience for EV owners. Therefore, it is not appropriate to set a specific ratio among medium, quick and fast chargers. However, since a FC can support far more EVs than a medium or quick charger, as mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February 2026, the Government will leverage market forces to build a public charging network with FCs as the backbone through policy guidance, to fully support EV applications in Hong Kong. Our target is to increase the number of FCs to 4 000 by 2030. By 2035, we expect to have about 10 000 FCs, supporting around 500 000 EVs.

(b) The Government is pressing ahead with the above programmes to construct FCs and has set targets (i.e. to increase the number of FCs to 4 000 by 2030 and reach about 10 000 by 2035 as mentioned above). We will continue to review the progress, tracking the growth rate of various types of EV and the utilisation rates of charging facilities, to continuously evaluate and optimise the relevant programmes and measures for expanding the charging network.

Annex

The numbers of FCs involved under the FCIS, together with those from retrofitting PFSs and conversion of PFSs to fast charging stations, are tabulated below by districts:

District	FCIS[Note 1]	Retrofitted PFSs [Note 2]	Fast charging stations converted from PFSs[Note 3]
Central & Western	1	4	0
Eastern	10	1	32
Southern	20	2	0
Wan Chai	16	6	9
Kowloon City	27	10	0
Kwun Tong	87	6	33
Sham Shui Po	34	6	0
Wong Tai Sin	6	4	0
Yau Tsim Mong	23	1	0
Kwai Tsing	31	23	25
Tsuen Wan	37	3	0
Sai Kung	37	27	31
North	14	10	0
Tai Po	10	8	13
Sha Tin	41	9	8
Yuen Long	74	41	0
Tuen Mun	18	7	0
Islands	3	11	0
Total	489	179	151

Note 1: The figures in this column represent the numbers of FCs issued with Acknowledgement Notice under the FCIS as at end-February 2026. Applicants must, within 12 months of receiving the Acknowledgement Notice, complete the installation of FCs and provide charging services as required under the FCIS, for the subsidy to be disbursed.

Note 2: The figures in this column represent the numbers of FCs stated in the proposals submitted by PFS operators. The actual number is subject to the business decisions of the operators.

Note 3: The figures in this column represent the estimated numbers of FCs that can be installed in the 8 PFS sites.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1470)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (4) Water

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

(a) The estimated provision for 2026-27 has increased by 15.8%. According to the document, this is mainly due to increased provision for operating expenses and cash flow requirement for procurement of equipment. Please provide information on the main types of equipment to be procured with the increased provision, the specific amount of expenditure involved, and the areas in which the operating expenses will increase.
(b) Among the performance measures in respect of the water programme in paragraph 29 under Brief Description, the target percentage in 2026 for initial response to water pollution complaints within 3 days is 95%, which is actually lower than the previous 2 years. What are the reasons?

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 22)

Reply:

(a) The estimated expenditure for 2026-27 under Programme (4) of Head 44 – Environmental Protection Department (EPD) is $46.2 million (15.8%) higher than the revised estimate for 2025-26, mainly due to increased provision for operating expenses and procurement of equipment.

Regarding operating expenses, the increased provision will primarily be used to take forward the "Beautiful Bays" initiative, which include enhancing monitoring of water quality and marine ecosystem, improving shoreline cleanliness, and expediting identification and rectification of sewer misconnections, thereby further improving nearshore water quality and odour conditions of Victoria Harbour. This is to align with the National Plan and realise the goal of "jointly developing the Guangdong-Hong Kong-Macao Greater Bay Area into an international, first-class beautiful bay area" as set out in the 2025 Policy Address. The estimated expenditure for this project for 2026-27 is about $26.5 million.

As for the procurement of equipment, the main project involves the procurement of 1 new marine water quality monitoring vessel for replacement of "Dr Catherine Lam", which has been in operation for over 30 years and has exceeded its expected service life. The estimated expenditure for this project in 2026-27 is $7.3 million.

(b) Regarding the key performance measures under Programme (4) of Head 44, the planned target for "initial response to water pollution complaints within 3 days" for 2026 is set at 95%, which remains unchanged from the planned target for the preceding 2 years and aligns with the EPD's performance pledge for handling pollution complaints.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0763)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), please advise this Committee of the following:
(1) As it is noted that 2 rounds of applications have been approved under the Pilot Scheme, please provide the following information for each round: (a) the number of public light bus (PLB) operators involved, (b) the commencement dates of operational trial, (c) the models of electric public light buses (e-PLB) with subsidy approved, (d) the prequalified suppliers, (e) the approved quantities of subsidised e-PLB per model, (f) the amount of subsidy, and (g) the number of PLB routes involved.
(2) As we have learnt that the Administration will collect operational data of the e-PLBs through the Pilot Scheme so as to evaluate the feasibility of their application in the local context and the full electrification of PLBs, what conclusions were drawn from the evaluation of the above 2 rounds of trials?
(3) According to official information, the Pilot Scheme retains a balance exceeding $55 million. Has the Administration considered launching a new round of applications? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 14)

Reply:

(1)&(2) The Environmental Protection Department (EPD) launched 2 rounds of application under the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) in November 2023 and August 2024 respectively, with Kwun Tong Yue Man Square and Kowloon Tong Suffolk Road Public Transport Interchanges (PTIs) as the first trial points for green minibus (GMB) operators operating at the aforementioned 2 PTIs to apply. On the premise that the smooth operation of GMBs and reliable services for passengers are ensured, the EPD has, in consultation with the Transport Department (TD), approved applications from 5 GMB operators for the trial of a total of 16 electric public light buses (e-PLBs), the models of which were chosen by the GMB operators based on their operational needs. Apart from 1 approved application which was withdrawn by the applicant due to manufacturer's production delay, the remaining 15 e-PLBs have commenced trial.

Under the Pilot Scheme, the Government provides a subsidy of 80% of the vehicle price for each e-PLB approved, with a total subsidy amount of about $18.83 million for the 15 e-PLBs. Details are set out in **Table 1**.

Table 1: Details of e-PLBs participating in the Pilot Scheme

Round of application	Commencement date of operational trial	Light bus route no. under application	Successful applicant (subsidy recipient)	Model of e-PLB with subsidy approved	Prequalified supplier	Approved quantity of subsidised e-PLB per model	Amount of subsidy
First round	March 2024	KLN 22M	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	1	About $2.21 million
	March 2024	KLN 25M	Fine Luck Limited	THOR	Green Mobility Innovations Limited	1	
Second round	December 2025 to January 2026	KLN 22M, KLN 22A	Lok Wah Public Light Bus Limited	THOR	Green Mobility Innovations Limited	3	About $16.62 million
	June 2025	KLN 63	Kamalie Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	
	February to June 2025	KLN 25M	Fine Luck Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	6	
	April 2025			WD6757BEVRG01	Jupiter EV HK Limited	1	
	June 2025	NT 61M	Rich Success Transporta-tion Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	
	June 2025	KLN 2	Kellis Limited	XML6722JEV	E. Tech Dynamic Technology Co. Limited	1	

The Government has engaged consultants to assess the operational performance of the e-PLBs and charging facilities under the Pilot Scheme. The initial results show that the 2 e-PLBs under the first round of trial have been operating normally, with the required charging time and frequency subject to factors such as driving routes, slope ascents, and distance travelled, while the batteries and powertrains have been functioning smoothly in general during the trials. The second round of trial covers more light bus models and driving routes. The EPD will collect and analyse the operational data to further evaluate the feasibility of e-PLB application in the local context and its full electrification.

(3) As analysed in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Government in February, the electrification of commercial vehicles remains still in its early stages. Given that e-PLBs, as a type

of electric commercial vehicles, are not yet ready for large-scale adoption, we will pragmatically create more favourable conditions for e-PLBs, such as establishing a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle models, with PLBs as the initial trial target. The Government will also take into consideration the working group's findings when determining the way forward for the Pilot Scheme.

- End -

Examination of Estimates of Expenditure 2026-27 Reply Serial No.

EEB(E)097

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0766)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Ex-gratia Payment Scheme for Phasing out Euro IV Diesel Commercial Vehicles (DCVs), please inform this Committee of the following:
(1) Since the launch of the Scheme in 2020, what are (a) the numbers of eligible vehicles, (b) the numbers of applications received, (c) the numbers of applications approved, (d) the numbers of applications rejected, (e) the amount of ex-gratia payment involved, by vehicle class and year of first registration? What are the main reasons for rejecting applications?
(2) Will the Government consider expanding the Scheme to cover Euro V DCVs to encourage the relevant vehicle owners to switch to vehicles with lower emissions, to further improve air quality?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 19)

Reply:

To continuously improve roadside air quality, the Government launched in October 2020 the Ex-gratia Payment Scheme for Phasing out Euro IV Diesel Commercial Vehicles (DCVs) with a target of progressively phasing out about 40 000 Euro IV DCVs (which include goods vehicles, light buses and non-franchised buses) by the end of 2027. Over 97% of the first batch of Euro IV DCVs first registered between 2006 and 2009 have been phased out under the Scheme. Currently, the Scheme is still open for application by the remaining Euro IV DCVs first registered between 2010 and 2012.

(1) The numbers of eligible vehicles, the numbers of applications received, the numbers of applications approved, the numbers of applications rejected, as well as the ex-gratia payment amount involved by vehicle class and year of first registration from the launch of the Scheme to the end of 2025 are set out in the **Annex**.

According to the record of the Transport Department (TD), the major reasons for rejecting applications for ex-gratia payment are as follows:

(a) the first registration date of the vehicle did not fall within the dates specified in the Scheme (i.e. the implementation dates of the Euro IV emission standard);
(b) the vehicle class as shown on the valid Vehicle Registration Document was not a DCV (i.e. goods vehicle, light bus or non-franchised bus running on diesel) nor

had the vehicle applied to the TD for re-registration as a DCV as of 1 January 2020; and

(c) the registration of the vehicle was not cancelled on or before the deadline set out in the Scheme.

(2) Euro V DCVs emit 40% less nitrogen oxides than Euro IV DCVs and have a relatively low impact on roadside air quality. As such, the Government has no plan to extend the Scheme to cover Euro V DCVs. The Government will continue to explore various options and measures to reduce vehicular emissions in a cost-effective manner with a view to improving the roadside air quality.

Vehicle class		Number of Euro IV DCVs (percentage in the total number of the vehicles concerned)							
		Year of first registration							
		2006	2007	2008	2009	2010	2011	2012	Total
Light goods vehicle	Number of eligible vehicles[Note 1]	269	4 274	5 005	2 233	3 639	4 174	3 890	23 484
	Number of applications received[Note 2]	267	4 240	4 933	2 184	3 032	2 337	1 734	18 727
	Number of applications approved[Note 3]	267 (99%)	4 234 (99%)	4 925 (98%)	2 174 (97%)	2 967 (82%)	2 279 (55%)	1 691 (43%)	18 537 (79%)
	Number of applications rejected[Note 4]	0	6	8	10	0	0	1	25
	Amount granted ($m)[Note 5]	32.6	429.7	504.0	228.9	317.8	252.6	187.0	1,952.5
Medium goods vehicle	Number of eligible vehicles[Note 1]	488	1 986	2 413	886	2 398	2 431	904	11 506
	Number of applications received[Note 2]	486	1 975	2 397	880	2 102	1 475	443	9 758
	Number of applications approved[Note 3]	486 (100%)	1 972 (99%)	2 395 (99%)	877 (99%)	2 072 (86%)	1 450 (60%)	433 (48%)	9 685 (84%)
	Number of applications rejected[Note 4]	0	3	2	3	0	1	0	9
	Amount granted ($m)[Note 5]	105.6	436.6	538.3	199.4	487.8	360.0	107.9	2,235.7
Heavy goods vehicle	Number of eligible vehicles[Note 1]	10	76	117	134	378	529	254	1 498
	Number of applications received[Note 2]	10	76	116	130	348	344	127	1 151
	Number of applications approved[Note 3]	10 (100%)	76 (100%)	116 (99%)	130 (97%)	341 (90%)	340 (64%)	124 (49%)	1 137 (76%)
	Number of applications rejected[Note 4]	0	0	0	0	0	0	0	0
	Amount granted ($m)[Note 5]	3.7	25.9	42.2	46.6	119.8	121.9	45.2	405.3
Light bus	Number of eligible vehicles[Note 1]	7	129	183	54	107	125	55	660
	Number of applications received[Note 2]	7	127	178	47	78	81	24	542

Vehicle class		Number of Euro IV DCVs (percentage in the total number of the vehicles concerned)							
		Year of first registration							
		2006	2007	2008	2009	2010	2011	2012	Total
	Number of applications approved[Note 3]	7	127	178	47	78	80	24	541
	Number of applications rejected[Note 4]	0	0	0	0	0	0	0	0
	Amount granted ($m)[Note 5]	1.6	28.4	40.5	10.9	18.3	19.6	6.1	125.3
Non-franchised bus	Number of eligible vehicles[Note 1]	43	317	536	365	512	491	255	2 519
	Number of applications received[Note 2]	40	314	512	330	402	320	108	2 026
	Number of applications approved[Note 3]	39 (91%)	311 (98%)	510 (95%)	327 (90%)	398 (78%)	313 (64%)	107 (42%)	2 005 (80%)
	Number of applications rejected[Note 4]	1	3	2	3	0	0	0	9
	Amount granted ($m)[Note 5]	14.9	109.6	191.3	136.1	164.6	136.3	46.6	799.4
Total	Number of eligible vehicles[Note 1]	817	6 782	8 254	3 672	7 034	7 750	5 358	39 667
	Number of applications received[Note 2]	810	6 732	8 136	3 571	5 962	4 557	2 436	32 204
	Number of applications approved[Note 3]	809 (99%)	6 720 (99%)	8 124 (98%)	3 555 (97%)	5 856 (83%)	4 462 (58%)	2 379 (44%)	31 905 (80%)
	Number of applications rejected[Note 4]	1	12	12	16	0	1	1	43
	Amount granted ($m)[Note 5]	158.3	1,030.2	1,316.3	621.8	1,108.4	890.4	392.8	5,518.2

Note:

1. The number of registered Euro IV DCVs as at 1 January 2020.
2. Only the applications from eligible vehicles under the Scheme are included.
3. The percentage is derived from the ratio of the number of applications approved to the number of eligible vehicles.
4. Due to the time required to process the applications, the difference between the total number of applications received and the number of applications approved may not equal the number of applications rejected.
5. May not add up to the total amount granted due to rounding.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0042)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the implementation of measures to encourage public participation in recycling, please inform this Committee of the following:
(1) What are the annual expenditures involved in the publicity work on promoting food waste reduction in the past 3 years? Please specify the major promotion channels (such as television, the Internet, social media, community activities, production of short educational videos, etc.) and the directions of resource allocation.
(2) The Environmental Protection Department launched a larger scale Pilot Scheme on Food Waste Collection in 2021. What are the staff establishment and expenditures involved in each of the past 3 years?
(3) Does the Government plan to continue and step up its efforts in implementing the above scheme? If yes, please specify the future directions for expansion.
How will the allocation of the estimated expenditure on promoting food waste reduction be changed in the future as compared to the past 3 years? What are the reasons for that?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 7)

Reply:

(1)
Since its launch in 2013, the Food Wise Hong Kong Campaign (Campaign) has been promoting a "Food Wise and Waste Less" culture through various schemes and activities to instill behavioural change in the community to reduce food waste at source. Key schemes and activities include the "Food Wise Charter", the "Food Wise Eateries Scheme", the "Big Waster" Facebook and Instagram pages, and publicity campaigns on food waste reduction and recycling via online platforms, mobile applications, public transport networks, television and radio broadcasts, etc.

The manpower involved in implementing the Campaign was absorbed by the existing staff establishment of the Environmental Protection Department (EPD). Details of the expenditures incurred for the major projects are tabulated below:

Item	Expenditure incurred ($million)		
	2023-24 Financial Year (Actual)	**2024-25 Financial Year** (Actual)	**2025-26 Financial Year** (Revised estimate)
Promoting the "Food Wise Charter" and the "Food Wise Eateries" Scheme, organising "Food Wise" talks	0.38	0.48	0.89
The "Big Waster" Facebook and Instagram pages	1.24	1.26	1.06
Publicity activities	1.74	1.62	1.17
Total	3.36	3.36	3.12

(2) & (3)

Through the Pilot Scheme on Food Waste Collection (the Scheme), the EPD provides free point-to-point food waste collection services for premises with a larger amount of food waste generated, including food factories, markets, cooked food centres, wholesale markets, hospitals, hotels, shopping malls, restaurants, public rental housing (PRH) estates, private housing estates, etc. The manpower involved in implementing the Scheme is absorbed by the existing staff establishment of the EPD. The expenditure involved in providing food waste collection services for public and private premises participating in the Scheme in the past 3 years is tabulated below:

Financial year	Expenditure involved ($million)
2023-24 (Actual)	107.1
2024-25 (Actual)	156.5
2025-26 (Revised estimate)	214.5

The amount of food waste collected from various local sources is steadily increasing, from an average of around 280 tonnes per day in 2024 to around 350 tonnes per day in 2025, representing an increase of about 26%. To achieve the "Zero Landfill" target by 2035 and sustain momentum in waste reduction at source, the Government will launch a five-year plan on waste reduction and recycling starting in 2026-27. In respect of food waste management, the EPD will continue to enhance the food waste recycling network through supporting food waste collection in public and private premises, expanding the number of food waste smart recycling bins (FWSRBs) and collection facilities in residential buildings (including increasing the number of FWSRBs in PRH estates to achieve the goal of "one bin per block" in 2026), and testing on-site food waste treatment technologies.

Meanwhile, the Government will continue to promote food waste reduction and recycling to all sectors of the community through the Campaign. The estimated expenditure for 2026-27 is about $4 million, similar to that of the past 3 financial years.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0954)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding overseeing the optimisation of community recycling network and food waste recycling schemes, please advise this Committee of the following:
(1) Under the Pilot Scheme on Food Waste Smart Recycling Bins (FWSRBs) in Private Housing Estates, the Government provides FWSRBs free of charge and covers the maintenance fee during the two-year trial period. What are the number of private housing estates subsidised during the two-year trial period and the average annual maintenance fee per FWSRB? What are the annual expenditure and budget allocation involved in the pilot scheme?
(2) Some housing estates will return the FWSRBs when the trial period ends. The Department has undertaken to provide traditional pedal-operated food waste recycling bins and collection services free of charge. What are the differences in operating costs and manpower between traditional pedal-operated food waste recycling bins and FWSRBs?
(3) What were the Government's annual expenditures on the maintenance, manpower and operation of food waste collection facilities over the past 3 years?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 11)

Reply:

(1) The Environmental Protection Department (EPD), in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of food waste smart recycling bins (FWSRBs), to help residents cultivate a habit of food waste recycling. As at February 2026, FWSRBs have been installed in 115 private housing estates under the Scheme.

The Scheme has been open for applications since end-December 2023, with FWSRBs installed in phases following application approval. The amount of funding allocated in the past 3 years is tabulated below:

Financial year	Amount of funding allocated under the Scheme ($million)
2023-24	0
2024-25	5
2025-26	18.27

(2) The maintenance service fee for each FWSRB ranges from about $500 to $1,000 per month, while maintenance service is not required for traditional pedal-operated food waste recycling bins. Regardless of whether housing estates adopt FWSRBs or traditional pedal-operated food waste recycling bins, the EPD provides food waste collection services free of charge. The manpower involved in both cases is comparable.

(3) The funding under the Scheme covers the maintenance fee for FWSRBs in private housing estates. As the maintenance of other food waste collection facilities is an integral part of the food waste recycling initiatives implemented by the EPD, we do not maintain a breakdown of the expenditure involved. These initiatives are absorbed by the existing staff establishment of the EPD. The total expenditure incurred by the EPD for implementing food waste recycling initiatives in the past 3 years is tabulated below:

Financial year	Expenditure involved ($million)
2023-24	134.4
2024-25	261.7
2025-26 (Revised estimate)	325.0

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3110)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 206 of the Budget Speech that, starting from the next financial year, the Government will earmark resources for launching a five-year plan to enhance and upgrade recycling infrastructure in 3 areas: first, expanding the recycling network by gradually transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities; second, extracting valuable materials from waste and turning them into raw materials for making green products through the use of technology; and third, building a smart recycling network logistics system to enhance its cost-effectiveness and efficiency. In this connection, please advise this Committee of the following:

1) the staff establishment, estimated expenditure, and annual funding allocations for implementing the five-year plan;

2) the implementation timetable for transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities, and the number of GREEN@COMMUNITY facilities to be transformed at each stage;

3) the types of valuable materials expected to be recovered or extracted from waste, the types of green products that can be made from them, and the target recovery quantities;

4) the details of building a smart recycling network logistics system; whether the Government will explore utilising big data and artificial intelligence to optimise recycling fleet routes and manage the operation of recycling facilities; if so, the details; if not, the reasons; and

5) the methods for evaluating the effectiveness of the five-year plan.

Asked by: Hon LAU Ka-keung (LegCo internal reference no.: 13)

Reply:

1) The Environmental Protection Department (EPD) will seek funding approval through established mechanisms to implement initiatives under the plan, with further details to be announced in due course. At this stage, we can only disclose that the estimated expenditure for the plan in the 2026-27 financial year is about $62 million.

2) The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site

housing collection services, and logistics arrangements within the district. This will create economies of scale and enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, expand the smart recycling bin and food waste recycling bin networks to more public rental housing estates and private residential estates, and review the distribution arrangements of various types of recycling facilities in light of actual circumstances in each district.

3) The Government will make good use of technologies to extract valuable resources from waste in a more cost-effective manner, and turn them into raw materials for manufacturing green products. To this end, the EPD is exploring public-private collaboration to establish a pilot facility to be equipped with technologies such as artificial intelligence. This facility will identify valuable materials (such as metals) from bulky waste, dismantle and extract these materials for subsequent recycling processes, thereby driving waste-to-resources and supporting the local circular economy development. The EPD is currently studying the operation of the measures, and has not set target recovery quantities for the materials concerned at this stage.

4) To tie in with the development of smart city, the Government will actively utilise information technology and big data to build a smart recycling network logistics system to optimise the operation of recycling facilities and logistics arrangements, so as to enhance overall cost-effectiveness.

5) Our aim is to enhance the recycling system, with GREEN@COMMUNITY as its backbone, to achieve greater user-friendliness, cost-effectiveness, and waste-to-resources efficiency, thereby boosting recycling rates and reducing the amount of municipal solid waste (MSW) disposal, as we progressively move towards the "Zero Landfill" target by 2035. The effectiveness of the plan will gradually be reflected in future MSW disposal and recycling statistics.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0982)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in Matters Requiring Special Attention in 2026-27 that the Government will oversee the implementation of waste-to-resources management strategies and programmes. In this connection, please inform this Committee of the following:
Will the Government provide green enterprises with policy incentives, such as rent concessions, tax concessions, and extended lease terms (e.g. 50 years), to encourage them to establish factories in Hong Kong to create more job opportunities? If so, what is the number of beneficiary enterprises in the past 3 years? What specific policy incentives have they benefited from? What are the specific eligibility criteria and approval mechanisms? What is the projected number of beneficiary enterprises in the next 3 years? If not, what are the reasons?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 11)

Reply:

The Environmental Protection Department (EPD) has been actively creating a favourable business environment for the recycling industry by providing them with different forms of support, such as land supply and financial assistance, to foster the development of the industry.

On land support, the Government established EcoPark in Tuen Mun in 2007, leasing land to local recycling enterprises with long-term land lease at an affordable rent. In addition to providing infrastructure including sea and land transport access, water and electricity supply, sewage system, and telecommunication system, EcoPark also offers shared facilities such as standard berthing spaces and weighbridge to help reduce tenants' capital expenditure. Land within EcoPark is primarily allocated through open tender. When selecting tenants, the EPD accords priority to enterprises developing advanced and high-value-added recycling technologies, with a view to promoting the development of the recycling industry.

In the past 3 years, EcoPark has leased 2 sites to local enterprises, one for recycling waste plastic into products such as pallets and manhole covers, and the other for constructing Hong Kong's first large-scale electric vehicle battery recycling facility. Additionally, Hong Kong's first modern pulping factory has commenced trial operation within EcoPark. To

take forward low-carbon transformation and seize the economic opportunities arising from green development, the Government is assisting 2 local green tech start-ups in setting up production lines at EcoPark in mid-2026 to upcycle local recyclables into core materials for electricity-free cooling products and into acoustic metamaterial products respectively, thereby turning research projects with practical application potential into commercially viable technologies or products that will be manufactured locally.

The EPD has been liaising with relevant departments to explore the reservation of land in various new development areas for environmental facilities or green industries. The EPD is also exploring ways to improve land use efficiency through "single site, multiple use" model. In addition, the EPD has introduced measures to remove barriers with a view to progressively optimising the land use restriction and tendering arrangements of the existing short-term tenancy sites designated for waste recycling purposes, so as to utilise precious land resources and maximise the land potential for enhancing the recycling capacity and the support for long-term development of the recycling network. The first enhanced short-term tenancy site was openly tendered at the end of 2025 and granted in January 2026.

In support of the sustainable development of the recycling industry, the Government set up the Recycling Fund in 2015, which has so far received an allocation of about $2 billion. The Recycling Fund has launched the "Industry Support Programme" and the "Enterprise Support Programme". The former subsidises organisations, such as professional bodies and research institutions, to undertake non-profit making projects for enhancing the overall operational capabilities and productivity of the local recycling industry. The latter provides local recycling enterprises with matching funds for projects to enhance and expand the recycling operation. In the past 3 years, funding applications from about 190 organisations have been approved, involving a total grant of about $140 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0808)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government launched the EV-charging at Home Subsidy Scheme (EHSS) in 2022 to incentivise installation of EV charging-enabling infrastructure (EVCEI) in car parks of private residential buildings. The EHSS is expected to end by 2027-28, providing EVCEI for about 140 000 existing parking spaces. Please inform this Committee of the following:
1. As at 2025, how many car parks and parking spaces have completed the EVCEI installation under the EHSS? What percentage of the total do they represent?
2. Has the Administration compiled information on the average cost of EVCEI installation in parking spaces before the launch of the EHSS and after the subsidy became available?
3. Some people pointed out that the installation costs borne by the owners of some housing estates participating in the EHSS remain comparable to those before the subsidy became available, so the owners are not actually benefiting from the EHSS. Has the Administration actively followed up on and monitored this situation to ensure proper use of public funds?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 1)

Reply:

1. The EV-charging at Home Subsidy Scheme (EHSS) was rolled out in October 2020, with a total funding of $3.5 billion allocated in 2 phases. It is anticipated that the EHSS will cover a total of some 140 000 parking spaces in about 700 car parks of existing private residential buildings and housing estates, accounting for about half of the total number of parking spaces across the territory that are eligible for applying for the EHSS. The application period for the EHSS was closed on 31 December 2023. The Environmental Protection Department (EPD) has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces, accounting for 56% of the total) have completed the installation works.

2&3. Of the completed cases under the EHSS, the installation cost of electric vehicle charging-enabling infrastructure (EVCEI) for each parking space ranges from around $19,000 to $46,000, with an average cost of around $28,000. The EPD does not have the statistics on installation cost prior to the launch of the EHSS. In fact, the installation costs for EVCEI depend on factors such as car park size, material prices,

scale and complexity of the works, etc. Given that the actual circumstances of each housing estate differ, it is not appropriate to compare them solely based on the installation cost. In addition, the EHSS requires applicants to engage a consultant to oversee works progress, coordinate with the power companies and conduct acceptance inspections, etc., to ensure the quality of works. As works conducted prior to the launch of the EHSS may differ in scope and level of quality assurance, it is not appropriate to make a direct comparison.

The EPD has been closely monitoring the implementation of the EHSS. To ensure fairness of the tendering process, the EHSS stipulated upon its launch in October 2020 that tenders had to be invited through the Open E-tendering Platform administered by the Urban Renewal Authority. In addition, when an applicant invites tenders for engaging a contractor, chartered professional surveyors appointed by the EPD will estimate the reasonable cost of the installation work based on the market prices, along with the detailed design specifications and tenders submitted by the applicant, including the coverage of parking spaces and works specifications for EVCEI, to serve as a benchmark. Applicants shall cover any cost difference if the final cost of the installation works exceeds the estimated price computed by the EPD's advisor based on the market prices. Besides, the EPD will maintain communication with applicants and their consultants throughout the process to provide technical support and follow up on works progress.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2677)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in paragraph 206 of the Budget Speech that, starting from the next financial year, the Government will earmark resources for launching a five-year plan to enhance and upgrade recycling infrastructure in 3 areas. Please inform this Committee of the following:
1. How many GREEN@COMMUNITY facilities are there, and what are their actual and average operating expenditures, daily utilisation rates, and quantities recovered in the past 3 years? Please provide a breakdown by Recycling Station, Recycling Store, and Recycling Spot.
2. What are the estimated expenditure and the details of transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities in the next financial year?
3. How many housing estates in Hong Kong are currently equipped with food waste smart recycling bins?
4. How many housing estates have participated in the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates since its launch? What are the number of recycling bins provided, the recovery performance, and the monthly operating or maintenance expenditure?
5. Further to the above question, it has been noted that some of the first-batch housing estates participating in the scheme intend to return the food waste recycling bins upon the completion of the scheme. Will the Government consider extending the relevant scheme or introducing other measures to encourage food waste recycling in private housing estates?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 3)

Reply:

1. The numbers of GREEN@COMMUNITY facilities (including Recycling Stations, Recycling Stores and Recycling Spots), the actual/estimated operating expenditures, the respective numbers of visitors and the total quantities of recyclables collected in the past 3 years are tabulated below:

Project	Number of GREEN@COMMUNITY public collection points		
	2023	2024	2025
Recycling Station	11	12	12
Recycling Store	35	82	82
Recycling Spot	130	383	592

Project	Actual/estimated operating expenditure by financial year ($million)[Note 1]		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)[Note 3]
Recycling Station	64	61	91
Recycling Store	238	276	300
Recycling Store set up in Public Rental Housing (PRH) estate[Note 2]	11	123	156

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation in end-2024.

Project	Approximate number of visitors (million)		
	2023	2024[Note 2]	2025[Note 3]
Recycling Station	0.91	1.19	1.31
Recycling Store	5.10	10.06	12.46
Recycling Spot[Note 1]	1.10	1.69	1.92
Total	7.11	12.94	15.69

Note 1: The number of visitors to the Recycling Spots mentioned above cover only those operated by Recycling Stations, Recycling Stores, and Recycling Stores in PRH estates.

Note 2: The numbers of visitors in 2024 are revised data.

Note 3: The numbers of visitors in 2025 are preliminary data and the actual figures are still being verified.

	Approximate quantity of recyclables collected (tonnes)		
	2023	2024[Note 2]	2025[Note 3]
Recycling Stations and their Recycling Spots	8 000	9 500	9 500
Recycling Stores[Note 1] **and their Recycling Spots**	18 900	32 600	38 000
Total quantity collected	26 900	42 100	47 500

Note 1: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 2: The quantities of recyclables collected in 2024 are revised data.
Note 3: The quantities of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

2. To achieve the goal of "Zero Landfill" by 2035 as scheduled and sustain momentum in waste reduction at source, the Government will launch a five-year waste reduction and recycling plan starting in 2026-27 to gradually drive the transformation of GREEN@COMMUNITY. The Environmental Protection Department (EPD) plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create economies of scale and enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, and this associated work will not incur additional costs. The EPD will also expand the smart recycling bin and food waste recycling bin networks to more PRH estates and private residential estates, and review the distribution arrangements of various types of recycling facilities in light of actual circumstances in each district.

3. As at February 2026, a total of 997 Food Waste Smart Recycling Bins (FWSRBs) have been installed in 221 PRH estates in Hong Kong. In addition, about 600 FWSRBs have been installed in around 190 private residential premises (including private housing estates, villages, and transitional housing) through government funding schemes.

4&5. The EPD, in collaboration with the Environmental Campaign Committee (ECC), launched the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Scheme) in 2023. Under the Scheme, a two-year funding is provided for private housing estates with 1 000 or more households, covering the expenses on the installation, maintenance and repair services of FWSRBs, to help residents cultivate a habit of food waste recycling. As at February 2026, a total of 453 FWSRBs have been installed in 115 private housing estates under the Scheme, collecting an average of about 20 tonnes of food waste per day.

Regarding the follow-on arrangements after the funding period, we have put in place a comprehensive plan to ensure the continuity of food waste recycling. The ECC is arranging for the early batches of rented FWSRBs to be purchased and then provided free of charge to the relevant housing estates for continued use. According to the information obtained by the EPD from the suppliers, housing estates would only need to bear a monthly operation and maintenance fee of about $500 to $1,000 per bin. Based on serving around 500 households, this translates to an average of only about $1 to $2 per month for each household. The GREEN$ rewards earned by households through daily recycling are sufficient to offset these costs. Even if housing estates ultimately choose not to continue using the FWSRBs, the EPD will provide them with pedal-operated food waste recycling bins and food waste collection services free of

charge to ensure that the residents can continue participating in recycling and sustain the environmental habits they have already developed.

FWSRBs facilitate separation of food waste by residents for recycling, helping reduce the odour and hygiene issues associated with domestic waste. The EPD will continue to allocate resources to support private housing estates in their continued recycling of food waste, including providing free food waste collection service for housing estates daily, and organising publicity and educational activities on food waste recycling for the participating housing estates. As such, we anticipate that waste separation for recycling will not be affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0393)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Given that the composite material of glass fibre-reinforced polymer (FRP) is difficult to recycle, most FRP waste can only be disposed of at landfills currently, placing pressure on the environment. In this connection, please advise this Committee of the following:
(1) What are the annual quantities of waste glass fibre material disposed of at landfills in each of the past 3 financial years (from 2023-24 to 2025-26), and the respective quantities from ship dismantling, automotive parts, building decoration and other sources?
(2) In 2026-27, will the Environmental Protection Department launch a dedicated pilot scheme on FRP recycling, or subsidise local recyclers and research institutions to develop the relevant recycling technologies? If so, what are the details, estimated expenditure and implementation schedule? If not, what are the reasons?
(3) Has the Administration drawn upon advanced international experience in handling FRP waste, such as pyrolysis for recovering glass fibre and converting waste into energy, or mechanical recycling through repurposing pulverised FRP as a secondary reinforcement material? If so, will the Administration introduce such technologies to Hong Kong and provide policy support?
(4) Given that some overseas regions have prioritised FRP recycling in their waste management policy, will the Administration consider imposing more stringent regulatory requirements on the production and disposal of FRP products to motivate the industry to reduce waste at source and assume responsibility for recycling? If so, what are the details? If not, what are the reasons?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 5)

Reply:

(1)
The Environmental Protection Department (EPD) does not keep a breakdown for the amount of glass fibre-reinforced polymer (FRP) disposed of at landfills.

(2)-(4)
Glass FRP is a composite material which the local recycling market lacks the necessary technology and capacity to treat. Landfilling or incineration remains the prevailing international approach for its disposal.

The Government set up the Green Tech Fund (GTF) in 2020 and injected a total of HK$400 million into the GTF. One of the priority themes is "Waste Reduction". The Government encourages research and development (R&D) institutes to develop low-carbon and green technologies with high application and commercialisation potential that cater for the specific needs of Hong Kong's environment and market. This will help promote the R&D, trial and enhancement of waste reduction and recycling technologies, encourage wider adoption of such technologies, and strengthen the development of circular economy.

The main objective of a producer responsibility scheme (PRS) is to reduce the environmental impact of relevant products by enshrining the principle of "polluter pays" and the "eco-responsibility" concept, thereby achieving waste-to-resources transformation and fostering the development of the local circular economy. When assessing whether it is appropriate to launch a PRS for a product, we need to consider its necessity, the recovery and recycling situation, outlets for recycled materials, and its priority as compared to other products. In particular, we consider whether the local recycling market possesses the necessary technology and capacity, and whether a clear regulatory scope can be established along with specific definitions of the products for regulatory purposes. At this stage, the EPD has no plans to launch a recycling pilot scheme for FRP or to implement a PRS for this material or its related products. The Government will continuously monitor the recycling situation of various products and the development of waste-to-resources technologies to review the feasibility of exploring PRSs for relevant products.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0405)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in Matters Requiring Special Attention in 2026-27 that the Environmental Protection Department will continue to implement the EV-charging at Home Subsidy Scheme (EHSS) to promote installation of EV charging-enabling infrastructure (EVCEI) in car parks of existing private residential buildings and estates. In this connection, please inform this Committee of the following:
(1) as at the end of February 2026, the cumulative expenditure, the number of applications received, and the number of applications rejected under the EHSS; and the main reasons for rejection;
(2) a breakdown by the 18 District Council districts of the number of EVCEI facilities provided through the EHSS;
(3) the estimated expenditure for the EHSS, the projected number of housing estates to be subsidised, and the projected number of EVCEI facilities to be provided for 2026-27.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 32)

Reply:

(1) The EV-charging at Home Subsidy Scheme (EHSS) was rolled out in October 2020, with a total funding of $3.5 billion allocated in 2 phases. A total of 788 applications were received. The Environmental Protection Department (EPD) has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved, covering about 140 000 parking spaces. Besides, 56 applications were rejected due to ineligibility, insufficient information in the application, etc., while 8 applications were withdrawn by the applicants. As at end-February 2026, 435 car parks (covering about 79 000 parking spaces) have completed the installation works, involving a subsidy amount of about $2 billion.

(2) As at end-February 2026, the numbers of parking spaces and car parks with EV charging-enabling infrastructure (EVCEI) installed under the EHSS, with a breakdown by the 18 District Council districts, are tabulated below:

District Council districts	Number of parking spaces (car parks)
Central & Western	7 813 (77)
Eastern	5 634 (35)
Southern	4 173 (32)
Wan Chai	7 206 (60)
Kowloon City	6 813 (45)
Kwun Tong	1 180 (4)
Sham Shui Po	1 414 (8)
Yau Tsim Mong	8 462 (21)
Wong Tai Sin	913 (4)
Islands	2 294 (5)
Kwai Tsing	1 122 (6)
North	1 183 (6)
Sai Kung	3 330 (12)
Sha Tin	9 323 (40)
Tai Po	2 571 (10)
Tsuen Wan	4 082 (20)
Tuen Mun	5 756 (26)
Yuen Long	5 455 (24)
Total	78 724 (435)

(3) The 2026-27 financial year will continue to be the peak period for the completion of installation works under the EHSS. Based on the current progress, we anticipate that an accumulated total of around 117 000 parking spaces (covering about 600 car parks) will have the installation of EVCEI completed by end-2026, involving a subsidy amount of about $3 billion. By the end of the 2027-28 financial year, the EHSS will be able to achieve the target of completing the installation of EVCEI for some 140 000 parking spaces (covering about 700 car parks).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0832)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in Matters Requiring Special Attention in 2026-27 that the Environmental Protection Department (EPD) will continue to strengthen various initiatives to support source-separation and recycling of food waste at public, commercial and industrial premises, while expanding the number of food waste smart recycling bins and collection facilities for residential premises to collect more food waste from private residential premises and working towards the goal of "one bin per block" in public rental housing estates. In this connection, please inform this Committee of the following:
(1) the estimated expenditure incurred by the EPD for increasing the subsidies to small and medium-scale residential properties and the GREEN@COMMUNITY contractors in 2026-27, and the change as compared to the revised estimate for 2025-26;
(2) the annual quantities of food waste recovered and the recovery rates in the past 3 financial years (2023-24 to 2025-26) in tabular form, with a breakdown by the 18 District Council districts;
(3) the quantities of food waste recovered through various channels, including but not limited to domestic or commercial & industrial recycling channels, such as (i) the Food Waste Collection Scheme in Public Rental Housing Estates, (ii) the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates, (iii) GREEN@COMMUNITY recycling points, (iv) point-to-point food waste collection services, (v) food waste recycling points at public refuse collection points, (vi) Food Waste Recycling Spots, etc., as well as their respective percentage shares in the past year (2025-26);
(4) the annual staff establishment and actual expenditure incurred by the EPD for the promotion and operation of food waste recycling in the past 3 financial years (2023-24 to 2025-26), as well as the estimated manpower and expenditure for 2026-27.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 4)

Reply:

(1) The Pilot Scheme on Food Waste Collection (the Pilot Scheme) of the Environmental Protection Department (EPD) provides point-to-point collection services for public and private premises with a larger amount of food waste generated. These services are carried out by food waste collectors commissioned by the EPD and fall outside the service scope of GREEN@COMMUNITY contractors. As at February 2026, about

1 600 food waste collection points have been set up across the territory, including about 260 Public Food Waste Recycling Points to provide recycling support for public and private premises (including small and medium-scale residential buildings). The estimated expenditure involved in the Pilot Scheme in the 2026-27 financial year is about $238 million. There is no separate breakdown of the expenditure involved in food waste collection services for small and medium-scale residential buildings.

(2) The quantity of food waste recovered under the Pilot Scheme in various districts over the past 3 years is tabulated below. The EPD does not have the statistics on the recovery rates by district.

District	**Quantity of food waste recovered per year (tonnes)**[Note 1]		
	2023	**2024**	**2025**
Central & Western	2 078	2 676	2 654
Wan Chai	459	932	1 144
Eastern	918	3 374	4 939
Southern	1 192	2 125	2 608
Yau Tsim Mong	1 503	2 941	3 809
Sham Shui Po	1 256	3 208	4 331
Kowloon City	1 141	1 982	2 839
Wong Tai Sin	731	2 432	4 132
Kwun Tong	1 447	4 778	8 253
Kwai Tsing	2 558	5 536	9 147
Tsuen Wan	1 365	2 580	3 946
Yuen Long	5 254	10 411	12 694
Tuen Mun	1 936	4 608	6 438
North	883	5 884	8 226
Tai Po	3 968	10 033	11 965
Sha Tin	1 370	5 121	7 727
Sai Kung	1 323	2 985	4 722
Islands	1 452	2 434	4 037
Other[Note 2]	840	2 349	6 420
Total	**31 675**	**76 389**	**110 031**

Note 1: The above figures may not add up to the total due to rounding.

Note 2: This refers to the quantity of food waste slurry recovered by food waste pre-treatment systems. The EPD does not have a separate breakdown by district.

(3) Food waste collected by the EPD from various local sources is delivered to government food waste treatment facilities for processing. The relevant recovery quantities and their respective percentage shares are tabulated below:

	Quantity of food waste recovered (tonnes)	Percentage share (%)
(a) Pilot Scheme on Food Waste Collection	**110 031**	**86.9**
(i) Public rental housing estates	34 215	27.0
(ii) Private residential buildings	7 767	6.1
(iii) Recycling points at GREEN@COMMUNITY	245	0.2
(iv) Public markets	495	0.4
(v) Food Waste Recycling Points at public refuse collection points	1 292	1.0
(vi) Food Waste Recycling Spots	949	0.8
(vii) Commercial & industrial premises and other premises	65 068	51.4
(b) Food waste collected through self-financed channels or other government-funded projects	**16 518**	**13.1**
Total (a) + (b)	**126 549**	**100**

(4) The manpower involved in implementing the above food waste recycling initiatives is absorbed by the existing staff establishment of the EPD. The total expenditure in the past 3 financial years and the estimated expenditure in the 2026-27 financial year are tabulated below:

Financial year	Expenditure involved ($million)
2023-24 (Actual)	134.4
2024-25 (Actual)	261.7
2025-26 (Revised estimate)	325.0
2026-27 (Estimate)	354.5

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0071)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Nearly 30 000 tonnes of waste vehicle tyres are generated in Hong Kong each year. Only half of them are recycled locally, while the rest are mostly disposed of in landfills. The Government has stated that once the legislation establishing a common legislative framework for Producer Responsibility Schemes (PRSs) is passed by the Legislative Council, more products, including waste vehicle tyres, will be included in the PRSs progressively, taking into account actual circumstances. In this connection, please inform this Committee of:
1) the progress on including waste vehicle tyres in the PRS and the expected time for the inclusion;
2) the measures to be implemented by the Government to encourage recycling of waste vehicle tyres before the inclusion;
3) the current market capacity for processing waste vehicle tyres, and whether the market has sufficient processing capacity if the Government completely bans the disposal of waste vehicle tyres in landfills; and
4) the amount of subsidy allocated to waste vehicle tyre recycling by the Recycling Fund set up by the Government for supporting the recycling industry.

Asked by: Hon LEUNG Chun, Jonathan (LegCo internal reference no.: 10)

Reply:

(1), (2) & (4)
The Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025, passed by the Legislative Council (LegCo) on 23 July 2025, established a common legislative framework for Producer Responsibility Schemes (PRSs) applicable to different products, which will help expedite the relevant legislative process in future. The Government will progressively extend the PRSs to more products (including vehicle tyres) in the light of the prevailing circumstances. The forthcoming PRS on Vehicle Tyres will cover tyres which are sold in the local market and are intended for use on vehicles registered for road use. Since May 2023, the Environmental Protection Department (EPD) has been meeting with more than 50 companies or organisations, including vehicle tyre suppliers, vehicle tyre retailers, vehicle tyre trade associations, vehicle tyre waste handlers, etc., as well as LegCo Members, to introduce the proposed implementation of the PRS based on a "market-

led approach" and collect their views. The EPD will continue to consult the trade and relevant stakeholders in order to enhance the proposal.

Additionally, the EPD has been meeting regularly with vehicle tyre associations, providing them with the most up-to-date information of waste vehicle tyres recycling. Through the associations, the EPD promotes the information to their member companies and encourages the trade to hand over waste vehicle tyres to recyclers for recycling or for converting waste into energy. At present, some waste vehicle tyres are retreaded to reuse or recycled. After processing, the metal content is recovered, while the tyres are cut into rubber chunks or shredded into crumb rubber as raw materials for other products, or utilised as an alternative fuel.

To support the recycling industry, the Government has been releasing short-term tenancy sites for exclusive use by the recycling sector, including sites suitable for waste vehicle tyre recycling, to enhance the local recycling capability of waste vehicle tyres. Apart from this, the Enterprise Support Programme under the Recycling Fund provides project-based matching funds for enterprises to upgrade and expand their recycling business. In the past 5 years, the Recycling Fund approved funding totalling about $19 million for 7 waste vehicle tyre recyclers to purchase environmental-friendly equipment, new inventory management systems, etc. to assist them in enhancing their productivity.

(3)
In 2024, about 24 000 tonnes of waste vehicle tyres were generated in Hong Kong. The current maximum capacity of the recycling facilities in Hong Kong exceeds 50 000 tonnes annually, which is sufficient to handle the waste vehicle tyres generated locally. In formulating the schedule for landfills to cease accepting waste vehicle tyres, the EPD will review the overall processing capacity of local recycling facilities, maintain close communication with the trade, and provide the necessary support.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0978)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the trials and subsidy schemes for electric buses, electric public light buses, electric ferries and electric taxis, please advise this Committee of the following:
1) What is the latest progress of the above schemes (including the number of vehicles and ferries involved, the amount of subsidy available, the completion dates of the trial and subsidy schemes for each transport mode, the current remaining balance of the subsidy funds, etc.)?
2) What measures are available to address the charging issues encountered by the above transport modes (including waiting time and charging network coverage)? What is the anticipated effectiveness of these measures?
3) In 2026-27, the Environmental Protection Department will continue to implement the above schemes. What are the details of the work and the expenditures involved in each task?

Asked by: Hon LEUNG Chun, Jonathan (LegCo internal reference no.: 9)

Reply:

1)&3) The latest progress and details of the trials and subsidy schemes for electric buses (e-buses), electric public light buses (e-PLBs), electric ferries (e-ferries) and electric taxis (e-taxis) are as follows:

Electric Bus Subsidy Scheme

The Government has earmarked about $470 million under the New Energy Transport Fund (the Fund) to subsidise franchised bus operators in purchasing e-buses. The subsidy for new single-deck and double-deck e-buses is $400,000 and $800,000 each respectively, or 25% of their respective capital cost, whichever is the lower. The franchised bus operators have confirmed their participation in the scheme, involving about 600 e-buses. Preparations for the tendering exercise are underway to procure e-buses by end-2027 and complete vehicle delivery and registration by end-2029. The first batch of e-buses is expected to be registered and gradually enter service in 2027.

Pilot Scheme for Electric Public Light Buses

The Environmental Protection Department (EPD) launched 2 rounds of application under the Pilot Scheme for e-PLBs in November 2023 and August 2024 respectively,

with Kwun Tong Yue Man Square and Kowloon Tong Suffolk Road Public Transport Interchanges (PTIs) as the first trial points for green minibus (GMB) operators operating at the aforementioned 2 PTIs to apply. On the premise that the smooth operation of GMBs and reliable services for passengers are ensured, the EPD has, in consultation with the Transport Department, approved applications from 5 GMB operators for the trial of a total of 16 e-PLBs, the models of which were chosen by the GMB operators based on their operational needs. Apart from 1 approved application which was withdrawn by the applicant due to manufacturer's production delay, the remaining 15 e-PLBs have commenced trial.

Under the Pilot Scheme for e-PLBs, the Government provides a subsidy of 80% of the vehicle price for each e-PLB approved, with a total subsidy amount of about $18.83 million for the 15 e-PLBs. Taking into account other expenditure including consultant fees for data analysis, and the construction, operation and maintenance of the fast charging facilities at Kowloon Tong Suffolk Road PTI, the remaining balance of funds under the Pilot Scheme for e-PLBs was about $52 million as at end-February 2026.

As analysed in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles published by the Government on 12 February, the electrification of commercial vehicles remains still in its early stages. Given that e-PLBs, as a type of electric commercial vehicles, are not yet ready for large-scale adoption, we will, while continuing with the Pilot Scheme for e-PLBs, pragmatically create more favourable conditions for e-PLBs, such as establishing a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle models. PLBs will be the initial trial target, with expansion to other vehicle types depending on the results. The Government will also take into consideration the working group's findings when determining the way forward for the Pilot Scheme for e-PLBs.

Pilot Scheme for Electric Ferries

The Government has earmarked $350 million in 2020 to implement the 24-month Pilot Scheme for e-Ferries to test out the viability of e-ferries in Hong Kong. The first e-ferry commenced trial at end-December 2024, serving the in-harbour routes between North Point, Hung Hom and Kowloon City. The second e-ferry commenced trial in May 2025, serving the in-harbour routes between Tsim Sha Tsui East, West Kowloon, Wan Chai and Central. The third one is expected to commence trial this year.

As at end-December 2025, the Pilot Scheme for e-Ferries had incurred a total expenditure of about $210 million, which was mainly used to subsidise the construction of e-ferries and the associated charging facilities, as well as the operational, maintenance and repair expenditures for the e-ferries during the trial period. The remaining balance of funds under the Pilot Scheme for e-Ferries is about $140 million.

Electric Taxi Subsidy Scheme

To further promote the application of e-taxis, the Government has earmarked $135 million under the Fund to subsidise taxi owners to procure 3 000 e-taxis. The subsidy level for each e-taxi is $45,000.

Since December 2024, the EPD has issued 3 rounds of invitation letters to eligible taxi owners to participate in the e-Taxi Subsidy Scheme. As at end-February 2026, owners of a total of 1 633 taxis had accepted the subsidy quotas and submitted procurement documents before the specified deadlines. Of these subsidised e-taxis, 739 have been licensed and qualify for the subsidies, which amount to about $33 million. The remaining balance of fund under the e-Taxi Subsidy Scheme is about $102 million.

The work related to these subsidy schemes is part of the Government's overall duties, and the manpower and expenditure involved is absorbed by the existing resources of the Government.

2) In February this year, the Environment and Ecology Bureau published the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles, proposing to continue to adopt a multi-pronged strategy that leverages market forces and provide policy guidance to develop a public charging network with fast chargers (FCs) (with rated output power not less than 100 kilowatts) as the backbone, thereby providing greater convenience for private car owners while underpinning the overall popularisation of electric commercial vehicles, including e-buses, e-PLBs and e-taxis. The target is to increase the number of FCs to 4 000 by 2030, supporting around 200 000 electric vehicles (EVs). The number of FCs is expected to reach around 10 000 by 2035, supporting around 500 000 EVs. The main measures include:

(1) Implementing a $300 million Fast Charger Incentive Scheme to encourage private organisations to install 3 000 FCs by end-2028, supporting an additional 160 000 EVs;

(2) Progressively converting petrol filling stations (PFSs) into fast charging stations and retrofitting existing PFSs with chargers. The Government anticipates that from 2026 onwards, up to about 180 FCs will be progressively made available across the existing approximately 60 PFSs, supporting about 10 000 EVs. Furthermore, the Government has identified 8 PFS sites across Hong Kong for development into fast charging stations, collectively providing over 150 FCs expected to support about 8 000 EVs. Operators of fast charging stations and petrol-cum-charging stations must reserve a specified number of FCs for charging e-taxis and e-PLBs from 3 p.m. to 6 p.m. daily (i.e. the "shift-changing" period). In addition, there is a ceiling price for charging services for e-taxis and e-PLBs, and operators cannot charge more than the ceiling price published by the EPD each month;

(3) Installing 50 dedicated FCs for e-taxis by end-2027, which can support about 300 e-taxis depending on their actual operation;

(4) Supporting franchised bus operators in installing charging facilities at new or existing bus depots. Policy support has also been provided to allow franchised bus operators, where appropriate, to open up about 300 EV charging facilities in

bus depots and parking areas across district for the use of the general public during daytime, which is expected to support around 16 000 EVs; and

(5) Reserving space for charging-enabling infrastructure dedicated for electric franchised buses, e-PLBs and e-taxis at new PTIs or bus terminals.

Regarding e-ferries, each vessel under the Pilot Scheme for e-Ferries is provided with a set of charging facilities to meet its charging requirements. Since the trials commenced, both e-ferries have demonstrated sufficient range to meet the daily electricity demands of their respective operators' total sailing distances, and their overall operation has generally been smooth. However, the associated operating expenses are higher than those of conventional diesel ferries. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the e-ferries. The effectiveness of the e-ferries and their associated facilities will be evaluated and concluded upon completion of all trials.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1151)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Paper Pulping Facility in EcoPark

The recycled paper pulping facility (the Facility) in EcoPark, Tuen Mun, began trial operation at the end of last year, and is expected to come into full operation this year. It is stated in the Budget that the Government will continue to support the Facility and the local waste paper recycling chain. Please inform this Committee of the following:

1. The details and timetable for the projected full operation of the Facility; the relevant budget, expenditure and manpower; and the projected treatment capacity of the Facility;

2. Concerns have been raised by the recycling sector that the market may become monopolised and waste paper recovery prices may drop, which could lead to operational difficulties and adversely affect the entire waste paper recycling chain and the recycling industry. How will the Government ensure reasonable recovery prices for waste paper? Will measures be introduced to co-ordinate and support recyclers, thereby ensuring stable and diversified outlets for locally generated waste paper?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 35)

Reply:

1. The paper pulping facility (the Facility) located in EcoPark, Tuen Mun, is currently undergoing trial operation and is expected to commence operation in 2026. Upon full commissioning, the Facility is anticipated to be able to process 720 000 tonnes of waste paper annually, comprising 630 000 tonnes of three types of local paper (cardboard, newspapers, and office paper) and 90 000 tonnes of mixed paper, with additional capacity for processing beverage cartons. Under the Environmental Protection Department's (EPD) "Waste Paper Pulping and Export Services" contract, the contractor is required to complete the performance tests in accordance with contract requirements before the commencement of service period. Service fees will only be paid after the contractor processes waste paper into pulp for export. Since the contract has not yet commenced, the Government has not paid any service fees to the contractor. The contract expenditure for 2026-27 will be determined based on the actual operational status of the Facility and the waste paper processing volume. The manpower and expenditure related to the relevant work are absorbed by the EPD's existing staff establishment and resources, and no separate breakdown figures are kept.

2. With the commencement of the Facility, the local waste paper recycling chain will undergo an upgrade and transformation, moving beyond a simple collection mode. The EPD has communicated with relevant stakeholders in the industry on the new "Waste Paper Pulping and Export Services" contract, under which the contractor will be responsible for receiving local waste paper and processing it into pulp products, thereby reducing reliance on exporting waste paper and enhancing local treatment capacity. The new contract specifies "designated purchasing price" (DPP), requiring the contractor to provide economic incentives by purchasing local waste paper from waste paper collectors and recyclers at a price not less than the DPP. At the same time, it also specifies a "designated minimum price" (DMP) to ensure that collectors and recyclers purchase local waste paper from frontline waste paper collectors at a price not less than the DMP, thereby maintaining demand and price stability in the local waste paper recycling market, and supporting the sustainable operation of the entire recycling chain. The EPD will keep abreast of market conditions while maintaining close communication with the industry to assist the industry in planning and preparing for interfacing arrangements such as logistics and transportation, and evaluating the operational effectiveness of the market. Waste paper collectors and recyclers may still resell waste paper to markets in other regions or supply it to other local treatment facilities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1154)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (4) Water

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Budget that the Environmental Protection Department has reviewed the sewerage master plans for Central Kowloon, West Kowloon and Tsuen Wan, Tuen Mun and Tsing Yi, the Outlying Islands, Hong Kong Island, Yuen Long and Kam Tin, North District and Tolo Harbour areas. In this connection, please advise this Committee of the following:
1. What is the current progress of the review of the sewerage master plans for various areas? What is the respective status and preliminary conclusions for each area?
2. What criteria are used when setting priorities for sewerage upgrading works? What are the respective numbers of upgrading works initiated and completed at this stage and the corresponding areas?
3. What solutions and timetables are in place to address issues such as ageing and inadequate coverage of sewerage system in old communities and remote areas?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 27)

Reply:

1. & 2. The review of the Sewerage Master Plans for various districts of Hong Kong was completed some years ago. Making reference to the recommendations of the review, the Government is now gradually implementing and has completed several sewerage works projects, including upgrading and constructing territory-wide sewerage infrastructure (e.g. sewage treatment works, dry weather flow interceptors, etc.), expanding the sewerage systems, providing village sewerage, and progressively rehabilitating ageing sewers.

At present, over 94% of the population is served by the public sewerage system, which comprises a sewerage network of about 1 940 kilometres, around 70 sewage treatment works and around 270 sewage pumping stations, collecting around 2.85 million cubic metres of sewage per day. The improvement projects implemented across districts vary in scale. In addition to taking forward sewerage projects based on the recommendations of the review, the Government will continue to plan and construct sewage treatment facilities and sewerage systems, prioritising projects having regard to the population growth and development needs of each district.

To date, 60 major sewerage projects have been completed, while 11 projects are ongoing. The details are tabulated below:

Completed major sewerage projects

District	Number of projects
Central and East Kowloon	7
West Kowloon and Tsuen Wan	3
Tuen Mun and Tsing Yi	5
Outlying Islands	8
Hong Kong Island	7
Yuen Long and Kam Tin	7
North District and Tolo Harbour	23
Total	**60**

Ongoing major sewerage projects

District	Number of projects
West Kowloon and Tsuen Wan	2
Outlying Islands	4
Yuen Long and Kam Tin	1
North District and Tolo Harbour	4
Total	**11**

3. The Drainage Services Department (DSD) adopts a risk-based approach in formulating sewer replacement and rehabilitation programmes. It conducts regular inspections of underground sewers and assesses the risk of failure by taking into account factors such as service life, materials, degree of deterioration, past records of bursts or leaks, potential impacts on the surrounding environment, and the consequences arising from any bursts or leaks, so as to plan the necessary maintenance and rehabilitation works. The DSD also applies innovative technologies to enhance monitoring effectiveness. For example, closed-circuit television systems, sonar detection systems or spherical underground pipe inspection robots are used to carry out inspection work for underground sewers, enabling the prompt identification of irregularities or blockages.

Furthermore, the Government has all along been allocating resources with a view to taking forward the Village Sewerage Programme (the Programme). When taking forward village sewerage projects, the Government will take into account a wide range of factors, including the level of improvement to the environment by the Programme, density of village population, preference of residents, technical feasibility, cost-effectiveness and financial position, etc., and initiate the planning for relevant sewerage works at an opportune time to ensure the prudent use of resources.

The implementation of village sewerage projects is a lengthy process. Pre-construction work involves various procedures, including planning, feasibility studies, detailed design, public consultation, gazettal and land resumption, etc. Given intertwined land ownership in some villages, consultation on sewerage schemes and land resumption arrangements requires thorough communication and the attainment of consensus with relevant stakeholders before the projects can be taken forward in an orderly manner. It is difficult to draw up a concrete works schedule for the remaining village projects under the Programme at this stage. The Government will continue to strengthen communication with stakeholders such as District Councils, Rural Committees, and village representatives, to plan and implement rural sewage collection systems in an orderly manner. As for unsewered villages or areas, residents may continue to use on-site sewage treatment facilities, such as septic tanks and soakaway systems, to treat their sewage.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1155)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in the latest Policy Address that Hong Kong's first large-scale electric vehicle (EV) battery recycling facility is expected to commence operation at EcoPark in Tuen Mun in the first half of 2026. In this connection, please inform this Committee of:

1. the construction progress, the types of batteries planned to be recycled and the annual design treatment capacity of the battery recycling facility;
2. the quantities recovered and recovery rates of the waste EV batteries in Hong Kong over the past 3 years;
3. the funding allocation for the construction, equipment procurement, and preparatory work of the recycling facility, as well as the Government's estimated expenditures for the recycling of waste EV batteries for the coming year.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 29)

Reply:

1. The Government has leveraged market forces to develop environmental infrastructure. Hong Kong's first large-scale electric vehicle (EV) battery recycling facility, which is currently under construction at EcoPark, is expected to commence operation in the first half of 2026. This facility aims to convert retired EV batteries into recycled black mass, turning waste into resources. The operator is expected to process generic EV batteries such as lithium iron phosphate batteries and nickel manganese cobalt batteries. The maximum design processing capacity of the facility is about 10 000 tonnes per year.

2. The handling and disposal of retired EV batteries (also known as waste EV batteries) are regulated under the Waste Disposal Ordinance (Cap. 354) and the subsidiary Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). Currently, retired EV batteries treated by local licensed disposal facilities mainly undergo proper preliminary treatment, such as sorting, discharging and insulating, before being packaged and transported overseas to appropriate treatment facilities for recycling.

   In the past 3 years (2023-2025), there were a total of about 130 tonnes of retired lithium batteries from vehicles preliminarily treated by local licensed disposal facilities for

transporting overseas to appropriate authorised treatment facilities for recycling. A yearly breakdown is as follows:

Year	Total quantity (tonnes)
2023	53.0
2024	38.1
2025	38.7

As local licensed disposal facilities may stockpile a certain quantity of retired batteries for further handling, the figures provided above may not fully reflect the total quantities of retired EV batteries generated and collected in Hong Kong, nor the actual usage of the local licensed disposal facilities. Hence, the EPD does not have the data required for calculating the recovery rate.

3. The construction and operating costs of the EV battery recycling facility are borne by the private enterprise responsible for the project. At present, the recycling fees for waste EV batteries are market-driven and do not involve the Government's estimated expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1156)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in Matters Requiring Special Attention in 2026-27 that the Government will continue to implement the new round of the Cleaner Production Partnership Programme (the Programme) and collaborate with the Guangdong authorities to promote the adoption of new cleaner production technologies and practices by Hong Kong-owned factories in Hong Kong and Guangdong Province. In this connection, please inform this Committee of the following:

1. The current implementation progress of the new round of the Programme, the number of applications received to date, the number of Hong Kong-owned factories that have been granted funding, and the industry sectors covered;
2. The Programme-funded projects of Hong Kong-owned factories, the funding ratios, and the highest funding amount granted to a factory in the past 3 years;
3. Has a tracking and evaluation mechanism for project effectiveness been established since the launch of the Programme? If so, what performance indicators have been achieved by the funded Hong Kong-owned factories in terms of energy saving, emission reduction, and pollutant emission reduction?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 30)

Reply:

1. The Government allocated an additional $100 million to launch a new round of the Cleaner Production Partnership Programme (the Programme) in May 2025 to promote the adoption of new cleaner production technologies and practices by Hong Kong-owned factories in Hong Kong and Guangdong Province. As at end-December 2025, the Programme had received 153 applications, with 33 projects approved, involving 29 Hong Kong-owned factories across various sectors, including metal and metal products, printing and publishing, chemical products, furniture, food and beverage, paper and paper products, and textiles.

2. In the past 3 years, the Programme has funded about 660 cleaner production technology projects, with costs equally shared between Hong Kong-owned factories and the Government, and the highest approved amount was $650,000 per project.

3. The Project Management Committee, set up by the Government, is responsible for overseeing the implementation of the Programme, including approving funding applications, monitoring the execution of approved projects, and reviewing and monitoring the overall progress of the Programme. All funded Hong Kong-owned factories are required to submit regular progress reports to the Programme Secretariat to update on project development. The Programme Secretariat also arranges on-site inspections as necessary to monitor project progress, so as to assess the actual effectiveness of the projects in energy saving and emission reduction.

From its launch in 2008 to end-December 2025, the Programme had approved over 4 300 projects, which are estimated to have collectively reduced air pollutant emissions by about 43 000 tonnes, carbon dioxide by about 1.84 million tonnes, effluent discharge by over 19 million tonnes, solid waste by 1 700 tonnes, and energy consumption by over 18 000 tera-joules.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1163)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding overseeing the optimisation of community recycling network and food waste recycling schemes mentioned in the Budget, please inform this Committee of the following:
1. The overall coverage of the community recycling network and food waste recycling schemes in Hong Kong to date, in terms of the number of recycling points, the percentage of housing estates served and the quantities recovered, with a breakdown by the 18 districts;
2. What are the specific measures to optimise the community recycling network in the 2026-27 financial year, including the number of additional recycling points, equipment upgrades, etc.?
3. How many food waste smart recycling facilities have been installed at private housing estates under the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates to date? What measures will the Government adopt to maintain food waste collection services at private housing estates upon expiry of the subsidy period? What is the estimated annual expenditure involved?
4. Are there any supporting measures to facilitate recycling in single-block buildings and rural areas?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 14)

Reply:

1. The Environmental Protection Department (EPD) is continuously enhancing the community recycling network GREEN@COMMUNITY to strengthen the recycling supporting facilities at district level. As at February 2026, more than 800 public collection points have been set up across the 18 districts in the territory, comprising 12 Recycling Stations, 82 Recycling Stores, about 600 Recycling Spots, over 140 sets of smart recycling bins at various locations, about 850 sets of kerbside recycling bins in rural areas, as well as waste separation bins provided in residential, commercial and industrial buildings under the Programme on Source Separation of Waste. The recycling network formed by these initiatives covers over 90% of the local population. It includes off-site housing collection services for over 200 public rental housing (PRH) estates and 2 400 private housing estates/single-block buildings/villages, etc.

Since the Programme on Source Separation of Waste is a voluntary-based initiative, the EPD does not maintain a breakdown of the quantities collected from the participating buildings by district. For kerbside recycling bins in rural areas, about 490 tonnes of recyclables were collected in 2025. Given that the relevant contractors may collect these recyclables across districts, the EPD does not maintain statistics on the quantity collected by district. In 2025, a total of about 47 500 tonnes and 2 700 tonnes of recyclables were collected by GREEN@COMMUNITY facilities and smart recycling bins respectively. The quantity collected by district is tabulated below.

District	**GREEN@COMMUNITY Approximate quantity of recyclables collected (tonnes)**(Note 1)	**Smart recycling bins Approximate quantity of recyclables collected (tonnes)**(Note 1)
Eastern	3 236	188
Central & Western	2 681	78
Southern	1 617	94
Wan Chai	2 028	39
Kowloon City	3 209	142
Kwun Tong	3 703	244
Sham Shui Po	2 879	167
Wong Tai Sin	2 600	82
Yau Tsim Mong	1 513	127
Islands	1 278	106
Kwai Tsing	3 048	456
North	3 030	76
Sai Kung	3 086	336
Sha Tin	3 276	237
Tai Po	2 069	43
Tsuen Wan	2 059	120
Tuen Mun	3 153	75
Yuen Long	2 608	104
Other(Note 2)	480	Not applicable
Total	**47 553**	**2 714**

Note 1: The quantities of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

Note 2: About 480 tonnes of recyclables were collected under the 4 contracts for operating nighttime Recycling Spots in Hong Kong Island, Kowloon, New Territories East and New Territories West. The relevant services ended in August 2025 and have been taken over by the existing operators of GREEN@COMMUNITY. The EPD does not maintain statistics on the quantity of recyclables collected in each of the 18 districts.

Since 2021, the EPD has expedited the expansion of the Pilot Scheme on Food Waste Collection (the Pilot Scheme) to provide point-to-point collection services for public and private premises with a larger amount of food waste generated. As at February 2026, about 1 600 collection points have been set up across the territory, including food factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunch suppliers, hotels, shopping malls, residential estates, etc., covering all PRH estates and over 190 private residential premises (including

private housing estates, villages and transitional housing). The amount of food waste recovered in Hong Kong is steadily increasing, with the overall quantity of food waste recovered growing from an average of around 280 tonnes per day in 2024 to around 350 tonnes per day in 2025, representing an increase of about 26%. The quantity of food waste recovered under the Pilot Scheme in 2025 is tabulated below.

District	**Quantity of food waste recovered under the Pilot Scheme in 2025 (tonnes)**
Central & Western	2 654
Wan Chai	1 144
Eastern	4 939
Southern	2 608
Yau Tsim Mong	3 809
Sham Shui Po	4 331
Kowloon City	2 839
Wong Tai Sin	4 132
Kwun Tong	8 253
Kwai Tsing	9 147
Tsuen Wan	3 946
Yuen Long	12 694
Tuen Mun	6 438
North	8 226
Tai Po	11 965
Sha Tin	7 727
Sai Kung	4 722
Islands	4 037
Other(Note 1)	6 420
Total	**110 031**

Note 1: This refers to the quantity of food waste slurry recovered by food waste pre-treatment systems. The EPD does not have a separate breakdown by district.

As at February 2026, the distribution of Recycling Stations, Recycling Stores, Recycling Spots, smart recycling bins and food waste collection points are tabulated below:

District	**2026 (as at February)**				
	Recycling Stations	**Recycling Stores**	**Recycling Spots**	**Smart recycling bins**(Note)	**Food waste collection points**
Eastern	1	6	39	9	96
Central & Western	0	3	22	9	88
Southern	0	2	21	6	79
Wan Chai	1	2	31	6	58
Kowloon City	0	4	26	6	83
Kwun Tong	1	9	42	11	127
Sham Shui Po	1	4	37	3	85
Wong Tai Sin	1	7	35	3	80
Yau Tsim Mong	0	2	22	8	104
Islands	1	3	22	6	50

District	2026 (as at February)				
	Recycling Stations	**Recycling Stores**	**Recycling Spots**	**Smart recycling bins**(Note)	**Food waste collection points**
Kwai Tsing	1	7	34	7	153
North	0	5	31	9	65
Sai Kung	1	4	49	10	75
Sha Tin	1	5	31	17	131
Tai Po	1	4	35	8	58
Tsuen Wan	0	4	28	8	66
Tuen Mun	1	6	41	9	101
Yuen Long	1	5	40	8	102
Total	**12**	**82**	**586**	**143**	**1 601**

Note: The above figures exclude the 8 sets of smart recycling bins placed in the Recycling Stores set up in PRH estates.

2. The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by various organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services and logistics arrangements within the district. This will create economies of scale to enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, expand the smart recycling bin and food waste recycling bin networks to more PRH estates and private residential premises, and review the allocation arrangements of various types of recycling facilities in light of actual circumstances in each district.

3. As at February 2026, a total of 453 food waste smart recycling bins (FWSRBs) have been installed in 115 private housing estates under the Pilot Scheme on FWSRBs in Private Housing Estates.

Regarding the follow-on arrangements after the funding period, we have put in place a comprehensive plan to ensure the continuity of food waste recycling. The Environmental Campaign Committee is arranging for the early batches of rented FWSRBs to be purchased and then provided free of charge to the relevant housing estates for continued use. From early 2025 onwards, the EPD began providing FWSRBs through direct purchase arrangements at a cost of about $34,000 per unit (covering the operation and maintenance fee for the initial 2 years). According to the information obtained by the EPD from the suppliers, housing estates would only need to bear a monthly operation and maintenance fee of about $500 to $1,000 per bin. Based on serving around 500 households, this translates to an average of only about $1 to $2 per month for each household. The GREEN$ rewards earned by households through daily recycling are sufficient to offset these costs. Even if housing estates ultimately choose not to continue using the FWSRBs, the EPD will provide them with pedal-operated food waste recycling bins and food waste collection services free of charge to ensure that the

residents can continue participating in recycling and sustain the environmental habits they have already developed.

FWSRBs facilitate separation of food waste by residents for recycling, helping reduce the odour and hygiene issues associated with domestic waste. The EPD will continue to allocate resources to support private housing estates in their continued recycling of food waste, including providing free food waste collection service for housing estates daily, and organising publicity and educational activities on food waste recycling for the participating housing estates. The expenditure involved in these initiatives is covered by the expenditure for the Pilot Scheme. The EPD does not have a breakdown of the expenditure involved.

4. For areas with insufficient recycling facilities, such as single-block buildings and villages, the EPD has comprehensive supporting measures, including setting up 12 Recycling Stations focusing on both environmental education and recycling support; 82 Recycling Stores located in close proximity to clusters of single-block buildings or set up in PRH estates; and around 600 Recycling Spots operated at fixed time and locations through the GREEN@COMMUNITY recycling network to support residents living in single-block residential buildings and "three-nil" buildings that are lacking space for setting up their own recycling facilities, as well as those living in remote rural areas. Meanwhile, the EPD has placed about 850 sets of kerbside recycling bins in rural areas for recycling plastics, waste paper and metals. Over 140 sets of smart recycling bins have also been set up at different locations across the territory (including private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc. In addition, the EPD has progressively set up additional Recycling Spots in rural areas in recent years to extend the recycling services of GREEN@COMMUNITY to more densely populated rural areas, thereby strengthening the recycling support for these areas.

   Regarding the collection of food waste, for residential buildings that cannot install food waste recycling bins due to space constraints (e.g. single-block residential buildings and "three-nil" buildings), the EPD primarily sets up Public Food Waste Recycling Points for residents to recycle food waste. As at February 2026, about 260 Public Food Waste Recycling Points have been set up across the territory, including over 150 Food Waste Recycling Points located at public refuse collection points, GREEN@COMMUNITY facilities, public markets, and Outlying Islands Transfer Facilities, as well as 104 nighttime Food Waste Recycling Spots for the convenience of small business operators and residents in the neighbourhood. To promote food waste recycling in rural areas, the EPD has set up traditional pedal-operated food waste recycling bins in villages, while the Government has also subsidised the installation of FWSRBs in rural areas.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2624)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the operation of various waste recycling and management facilities in Hong Kong, including the community recycling facilities, T·PARK, O·PARK, Y·PARK, etc., please inform this Committee of the following for the past 3 years:
1. the quantities and rates of various types of recyclables, including waste electrical and electronic equipment, plastics, waste paper, etc. recovered in Hong Kong each year, and the percentage share collected through the community recycling network;
2. the annual expenditure, monthly usage, quantities of recyclables processed for each type of community recycling facility, including Recycling Stations and Recycling Stores;
3. the operating costs of T·PARK, O·PARK, Y·PARK, etc., as well as their electricity consumption and generation for each year.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 28)

Reply:

1. According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the quantities of the major types of recyclables recovered and their recovery rates, as well as the proportion of quantity recovered through the community recycling network from 2022 to 2024 are tabulated below. The relevant statistics for 2025 are under compilation.

Type of Recyclables	**Year**	**Quantity (thousand tonnes)**	**Recovery rate (%)**	**Proportion of quantity recovered through GREEN@COMMUNITY (Note 1) (%)**
Paper	2024	586	40	2.18
	2023	574	42	1.24
	2022	584	42	0.84
Plastics	2024	102	13	14.06
	2023	128	14	7.56
	2022	121	12	5.72
Metals	2024	1 113	93	0.16
	2023	1 056	93	0.10

Type of Recyclables	Year	Quantity (thousand tonnes)	Recovery rate (%)	Proportion of quantity recovered through GREEN@COMMUNITY (Note 1)(%)
	2022	1 019	92	0.08
Food waste	2024	105	9	Not applicable
	2023	79	6	Not applicable
	2022	72	6	Not applicable
Glass	2024	22	23	43.14
	2023	22	21	29.82
	2022	19	20	31.15
Textiles	2024	25	15	Not applicable
	2023	24	14	Not applicable
	2022	17	11	Not applicable
Wood	2024	7	7	Not applicable
	2023	6	8	Not applicable
	2022	12	13	Not applicable
Electrical and electronic equipment(Note 2)	2024	33	70	9.76
	2023	49	73	4.51
	2022	48	75	3.77
Yard waste	2024	8	9	Not applicable
	2023	10	11	Not applicable
	2022	11	14	Not applicable

Note 1: Including the total quantities of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots.

Note 2: Including regulated electrical equipment and non-regulated electrical equipment (such as small electrical appliances).

2. The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores), the respective numbers of visitors and the quantities of recyclables collected in the past 3 financial years are tabulated below:

Project	Actual/estimated operating expenditure by financial year ($million)(Note 1)		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)(Note 3)
Recycling Station	64	61	91
Recycling Store	238	276	300
Recycling Store set up in public rental housing (PRH) estate(Note 2)	11	123	156

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation in end-2024.

Project	Approximate number of visitors (million)		
	2023	2024(Note 2)	2025(Note 3)
Recycling Station	0.91	1.19	1.31
Recycling Store	5.10	10.06	12.46
Recycling Spot(Note 1)	1.10	1.69	1.92
Total	7.11	12.94	15.69

Note 1: The numbers of visitors to the Recycling Spots mentioned above cover only those operated by Recycling Stations, Recycling Stores, and Recycling Stores in PRH estates.

Note 2: The numbers of visitors in 2024 are revised data.

Note 3: The numbers of visitors in 2025 are preliminary data and the actual figures are still being verified.

	Approximate quantity of recyclables collected (tonnes)		
	2023	2024(Note 2)	2025(Note 3)
Recycling Stations and their Recycling Spots	8 000	9 500	9 500
Recycling Stores(Note 1) and their Recycling Spots	18 900	32 600	38 000
Total	26 900	42 100	47 500

Note 1: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 2: The quantities of recyclables collected in 2024 are revised data.

Note 3: The quantities of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

3. T·PARK, the Organic Resources Recovery Centre Phase 1 (O·PARK1) and the Organic Resources Recovery Centre Phase 2 (O·PARK2) are waste-to-energy (WtE) facilities which convert sludge and organic waste (including food waste and animal waste) into electricity.

The electricity generated from the above WtE facilities will first be used to meet the facilities' own operational needs, with the surplus being exported to the power grid. In the past 3 years, around 70% of the electricity generated by T·PARK and O·PARKs was for internal use, with the remaining around 30% exported to the power grid.

Y·PARK is a waste-to-resources facility, which mainly transforms suitable yard waste into various types of useful materials such as wood boards, wood beams, wood chips, sawdust, etc. Hence, Y·PARK does not generate electricity and its electricity consumption over the past 3 years was about 300 000 kWh, 130 000 kWh and 130 000 kWh respectively. The operating expenditure of the above facilities and the amount of electricity generated in the past 3 financial years are tabulated below.

Facility	Operating expenditure by financial year ($million)		
	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised estimate)
T·PARK	322	314	314
Y·PARK	20	31	51(Note 1)
O·PARK1	76	68	63
O·PARK2(Note 2)	-	15	109

Note 1: The revised estimate for the 2025-26 financial year of Y·PARK includes the expenditure for handling large number of fallen trees after the onslaught of Super Typhoon Ragasa.

Note 2: Since O·PARK2 completed operational testing in January 2025, the actual expenditure incurred in the 2024-25 financial year represented the operating expenses for 2 months.

Facility	Amount of electricity generated (million kWh)		
	2023	2024	2025
T·PARK	59.7	59.4	58.4
O·PARK1	12.5	12.6	8.4(Note 1)
O·PARK2	-	-(Note 2)	31.4

Note 1: The quantity of food waste treated by O·PARK1 was affected by maintenance of a food waste storage tank in 2025, resulting in a decline in the amount of electricity generated.

Note 2: O·PARK2 was still in the system testing and trial operation phase in 2024. Hence, the detailed electricity generation record is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1346)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department (EPD) has stated that the Integrated Waste Management Facilities (IWMF) Phase 1 (I·PARK1), which adopts advanced incineration technology to treat municipal solid waste (MSW), has progressively commenced operation since December 2025. The EPD is also proactively taking forward the development of IWMF Phase 2 (I·PARK2) in Tsang Tsui, Tuen Mun, and assessing the need to identify a suitable site for the longer-term planning of an advanced waste-to-energy facility. In this connection, please inform this Committee of the following:

1. The estimated annual MSW treatment capacity of I·PARK1 which adopts advanced incineration technology, its percentage share of the total MSW generated in Hong Kong, and its operating expenditure.

2. The projected timetable for the commissioning of I·PARK2, its annual MSW treatment capacity, its percentage share of the total MSW generated in Hong Kong, and its operating expenditure.

3. Will the Government consider further increasing the number of facilities adopting advanced incineration technology for MSW treatment, as well as other advanced waste-to-energy facilities? If so, what are the details? If not, what are the reasons?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 34)

Reply:

1. The Integrated Waste Management Facilities Phase 1 (I·PARK1) has entered its first phase of trial operation in December 2025. Upon full operation, I·PARK1 will have the capacity to treat about 1.1 million tonnes of municipal solid waste (MSW) per annum (3 000 tonnes per day), representing about 29% of the total MSW disposal in Hong Kong based on 2024 figures.

   The estimated annual operating expenditure for I·PARK1 is about $400 million. The actual operating expenditure will have to be calculated according to the actual waste treatment volume and electricity generation in the year and the price fluctuation factors set out in the contract terms.

2. The design capacity of the proposed Integrated Waste Management Facilities Phase 2 (I·PARK2) is about 2.2 million tonnes of MSW per annum (6 000 tonnes per day), representing about 57% of the total MSW disposal in Hong Kong based on 2024 figures. The open tender for the I·PARK2 project closed in October 2025, and the tender evaluation is currently underway, aiming for phased commissioning in the early 2030s. We plan to seek funding approval from the Legislative Council within this year with a view to commencing construction as soon as possible; by then, detailed estimated expenditure for the project will be provided.

3. In 2024, the total quantity of MSW disposed of in Hong Kong was 10 510 tonnes per day. The two I·PARK facilities can treat 9 000 tonnes of MSW in total per day. If Hong Kong society can keep the momentum of waste reduction and increase the recycling rate, there may not be a need to construct a third incineration facility to achieve "zero waste landfilling".

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1347)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The quantity of waste electrical and electronic equipment (WEEE) treated at WEEE·PARK increased from 22 052 tonnes in 2024 to 23 364 tonnes in 2025, and is projected to rise further to 23 500 tonnes in 2026. It has been reported that a significant number of prescribed electrical products imported via cross-border online shopping or personally brought into Hong Kong have not been registered with the Environmental Protection Department (EPD), nor have recycling levies been paid in accordance with the regulations of Hong Kong. In this connection, please inform this Committee of the following:

1. The reasons for the increase in the quantity of WEEE treated by WEEE·PARK in the past 3 years, and the annual expenditure for treating WEEE.
2. Has any treated WEEE been found unregistered with the EPD, with recycling levies unpaid? If so, what are the details, such as the quantity involved? If not, how can the Administration verify this issue?
3. Given the increasing quantity of prescribed electrical products entering Hong Kong via cross-border online shopping, what measures are in place to address this issue?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 35)

Reply:

1. To implement the Producer Responsibility Scheme on Waste Electrical and Electronic Equipment (WPRS), the Waste Electrical and Electronic Equipment Treatment and Recycling Facility (WEEE·PARK) was developed by the Government to turn waste regulated electrical equipment (REE) (i.e. air conditioners, refrigerators, washing machines, televisions, computers, printers, scanners and monitors) into valuable secondary raw materials through a series of detoxification, dismantling and recycling processes. Since 1 July 2024, the coverage of the WPRS has been expanded to include refrigerators and washing machines with larger capacities, stand-alone tumble dryers and dehumidifiers. Accordingly, the annual throughput of WEEE·PARK is expected to rise gradually.

The quantities of waste REE treated by WEEE·PARK in the past 3 years are as follows:

Year	Quantity treated (tonnes)
2023	21 344
2024	22 052
2025	23 364

The operating expenditures of WEEE·PARK in the past 3 financial years are as follows:

Financial year	Expenditure ($million)
2022-23	201
2023-24	200
2024-25	204

2. Recycling levies are paid directly to the Environmental Protection Department (EPD) by suppliers of REE. At present, members of the public using the waste REE collection service provided by the WEEE·PARK operator are not required to provide proof of recycling levy payment. Therefore, the EPD does not have the data on the number of REE items treated by WEEE·PARK for which recycling levies were paid. Starting from 2025, the EPD has conducted regular sampling surveys of the waste REE collected at WEEE·PARK to determine the proportion of REE sold outside Hong Kong within the collection quantity. The surveys reveal that non-local REE accounts for less than 0.5% of the total collection quantity.

3. The EPD attaches importance to the issue of waste electrical appliances arising from cross-border online shopping, and has strengthened regulatory control in accordance with the requirements of the WPRS under the Product Eco-responsibility Ordinance (Cap. 603) and its subsidiary legislation. The EPD has proactively contacted relevant cross-border e-commerce platforms to understand the situation and explain the relevant legislations. If their business models involve the distribution or sale of REE in Hong Kong, they are required to register as suppliers and/or sellers to comply with the relevant statutory requirements.

Furthermore, regarding those cross-border e-commerce platforms that merely provide matching services for merchants and buyers without engaging in the distribution or sale of REE, the EPD is urging them to ensure that unregistered merchants do not distribute REE to Hong Kong through their platforms. The EPD will continue to pay attention to the operational models of cross-border e-commerce platforms in Hong Kong to ensure their business activities in Hong Kong comply with relevant statutory requirements.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1348)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department states that, during 2026-27, they will continue to consult the industries on formulating relevant subsidiary legislation regarding the Producer Responsibility Schemes on electric vehicle batteries, plastic beverage containers and beverage cartons. In this connection, please inform this Committee of the details of the consultation for each scheme, including meetings with chambers of commerce and organisations that have been/will be held, the concerns of the industries, the proposed subsidiary legislation and the anticipated timetable for implementation.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 36)

Reply:

Passed by the Legislative Council (LegCo) on 23 July 2025, the "Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025" established a common legislative framework for Producer Responsibility Schemes (PRSs) applicable to different products, which would help expedite the relevant legislative process in future. The Government is currently consulting the trades on the PRSs on electric vehicle (EV) batteries, plastic beverage containers and beverage cartons, and, based on the actual situation, will consult the Panel on Environmental Affairs (EA Panel) of the LegCo in 2026.

Regarding the PRS on EV batteries, the Environmental Protection Department (EPD) has consulted the trade and relevant stakeholders since June 2023 on the detailed proposal of the PRS. About 68 companies or organisations participated, including EV suppliers, the Motor Traders Association of Hong Kong, EV maintenance workshops, EV owners associations, EV battery recyclers, etc. Meetings were also held with LegCo members. The trade generally supported the Government's implementation of the PRS to address the demand for handling retired EV batteries arising from the popularisation of EVs. They also expressed concern about the potential issue of "orphaned batteries" (i.e. batteries that are left unattended following the closure of respective suppliers or agents). The EPD will continue to maintain communication with the trade and relevant stakeholders to fine tune the proposal of the PRS.

In respect of the PRS on plastic beverage containers and beverage cartons, the Government will adopt a "market-led approach" in its implementation. The EPD conducted a public

consultation from February to May 2021, during which over 4 600 submissions were received. Among them, more than 95% of the views supported the implementation of the PRS. From 2022 to December 2025, the EPD organised about 180 meetings or briefings with beverage suppliers, associations of the beverage, catering, retail and suppliers trades, community recycling network operators, recyclers, green groups, LegCo members, etc. to introduce the details of the PRS and receive views from the trades. The Government also consulted the EA Panel and the Advisory Council on the Environment in February and March 2025 respectively, regarding the preliminary proposal for the PRS, which was generally supported by members. Meanwhile, the EPD is maintaining close liaison with stakeholders to address the trades' concerns (including recovery targets, verification of recovery rates, preparatory and adaptation periods for the PRS, etc.), and continues to fine tune the operational details. Overall speaking, the trades generally welcomed the PRS.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1433)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environment Branch's main responsibility includes air pollution control. In this connection, please inform this Committee of the following:
(1) the expenditure and manpower involved in the Indoor Air Quality Certification Scheme for Offices and Public Places (the Certification Scheme) in the past 3 years;
(2) the list of premises of various bureaux/departments currently participating in the Certification Scheme;
(3) the number of premises awarded the Excellent Class;
(4) the number of premises awarded the Good Class; and
(5) the addresses of the buildings awarded Excellent Class and Good Class certificates, and the building areas covered by the certificates.

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 8)

Reply:

The Environmental Protection Department (EPD) strives to improve indoor air quality (IAQ) and encourages public and private organisations to join the IAQ Certification Scheme for Offices and Public Places (the Certification Scheme). The EPD has engaged the Hong Kong Productivity Council to operate the IAQ Information Centre for vetting applications and registering IAQ certificates under the Certification Scheme, providing technical support, as well as working with the EPD to promote the Certification Scheme and enhance public awareness of IAQ and the Certification Scheme.

(1) The EPD's total expenditures on the operation of the IAQ Information Centre, and promotion and publicity in the past 3 years are tabulated below. As for manpower, it was absorbed by the Department's existing resources.

Financial Year	**2022-23**	**2023-24**	**2024-25**
Expenditure ($million)	2.47	2.91	2.81

(2) The premises of various bureaux/departments currently participating in the Certification Scheme include government offices and facilities, such as community halls; cultural, recreational and sports facilities; convention and exhibition facilities;

fire and ambulance facilities; facilities of law enforcement agencies and judicial facilities; post offices; social welfare facilities, etc.

(3)-(5) In 2025, 717 Excellent Class certificates and 1 707 Good Class certificates were issued to premises participating in the Certification Scheme. These premises are distributed across the 18 districts of Hong Kong, with certified areas covering different floors of the building concerned (involving 2 018 certificates) or the entire building (involving 406 certificates). The information on the certificates (including building addresses and the certified locations) is available at the IAQ Information Centre website (https://www.iaq.gov.hk/en/home/) for public viewing.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2916)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the implementation of the Reverse Vending Machine (RVM) Pilot Scheme for plastic beverage containers and beverage cartons, please inform this Committee of the following:
(1) the expenditure and manpower involved in equipment procurement, installation, maintenance, and promotion and publicity in each of the 3 phases of the RVM Pilot Scheme;
(2) the annual average operating cost of each RVM at present, including maintenance, technical support, dedicated staff, etc.; and
(3) whether there is an established target for the annual increase in the number of RVMs; if yes, the basis for setting such a target (e.g. recovery quantity and district coverage).

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 6)

Reply:

(1)&(2) To pave the way for the implementation of the Producer Responsibility Scheme on Plastic Beverage Containers and Beverage Cartons (PCPRS), the Environmental Protection Department (EPD) launched the Reverse Vending Machine (RVM) Pilot Scheme (Pilot Scheme) in the first quarter of 2021, which provides an instant rebate ($0.1 per plastic beverage container) via e-payment platforms to encourage the public to recycle plastic beverage containers.

The expenditures for the Pilot Scheme include research and planning, development of electronic systems, operations (such as the purchase and installation of RVMs, maintenance and technical support, collection and transportation of plastic beverage containers, etc.), as well as incentives provided to encourage public participation in recycling. We do not maintain a detailed breakdown of the operational expenses for RVMs. The total expenditures for each stage of the Pilot Scheme and the average monthly expenditure per RVM are tabulated below:

Pilot Scheme	Total Expenditure ($million)	Average Monthly Expenditure per RVM Note 1
Stage 1 (60 RVMs, each operational for 17 months)	20.27 (actual)	$20,000
Stage 2 (120 RVMs, each operational for 18 months)	47.87 (actual)	$22,000
Stage 3 (120 RVMs, each operational for 24 months)	88.08 (estimate)	$31,000Note 2

Note 1: This figure is calculated by dividing the actual / estimated expenditures for the respective stage by the number of RVMs and the number of operational months.

Note 2: Compared to the first two stages, the Stage 3 contract includes significantly higher requirements for processing speed, container collection frequency, maintenance frequency, cleaning frequency, and urgent repair completion time. As a result, the average monthly expense per RVM is higher.

The implementation of the Pilot Scheme is an integral part of the work of the EPD and is handled by the existing establishment. As such, there is no separate breakdown of the associated human resources and expenses.

(3) The EPD takes into account foot traffic and the distribution of recycling points in the district when determining the locations and number of RVMs. The EPD launched the Pilot Scheme in the first quarter of 2021 to install a total of 60 RVMs in public places, government facilities and shopping centres with suitable foot traffic across 18 districts in Hong Kong, and has increased the number of RVMs to 120 since the third quarter of 2022. The Pilot Scheme paves the way for the future implementation of the PCPRS, and we anticipate more recycling facilities will become available in the market after the PCPRS is launched. Positive responses from the public have been received since the rollout of the Pilot Scheme. As at the end of January 2026, more than 242 million plastic beverage containers have been collected for recycling locally, thereby turning waste into resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1493)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in the Indicators that I·PARK1, which commenced operation in December 2025, handled around 34 000 tonnes of waste for testing, and is expected to handle 910 000 tonnes of waste in the coming year. Nevertheless, the majority of waste (around 5.7 million tonnes) was still disposed of in landfills in 2025. The North East New Territories and the West New Territories landfills, which are expected to be exhausted by 2026, may trigger environmental concerns and community opposition due to their expansion. Long-term reliance on landfills is unsustainable, particularly in Hong Kong where land is a scarce resource. Neglecting waste reduction at its source will only accelerate the crisis. In this connection, please inform this Committee of the following:

a) What is the operating expenditure for each of the Recycling Station, Recycling Store and Recycling Spot, as well as the respective quantity of major types of recyclables collected by the above facilities in the past 3 years?

b) When tendering for the operation of GREEN@COMMUNITY recycling facilities by non-governmental organisations, has the Department set out any key performance indicators, including (i) frequency of inspections, (ii) response time for full-load handling, (iii) response time for complaint handling, (iv) response time for malfunction rectification, and (v) penalties for underperformance, under the outsourcing contracts? If yes, what are the details? If no, what are the reasons?

c) What new strategies will be implemented to enhance the recycling network in the coming year? How will the Administration ensure that the recycling network can promptly cover the new development areas that will be completed progressively?

d) The Administration plans to expand the recycling network by gradually transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities, and extract valuable materials from waste and turn them into raw materials for making green products through the use of technology. In this connection, please provide information on the schedules and details of the two initiatives.

e) Regarding publicity and education, will the Department consider including more reels and interactive content featuring mascots such as Big Waster and Greeny on social media platforms (e.g. Instagram, TikTok, Facebook, and Xiaohongshu), with Generation Z and millennials as target audiences for greater public participation in recycling? For instance, key opinion leaders can be engaged to jointly produce promotional or narrative reels, whereas

GREEN@COMMUNITY challenges can be held for the participants to earn virtual points. If yes, what are the details? If no, what are the reasons?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 36)

Reply:

a)
The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years are tabulated below:

Project	**Actual/estimated operating expenditure by financial year ($million)**(Note 1)		
	2023-24 (Actual)	**2024-25 (Actual)**	**2025-26 (Revised estimate)**(Note 3)
Recycling Station	64	61	91
Recycling Store	238	276	300
Recycling Store set up in public rental housing (PRH) estate(Note 2)	11	123	156

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each financial year include the expenditures incurred by the operators in operating Recycling Spots and rental expenses.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: GREEN@WONG TAI SIN commenced operation at end-2024.

The quantities of each type of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots in the past 3 years are tabulated below:

Recycling Stations and their Recycling Spots			
Recyclables	**Approximate quantity of recyclables collected (tonnes)**		
	2023	**2024**(Note 1)	**2025**(Note 2)
Regulated electrical equipment	340	390	290
Non-regulated electrical equipment (such as small electrical appliances)	510	620	500
Glass containers	3 540	3 590	3 470
Rechargeable batteries	15	20	16
Compact fluorescent lamps/fluorescent tubes	26	30	23
Waste paper	1 710	2 270	2 370
Waste plastics	1 630	2 170	2 450
Waste metals	230	300	320
Beverage cartons	58	80	80

Note 1: The quantities of each type of recyclables collected in 2024 are revised data.

Note 2: The quantities of each type of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

Recycling Stores and their Recycling Spots			
Recyclables	**Approximate quantity of recyclables collected (tonnes)**		
	2023	**2024**(Note 1)	**2025**(Note 2)
Regulated electrical equipment	420	640	570
Non-regulated electrical equipment (such as small electrical appliances)	940	1 570	1 510
Glass containers	3 020	5 900	7 750
Rechargeable batteries	23	28	35
Compact fluorescent lamps/fluorescent tubes	29	42	39
Waste paper	5 410	10 520	12 360
Waste plastics	8 050	12 170	13 870
Waste metals	810	1 440	1 620
Beverage cartons	160	270	280

Note 1: The quantities of each type of recyclables collected in 2024 are revised data.

Note 2: The quantities of each type of recyclables collected in 2025 are preliminary data and the actual figures are still being verified.

b)

The operation contracts of GREEN@COMMUNITY facilities are awarded to non-profit-making or private organisations through open tenders. The operators of Recycling Stations and Recycling Stores are required to provide the specified services and meet performance targets stipulated in the contracts during the contract period. These include the monthly recycling quantity, operating a specified number of Recycling Spots, providing recycling services to a specified number of residential premises, and delivering recyclables to the approved downstream recyclers for processing, etc.

If an operator fails to meet the contractual targets, the Environmental Protection Department (EPD) will deduct its operational fee. The EPD will also deploy staff to conduct inspections at GREEN@COMMUNITY and monitor the performance of operators from time to time, so as to provide timely feedback to the operators for service improvement and optimisation. If an operator fails to meet the relevant contract requirements or comply with the EPD's guidelines, the EPD may, in accordance with the contract terms, require the operator to provide explanations and formulate a remedial work plan. If the operational performance of the concerned facility fails to show improvement, the EPD will take corresponding disciplinary actions, including deducting or withholding the operational fee.

c) & d)

The EPD plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by various organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services and logistics arrangements within the district. This will create economies of scale to enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts. In 2026-27, the EPD will prepare tender documents for district-based community recycling networks, expand the smart recycling bin and food waste recycling bin networks to more PRH estates and

private residential premises, and review the allocation arrangements of various types of recycling facilities in light of actual circumstances in each district.

Furthermore, the Government will make good use of technologies to extract valuable resources from waste in a more cost-effective manner, and turn them into raw materials for manufacturing green products. To this end, the EPD is exploring public-private collaboration to establish a pilot facility to extract valuable materials from waste. This facility, equipped with technologies such as artificial intelligence, will identify valuable materials (such as metals) from bulky waste, dismantle and extract these materials for subsequent recycling processes, thereby driving waste-to-resources and supporting the local circular economy development.

e)
The EPD has been actively leveraging online and offline promotional channels – such as social media (e.g. Instagram, Facebook, Ta Kung Wen Wei platform, Bauhinia Magazine platform), school talks, and public transport – to disseminate environmental education and information to the public (including the younger generation) by means of reels, mascots, interactive content, etc. In addition, the EPD collaborates with individuals or organisations from different sectors in our promotional efforts. For instance, in the "Waste Reduction is the Style" campaign launched in June 2025, artists were featured in short videos to promote a lifestyle for waste reduction and recycling. Complemented by mini-games, the campaign engaged the public to share their daily waste reduction and recycling habits on social media, thereby promoting waste reduction at source and clean recycling in a lively and relatable way.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3125)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

In 2025-26, the Government allocated an additional funding of $180 million to further expand the food waste recycling network and increase the number of food waste smart recycling bins (FWSRBs) or food waste collection facilities. In this connection, please inform this Committee of the following:

1. The respective numbers of FWSRBs or food waste collection facilities and their coverage rates in public rental housing estates, Home Ownership Scheme estates and private housing estates across the territory as at the nearest month this year, and the related expenditure and manpower arrangement in 2025-26.

2. Has the Administration conducted a detailed assessment on whether the existing food waste treatment capacity in Hong Kong is sufficient to cope with the additional quantity recovered per year and formulated specific strategies and measures to address the situation? If yes, what are the details? If no, what are the reasons?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 23)

Reply:

1. As at February 2026, about 1 690 residential food waste smart recycling bins or food waste collection facilities, and about 260 Public Food Waste Recycling Points have been set up across various districts of Hong Kong, extensively covering premises including public rental housing estates, private residential premises, government quarters, GREEN@COMMUNITY, public markets, and public refuse collection points, etc. Domestic food waste recycling service has covered about 70% of the local population.

   In the 2025-26 financial year, the total expenditure incurred by the Environmental Protection Department (EPD) in implementing food waste recycling initiatives is $325 million. The manpower involved is absorbed by the existing staff establishment of the EPD.

2. The amount of food waste collected in Hong Kong is steadily increasing, with the overall quantity of food waste recovered growing from an average of around 280 tonnes per day in 2024 to around 350 tonnes per day in 2025, representing an increase of about 26%. There are currently 4 organic waste treatment facilities in Hong Kong (namely

O·PARK1, O·PARK2, and the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme at the Tai Po and Sha Tin Sewage Treatment Works), adding up to a total capacity of 600 tonnes per day, which will adequately meet the treatment needs in the short to medium term. The Government will closely monitor the food waste collection quantity and public participation in food waste recycling. Based on actual circumstances, we will review the planning and development of organic waste treatment facilities from time to time.

The EPD is actively exploring the feasibility and cost-effectiveness of local application of various on-site food waste treatment technologies, e.g. food waste digesters, composters and dehydrators, so as to enhance the overall food waste treatment capacity of Hong Kong. At present, 10 on-site food waste treatment systems are in operation at venues such as a wholesale fish market and villages, while preparations are underway to install another 5 systems in places such as private housing estates and rural areas. The EPD will continue to identify more suitable premises for installation of on-site food waste treatment facilities to enhance food waste treatment effectiveness. The Government will also consider introducing innovative and more cost-effective on-site food waste treatment technologies in planning supporting facilities for food waste recycling in the future.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0995)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 206 of the Budget Speech that, starting from the next financial year, the Government will earmark resources for launching a five-year plan to enhance and upgrade recycling infrastructure in 3 areas: first, expanding the recycling network by gradually transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities; second, extracting valuable materials from waste and turning them into raw materials for making green products through the use of technology; and third, building a smart recycling network logistics system to enhance its cost-effectiveness and efficiency. In this connection, please inform this Committee of the following:

1. What are the schedule and costs for transforming GREEN@COMMUNITY into round-the-clock self-service recycling facilities? Has the Government set any targets for the recycling efficiency of the above facilities? If yes, what are the details? If no, what are the reasons?

2. How will the above smart recycling network logistics system operate, and what are the costs involved?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 27)

Reply:

1. To achieve the goal of "Zero Landfill" by 2035 as scheduled and sustain momentum in waste reduction at source, the Government will launch a five-year waste reduction and recycling plan starting in 2026-27 to gradually drive the transformation of GREEN@COMMUNITY. The Environmental Protection Department (EPD) plans to turn all 82 GREEN@COMMUNITY Recycling Stores into 24-hour self-service smart recycling facilities in phases. Facilities currently operated by different organisations will be consolidated into district-based community recycling networks, with a single operating entity responsible for the operation of the recycling points, off-site housing collection services, and logistics arrangements within the district. This will create economies of scale and enhance overall operational efficiency. The implementation schedule will align with the expiry dates of existing operation contracts in various districts, whilst implementation details (including recycling targets, service scope and key performance indicators) will be determined in subsequent planning and incorporated into the contract terms. In 2026-27, the EPD will prepare tender documents for

district-based community recycling networks, and this associated work will not incur additional costs. The EPD will also expand the smart recycling bin and food waste recycling bin networks to more public rental housing estates and private residential estates, and review the distribution arrangements of various types of recycling facilities in light of actual circumstances in each district.

2. To tie in with the development of smart city, the Government will actively utilise information technology and big data to build a smart recycling network logistics system to optimise the operation of recycling facilities and logistics arrangements, so as to enhance overall cost-effectiveness. The estimated expenditure for the aforesaid work in 2026-27 is $2.4 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1000)

Head: (44) Environmental Protection Department

Subhead (No. & title): (-) Not specified

Programme: (1) Waste

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding waste reduction, recycling and treatment, please advise this Committee of the following:
1. Please set out the numbers of litter containers and recycling bins on the street by District Council district in each of the past 3 years.
2. Please set out the numbers of litter containers on the street to be reduced by District Council district this year and in each of the coming 3 years.
3. What are the current number and locations of smart recycling bins equipped with compression function? What measures are in place to further improve the efficiency of clearing such bins?
4. Some members of the public expressed that the food waste smart recycling bins (FWSRBs) in public rental housing estates are fully loaded or malfunctioning from time to time. Are there any measures to ensure that the FWSRBs function properly? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 34)

Reply:

1. In the past 3 years, the distribution of kerbside recycling bins placed by the Environmental Protection Department (EPD) and litter containers placed by the Food and Environmental Hygiene Department (FEHD) in various districts are tabulated below:

District	Number of kerbside recycling bins (set)		
	2023(Note 1)	**2024**	**2025**(Note 2)
Central & Western	1	0	0
Eastern	0	0	0
Southern	2	2	0
Wan Chai	0	0	0
Kowloon City	0	0	0
Wong Tai Sin	0	0	0
Kwun Tong	1	0	0
Sham Shui Po	0	0	0
Yau Tsim Mong	0	0	0

District	Number of kerbside recycling bins (set)		
	2023(Note 1)	**2024**	**2025**(Note 2)
Sha Tin	82	81	65
Tai Po	164	167	131
North	185	184	140
Sai Kung	181	179	157
Tsuen Wan	65	63	45
Kwai Tsing	17	16	10
Yuen Long	204	198	136
Tuen Mun	74	72	41
Islands	140	134	118
Total:	**1 116**	**1 096**	**843**

Note 1: With the development of the community recycling network GREEN@COMMUNITY and the implementation of various waste reduction and recycling programmes, the role of kerbside recycling bins in community recycling support in urban areas had gradually diminished. Therefore, the EPD removed about 800 sets of kerbside recycling bins from urban areas in 2022.

Note 2: In view of the better quality of recyclables collected from recycling bins in rural areas, the EPD has retained about 850 sets of kerbside recycling bins in rural areas to facilitate daily recycling by residents. In addition, the EPD has progressively set up additional Recycling Spots in rural areas in recent years to extend the recycling services of GREEN@COMMUNITY to more densely populated rural areas, thereby strengthening the recycling support for these areas. The EPD has also relocated kerbside recycling bins with service areas overlapping with those of GREEN@COMMUNITY.

District	Number of litter containers on the street		
	2023	**2024**	**2025**
Central & Western	646	646	646
Eastern	634	634	634
Southern	401	401	401
Wan Chai	800	800	800
Kowloon City	678	678	613
Wong Tai Sin	440	440	440
Kwun Tong	670	670	670
Sham Shui Po	535	497	535
Yau Tsim Mong	666	666	648
Sha Tin	1 163	1 139	1 124
Tai Po	521	521	521
North	363	363	363
Sai Kung	736	749	751
Tsuen Wan	442	442	442
Kwai Tsing	605	605	597
Yuen Long	802	802	802
Tuen Mun	589	589	589

District	Number of litter containers on the street		
	2023	2024	2025
Islands	486	475	475
Total:	**11 177**	**11 117**	**11 051**

2. The FEHD currently has no plan to largely adjust the number of litter containers placed on the street and will consider adjusting the number of litter containers at specific locations based on the environmental hygiene situations of the districts and the actual operational needs, including pedestrian flow, width of pavement, usage of litter containers and other relevant factors.

3. To optimise the operation and service of smart recycling bins, the EPD is testing smart recycling bins with compression function at the premises below and will progressively increase the number of such bins in 2026.

District	Location	No. of smart recycling bins with compression function (set)(Note)
Central & Western	The Center	1
	Shun Tak Centre	1
Kwun Tong	Tsui Ping North Shopping Circuit	1
	Shun Chi Court	1
Sha Tin	Kwong Yuen Shopping Centre	1
Tai Po	Fu Heng Shopping Centre	1
Sai Kung	Metro Town Shopping Mall	1
Tsuen Wan	Summit Terrace	1
Yuen Long	Tin Shui Shopping Centre	1
Tuen Mun	Butterfly Plaza	1
	Sam Shing Shopping Centre	1
	Tai Hing Commercial Centre	1

Note: Each set of smart recycling bin with compression function comprises 2 to 3 compartments, depending on the requirements of each location and the space available therein.

The smart recycling bins installed at various premises are generally cleared by the property management or cleaning companies responsible for the premises, who also arrange recyclers for the collection and recycling of recyclables. The smart recycling bins are equipped with weight sensors and fill-level sensors, as well as a multi-tiered alert mechanism. When the fill-level reaches about 70% and 80% of capacity respectively, the system automatically sends a message to the relevant site staff, reminding them to arrange clearance promptly. Once the bin is full, the system send a further reminder to the property management company or the cleaning contractor again for immediate follow-up. Property management companies usually clear the bins at regular intervals or shortly after receiving the messages. Furthermore, real-time recycling status updates for smart recycling bins are provided via the GREEN$ mobile app and the Hong Kong Waste Reduction Website, for the convenience of the public in planning their recycling arrangements.

4. The EPD attaches great importance to the operational conditions of food waste smart recycling bins (FWSRBs). Apart from deploying staff to inspect all FWSRBs on site, the contractors also conduct regular inspections and maintenance. Occasionally, the FWSRBs installed in public rental housing (PRH) estates might experience minor and temporary malfunctions due to frequent usage, primarily caused by loose power connections, network instability, wear and tear of top cover actuators, etc. Upon inspection and repair by the contractor, the services could usually be resumed within 48 hours. The EPD also monitors through a big data platform and assesses the service performance of the contractor based on the number and duration of disruptions to FWSRB service. If the contractor fails to meet the contract requirements, the EPD may deduct the relevant service fees in accordance with the contract provisions. Furthermore, the EPD has also requested the contractor to maintain spare FWSRBs for prompt replacement when necessary.

   The FWSRB adopted by the EPD is each equipped with an inner bin with a capacity of 120 litres, a weight sensor and a fill-level sensor. When the collected food waste reaches 70% capacity, the system will automatically notify the cleansing staff through phone messages to replace the inner bin. When a FWSRB is unable to operate normally due to full load, the system will send messages to the estate management office or property management company concerned and their cleansing contractors for immediate follow-up. In the event of machine malfunctions or unusually high quantity of food waste, cleansing staff will place traditional pedal-operated food waste bins next to the FWSRB to ensure service continuity and maintain environmental hygiene.

   To continuously improve durability and stability of the FWSRBs, the EPD conducted comprehensive optimisation works in 2024, including the replacement of door lock components, replacement of top cover sensors and actuators, installation of new antennas, enhancement of odour abatement devices, installation of ultrasonic pest repellents, etc. for the FWSRBs in all PRH estates across the territory. The EPD has also enhanced the screen interface of the FWSRBs to display a “Temporarily Full” status with the indicator light showing a specific colour when they are full, making it easier for cleansing staff and residents to understand the situation. Upon completion of these optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements. In 2025, the food waste collection scheme in PRH estates operated steadily in general and achieved good results. The EPD will continue to monitor the operation of the FWSRBs closely and strive to enhance the service quality.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1820)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (2) Port Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Under the Cross Boundary Notification Mechanism on Marine Refuse, the Government strengthens early warning, notification and co-ordinated efforts for clean-up operations through the Notification and Alert System on Marine Refuse, while enhancing cross-departmental and cross-boundary response capabilities via joint exercises. Please advise on the following:

(1) the number of alerts issued under the mechanism, their annual distribution, causes of triggering the mechanism, affected areas, and the effectiveness of clean-up efforts, etc. in the past 3 years;

(2) the average lead time for issuing alerts in the past 3 years, and the impact of the timeliness of issuing alerts on the clean-up efficiency as assessed by the Government;

(3) the Government's contingency mechanism for addressing large-scale drifting of refuse during seasonal periods and after heavy rain (such as activation levels and mobilisation standards for vessels and manpower) and the implementation details in the past 3 years; and

(4) statistics on the quantities of marine refuse collected in Hong Kong in the past 3 years.

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 17)

Reply:

(1) and (2)

The Marine Refuse Computer Alert System (the System) of the Environmental Protection Department (EPD) makes use of an advanced regional hydrodynamic model to conduct a comprehensive analysis of data such as rainfall and the latest wind forecast. When exceptionally severe rainstorms are recorded in Hong Kong and the Guangdong Province, the System can simulate changes in ocean currents under the prevailing wind conditions to predict

the coastal areas within the Greater Bay Area potentially affected by marine refuse surges. Based on the alerts issued by the System and the actual circumstances, EPD will notify the relevant areas in the Guangdong Province through the cross-boundary marine refuse notification mechanism so that the relevant departments in Hong Kong and the Chinese Mainland can exchange information in real-time, strengthen the monitoring of refuse accumulation at sea and foreshore areas, and effectively coordinate and deploy resources for clean-up operations.

EPD has issued a total of 28 notifications through the cross-boundary marine refuse notification mechanism in the past 3 years (from 2023 to 2025). The breakdown by year is tabulated below:

Year	No. of notifications
2023	10
2024	9
2025	9
Total	28

Most notifications were triggered by the System under adverse weather conditions, occurring primarily in rainy and typhoon seasons. During heavy rain or typhoons, refuse on shore is more easily washed into rivers and coastal waters. The areas affected mainly include the Pearl River Estuary and the western waters of Hong Kong, such as the Wanshan Qundao, Neilingding Dao, and both the eastern and western banks of the Pearl River Estuary in Guangdong, as well as Tuen Mun, Tsuen Wan, the Islands District and the Southern District in Hong Kong.

The System will issue alerts 1 to 7 days in advance based on the distance between the location of heavy rainfall and the affected waters, allowing relevant departments to make early preparations and take follow-up actions. Since the implementation of the above notification mechanism and contingency measures, the shoreline cleanliness of Hong Kong has continued to improve. In the past 3 years, more than 90% of the coastal monitoring points in Hong Kong have achieved annual overall cleanliness ratings of "Good" or "Satisfactory", indicating the effectiveness of the clean-up operations.

(3)

The Government set up an Inter-departmental Working Group on Clean Shorelines (i.e. the current Inter-departmental Working Group on Marine Environmental Management (IWGMEM)) in 2012 to coordinate and enhance efforts among the relevant departments in tackling the marine refuse problem. As for the Task Force on Emergency Response to Marine Environmental Incidents under the IWGMEM, a total of 57 notifications were issued to the relevant departments (including the Marine Department (MD), EPD, the Agriculture, Fisheries and Conservation Department, the Food and Environmental Hygiene Department, and the Leisure and Cultural Services Department) under the Protocol for Handling Surge of Marine Refuse in Hong Kong in the past 3 years (from 2023 to 2025), so that they could effectively deploy resources and make corresponding preparation for timely clean-up and follow-up actions.

Specifically, when there is a massive surge of floating refuse during seasonal periods or after heavy rain, EPD will first issue a notification and alert to relevant departments in accordance with established mechanism. MD will, based on the details of the notification (such as indications that a higher volume of floating refuse may appear in certain waters), allocate manpower and resources and deploy staff to patrol the affected waters. If an increase in refuse is observed, MD officers will immediately arrange for clean-up operations. EPD is responsible for coordinating the response actions and monitor the overall progress.

(4)

The quantities of marine refuse (including floating refuse and domestic refuse from vessels) collected by MD in the past 3 years (from 2023 to 2025) are tabulated below:

	2023	2024	2025
Quantities of marine refuse collected by MD (actual weight in tonnes)	2 404	2 281	2 340

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0185)

Head: (100) Marine Department

Subhead (No. & title): (-) Not Specified

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Marine Department's expenditure on the adoption of technology to enhance marine cleansing efficiency, please advise on the following:

(a) What are the mandatory requirements on the qualification of tenderers under the existing marine cleansing service contract, such as the number of vessels to be provided, the number of manpower and the frequency of cleansing?

(b) How does the Government assess the effectiveness of the marine cleansing service providers?

(c) Among the marine cleansing service contracts awarded in the past 5 years, were there any clauses that encouraged operators to adopt technology to enhance cleansing efficiency? If yes, what were the details? If not, what were the reasons?

(d) Among the marine cleansing service contracts awarded in the past 5 years, what were the respective expenditures on innovative cleansing technology and equipment as well as manpower costs? Please provide a breakdown by contract item.

(e) What innovative technologies are currently being adopted for marine cleansing? What are the expenditures involved and their effectiveness?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 5)

Reply:

(a) The Marine Department (MD) signed the contracts for marine refuse cleansing and disposal services with the two existing contractors for a term of 3 years, covering the period from 1 October 2025 to 30 September 2028. Under the existing contracts, the contractors are required to provide a fleet of at least 42 vessels in total of various types for marine refuse cleansing and support across the territory to clean up floating refuse in Hong Kong waters on a daily basis (including Sundays and public holidays), which

include offering domestic refuse collection services to vessels berthed in typhoon shelters, anchorages and small boat anchorage areas. Comprising a total of about 140 staff, the contractors' teams provide marine cleansing services including cleaning up floating refuse, collecting domestic refuse from vessels, managing marine refuse collection points and transporting marine refuse to landfills for disposal, etc. The contractors may deploy more vessels and staff in accordance with the actual needs to clean up marine refuse.

(b) To better monitor the service performance of the contractors, MD has set out standards for different levels of sea surface cleanliness in the marine cleansing service contracts to assess the contractors' performance. When the sea surface cleanliness of a particular area falls below the "Good" level, the contractors are required to deploy vessels to conduct cleansing on site within the specified time limit. In 2025, the marine cleansing service contractors delivered satisfactory services to maintain the sea surface cleanliness of Hong Kong waters at "Good" level on average.

(c) To promote the adoption of technology for enhancing efficiency, since 2020, MD has included "innovative proposals" as a marking criterion in the tender documents of the marine cleansing service contracts to assess whether tenderers could offer concrete and feasible innovative solutions. The contractors utilised computerised reporting systems to monitor daily fleet operations. They also deployed electric vessels to reduce carbon emissions and used unmanned cleansing tools (such as remote-controlled vessels) to collect floating refuse in near-shore waters. However, due to sea condition factors such as weather, water depth and currents, the use of unmanned cleansing tools has yet to achieve its full potential. Relevant trials were completed in the last contract period.

(d) Since the overall contract cost covers the services and management provided by the contractors, including daily administration, supervision of cleansing services, maintenance of vessels and equipment, procurement of consumables and spare parts, as well as the marine cleansing work as stipulated in the contracts, there is no separate breakdown for such items.

(e) In September 2022, MD commissioned the construction of 3 "Sea Cleaner" cleansing vessels through open tender. Designed as multi-functional green vessels, "Sea Cleaner" cleansing vessels are fitted with specialised equipment for effective collection of floating refuse and recovery of oil spills, thereby enhancing cleansing capabilities in various operating environments, such as open waters and typhoon shelters.

The total procurement cost for the 3 vessels was about HK$178.064 million, with all procurement conducted in accordance with open tender procedures. The contractors operate the vessels on a bareboat charter basis and are responsible for their daily operations and maintenance, while the Government mainly bears the costs of vessel procurement and management. Currently, the 3 vessels are still in their initial stage of operation following delivery to the contractors. Although these vessels are fitted with specialised refuse collection devices, their long-term stability, operational coverage and overall effectiveness in actual operating environment remain subject to further assessment and verification by MD based on the operational data submitted by the contractors.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0022)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government plans to introduce a series of relevant measures in this financial year to achieve the decarbonisation targets outlined in the Hong Kong's Climate Action Plan 2050 and promote the development of hydrogen energy industry into an important pillar of decarbonisation in the long term. In this regard, will the Government inform this Committee of:

1. the major views collected from the industry so far upon consultation on the approach of hydrogen standard certification and the estimated time for the specific details of certification to be formulated and promulgated with the aim of building Hong Kong into a demonstration platform for the export of green and low-carbon hydrogen technologies and products;

2. the funding support or facilitation policies to be provided during the 2026-27 financial year for relevant research and development (R&D) projects conducted by local scientific research institutes and enterprises, and whether dedicated funds will be established so as to promote the R&D of hydrogen technologies, and the number of R&D projects on hydrogen technologies currently under the Green Tech Fund, as well as the amount of funding allocated;

3. any development targets for zero-carbon green hydrogen have been set for different stages, the progress in technological certification for the transport of hydrogen through the existing town gas networks, and whether consideration will be given to importing zero-carbon energy from outside Hong Kong to produce green hydrogen; if yes, the details; if no, the reasons; and

4. whether the platform of the third InnoHK research cluster (as mentioned in the Budget), which focuses on energy and sustainable development and is under speedy development, will be utilised to enhance co-operation with universities and scientific research institutes for provision of dedicated postgraduate programmes or vocational training, so

as to build up a pool of relevant scientific research and engineering professionals for nurturing talent required for the long-term development of hydrogen energy and green fuel industry?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 6)

Reply:

1. The Electrical and Mechanical Services Department (EMSD) is currently conducting a trade consultation on the detailed framework for green hydrogen and low-carbon hydrogen certification in order to refine the details of the certification framework. The consultation period will end on 17 April 2026. The EMSD and its consultancy team will conduct a detailed analysis of the views collected to optimise the Green Hydrogen Standard Certification Scheme and draw up specific details for implementation work, with the target of establishing a certification system which connects with both the Chinese Mainland and the world by 2027, thereby helping Hong Kong develop into a demonstration base for green and low-carbon hydrogen technologies to facilitate the export of technologies and products developed in both the Chinese Mainland and Hong Kong, and leveraging Hong Kong's status as an international financial centre to provide financing services for green hydrogen technologies and products from around the world.

2. The Government set up the Green Tech Fund (GTF) in 2020 to provide better and more focused funding support for research and development (R&D) projects which can help Hong Kong decarbonise and enhance environmental protection. The Government has injected a total of $400 million into the GTF to support R&D projects in the priority areas including net-zero electricity generation, energy saving and green buildings, green transport, waste reduction, etc. The GTF has so far approved a total of 39 R&D projects, among which 13 (11 from universities and 2 from private enterprises) involve the R&D of hydrogen energy technologies, such as the production and storage of hydrogen fuel and development of hydrogen fuel cells (HFCs), involving a total amount of about $56 million. Some project research teams are also exploring the further application and commercialisation of their project deliverables to align with the development of the supply chain of hydrogen energy industry.

   Moreover, to promote the trials of HFC heavy vehicles, the Government launched a funding scheme under the New Energy Transport Fund in December 2024 and earmarked HK$100 million in the first phase to provide funding support for local companies for the procurement of HFC heavy vehicles, establishment of hydrogen refilling facilities and hydrogen fuel expenses during the trial period.

3. Green hydrogen generally refers to the production of hydrogen by means of electrolysis of water powered by renewable energy (RE). Given our geographical constraints, including scarce land resources, dense population and limited RE resources, it is difficult for Hong Kong to develop into a major manufacturing base for green energy. It would not be feasible to set specific targets for the development of green hydrogen at this stage. In the long term, the Government needs to consider, from the strategic perspective, importing low-carbon hydrogen energy from the Chinese Mainland and other countries/regions, including working with other cities in the Greater Bay Area (GBA) to explore collaboration in connection with the supply network of hydrogen energy in the GBA to strengthen the

overall stability and competitiveness of the supply chain, so as to create an environment conducive to the wider application of hydrogen energy.

The town gas used in Hong Kong comprises about 50% hydrogen. The extraction of hydrogen from the existing town gas pipelines at the user end is an option supported by technical considerations and economic potential. The trial of extracting hydrogen from town gas pipelines is in steady progress, and trial projects have been completed at multiple locations in preparation for adoption. In addition, a number of projects with different application scenarios will be rolled out progressively this year.

4. On capacity building, the EMSD has been actively collaborating with universities and research institutes, such as supporting universities to apply for various R&D funds and partnering with them to arrange internships for students, in order to support the long-term development of hydrogen energy. On vocational training, the Vocational Training Council (VTC), with EMSD's facilitation, launched in July 2025 the first Certificate in Safety Awareness for Hydrogen Fuel Application course for the purpose of comprehensively enhancing the trade practitioners' safety awareness of hydrogen energy. The EMSD will continue to promote the training of professionals in the hydrogen energy industry, including supporting the VTC to organise a certificate course in hydrogen-fuelled vehicle mechanics within 2026, in preparation for the regulation of hydrogen energy in the future.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **EEB(E)127**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1911)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is proposed in the Budget that the first registration tax (FRT) concession arrangement for electric private cars (e-PCs) will not be extended upon its expiry at the end of March this year (including the One-for-One Replacement Scheme (the Scheme)), whereas the FRT for electric commercial vehicles, electric motorcycles and electric motor tricycles will continue to be waived until end-March 2028. With the rapid advancement in electric vehicle (EV) technology and market growth around the globe, adjustments made to these tax concessions may undermine people's desire to switch to e-PCs. To ensure the continuity of environmental policies and long-term sustainable development, will the Government inform this Committee of the following:

1) It is mentioned in the Budget that EV technology has matured, with increasing vehicle models, ample supply and competitive prices. However, given that the financial situation has improved, what are the reasons for adjusting these tax concessions at this critical stage of promoting the green transition?

2) Upon cancellation of the Scheme, what are the specific impacts anticipated to bring on Hong Kong's overall carbon neutrality target, including the ceasing of new registrations of fuel-propelled private cars by 2035 and the achievement of carbon neutrality by 2050? Has the Government conducted relevant assessments or simulations, such as adjustments to the growth curve of the popularisation of e-PCs?

3) The global EV market is developing rapidly, with intense competition among the Chinese mainland and international brands. As an international city, how will Hong Kong maintain the popularisation and competitiveness of EVs following the adjustments made to the tax concessions? Will the Government enhance other supporting measures, such as accelerating the construction of quick charging facilities, increasing subsidies for charging facilities or launching new incentive schemes for the electrification of commercial and public transport, so as to ensure that Hong Kong will not lag behind the global green transport trend?

4) As emphasised in the Budget, the future focus will be placed on charging-enabling infrastructure and ancillary support. What are the specific timetable, budget allocation and expected performance indicators for these measures?

Asked by: Hon CHAN Cho-kwong (LegCo internal reference no.: 2)

Reply:

(1)-(2)

The Government has been actively promoting the popularisation of electric vehicles (EVs). The first registration tax for EVs has been waived since 1994. As the market for electric private cars (e-PCs) has become more mature over the years, the Government has accordingly reduced subsidies and adjusted the relevant arrangements in stages. As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced in February this year, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years and will soar to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. On the way forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuel-propelled vehicles will not change.

(3)-(4)

As mentioned above, we will focus on enhancing the charging network. The provision of a public charging network is a core component of the Government's strategy to promote EVs. The Government will continue to expand EV charging-enabling infrastructure across the territory, to provide greater convenience to PC owners and support the popularisation of electric commercial vehicles (e-CVs). Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers (FCs) while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, the Government will continue to adopt a multi-pronged strategy, leverage market forces to build a public charging network with FCs as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public FCs, converting petrol filling stations into fast charging stations (FCSs) or retrofitting them with chargers. We have also reserved space in the new development areas for development of FCSs so as to fully support EV applications in Hong Kong. Our target is to increase the number of FCs to 4 000 by 2030. By 2035, we expect to have about 10 000 FCs, supporting

around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs altogether.

To promote the popularisation of e-CVs, the Government has been encouraging the trade to trial and promote the use of various new energy transport technologies through the New Energy Transport Fund (the NET Fund). Following the release of the Green Transformation Roadmap of Public Buses and Taxis in December 2024, the Government has earmarked approximately HK$470 million and HK$135 million from the NET Fund for providing financial support to franchised bus operators and taxi owners respectively, with the target of introducing approximately 700 electric buses and around 3 000 electric taxis (e-taxis) by the end of 2027. The Government also launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis" ("the Loan Guarantee Scheme") on 4 September 2023 to encourage the taxi trade to switch to battery e-taxis. The maximum loan amount is the purchase price of the battery e-taxis, subject to a cap of HK$350,000. As at the end of February 2026, 864 applications have been approved under the Loan Guarantee Scheme.

As mentioned in the Updated Roadmap, the technology for e-CVs remains under development. Due to various factors including significantly higher purchase costs compared to diesel vehicles, limited range, lower load-carrying capacity, and longer charging time, many e-CV types available in the local market still fail to meet operators' requirements, preventing large-scale adoption at this stage. These include goods vehicles, non-franchised buses, and public and private light buses. To address the issue that these e-CVs are not yet ready for large-scale electrification, we will establish a working group in collaboration with the industry to assist in introducing more competitively priced EV models. Public light buses will be the initial trial target, with expansion to other vehicle types depending on the results. We will also examine the relaxation of the gross vehicle weight restriction, referencing standards from other regions, to facilitate the introduction of more e-CV models. This will foster market competition, drive down prices, and provide commercial vehicle (CV) owners with more choices. We also plan to launch a fast charger scheme dedicated for CVs to encourage the trade to install chargers with a rated output power of at least 240 kW for e-CVs. We are drafting the framework for the new scheme. Upon consultation with the relevant stakeholders, we will finalise the details and arrangements, aiming to announce the details of the new scheme by the end of 2026. Besides, to better address the charging needs of e-CVs, we will establish a working group with the two power companies to explore ways to optimise Hong Kong's charging network and explore the establishment of time-of-use electricity tariffs for EV charging to reduce charging costs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1786)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has emphasised the promotion of green transport for many years. Yet, the pace of electrification of commercial vehicles remains slow, with vehicle owners facing issues such as high costs, insufficient charging facilities and high transition risks. Given the improvement in Hong Kong's financial position, has the Government considered the following issues and inform this Committee of:

1. the possibility of introducing a green transport fund similar to that of Singapore;
2. whether assistance has been provided to small and medium-sized transport operators in addressing the cost of electrification; if so, the details? If not, the reasons;
3. whether low-interest loans, guarantee schemes or depreciation allowances will be provided; and
4. the possibility of expediting the planning and construction of charging facilities for new energy commercial vehicles, and establishing a clear timetable and quantifiable targets?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.: 15)

Reply:

1-3. The Government has been encouraging the trade to trial and promote the use of various new energy transport technologies through the New Energy Transport Fund (the NET Fund). Following the announcement of the Green Transformation Roadmap of Public Buses and Taxis in December 2024, the Government has earmarked approximately HK$470 million and HK$135 million from the NET Fund for providing financial support to franchised bus operators and taxi owners respectively, with the target of introducing approximately 700 electric buses and around 3 000 electric taxis (e-taxis) by the end of 2027. The Government also launched the "Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis" (the Loan Guarantee Scheme) on 4 September 2023 to encourage

the taxi trade to switch to battery e-taxis. The maximum loan amount is the purchase price of the battery e-taxis, subject to a cap of HK$350,000. As at the end of February 2026, 864 applications have been approved under the Loan Guarantee Scheme.

As mentioned in the Updated Roadmap for the Popularisation of Electric Vehicles in Hong Kong (the Updated Roadmap) announced in February this year, the technology for electric commercial vehicles (e-CVs) remains under development. Due to various factors including significantly higher purchase costs compared to diesel vehicles, limited range, lower load-carrying capacity, and longer charging time, many e-CV types available in the local market still fail to meet operators' requirements, preventing large-scale adoption at this stage. These include goods vehicles, non-franchised buses, and public and private light buses. To address the issue that these e-CVs are not yet ready for large-scale electrification, we will establish a working group in collaboration with the industry to assist in introducing more competitively priced electric vehicle (EV) models. Public light buses will be the initial trial target, with expansion to other vehicle types depending on the results. We will also examine the relaxation of the gross vehicle weight restriction, referencing standards from other regions, to facilitate the introduction of more e-CV models. This will foster market competition, drive down prices, and provide commercial vehicle (CV) owners with more choices. We also plan to launch a fast charger scheme dedicated for CVs to encourage the trade to install chargers with a rated output power of at least 240 kW for e-CVs. We are drafting the framework for the new scheme. Upon consultation with the relevant stakeholders, we will finalise the details and arrangements, aiming to announce the details of the new scheme by end of 2026. Besides, to better address the charging needs of e-CVs, we will establish a working group with the two power companies to explore ways to optimise Hong Kong's charging network and explore the establishment of time-of-use electricity tariffs for EV charging to reduce charging costs.

4. As mentioned in the Updated Roadmap, the provision of a public charging network is crucial for e-CVs and is a core component of the Government's strategy to promote EVs. The Government will continue to expand EV charging-enabling infrastructure across the territory to provide greater convenience to private car owners and support the popularisation of e-CVs, with the target of increasing the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers (FCs) while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, we will continue to adopt a multi-pronged strategy, leverage market forces to build a public charging network with FCs as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public FCs, converting petrol filling stations into fast charging stations (FCSs) or retrofitting them with chargers. We have also reserved space in the new development areas for the development of FCSs so as to fully support EV applications in Hong Kong. Our target is to increase the number of FCs to 4 000 by 2030. By 2035, we expect to have about 10 000 FCs, supporting around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2598)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (700) General Non-recurrent

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The provision for 2026-27 under this Programme is $116.6 million higher than the revised estimate for 2025-26, representing an increase of 95%. This is mainly due to the increased cash flow requirement for the New Energy Transport Fund and the Fast Charger Incentive Scheme (the Scheme). Please inform this Committee of:

1. the specific reasons for the increased cash flow; and

2. the latest approval status of the applications under the Scheme, including the number of applicants approved, the total amount of funding involved and the number of chargers.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 27)

Reply:

1. Under the Programme of Environmental Protection, the provision for 2026-27 is higher than the revised estimate for 2025-26. This is due to the increased cash flow requirement for the non-recurrent items (namely the New Energy Transport Fund and the Fast Charger Incentive Scheme (the Scheme)), which is used to subsidise the trade in purchasing electric buses and taxis and carrying out trial projects for hydrogen fuel cell heavy vehicles, and disburse subsidies for installing fast chargers (FCs).

2. The Government launched the $300 million Scheme on 25 July 2025, aiming at encouraging private sector to install 3 000 FCs by the end of 2028, thereby supporting an additional 160 000 electric vehicles. As at February 2026, we have received applications for over 1 000 FCs. Among them, 489 FCs under 13 applicants have been approved, involving a funding of $48.9 million, of which 20 FCs have come into service. The Government is still reviewing and processing the relevant applications for subsidy disbursement.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2175)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (000) Operational Expenses

Programme: (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the promotion of local hydrogen energy development, will the Government inform the Committee of the following:

1. What are the details and expenditures of implementing the trial of hydrogen fuel cell (HFC) heavy vehicles?

2. Are there any new trial schemes to expand the application scenarios of hydrogen energy?

3. How many meetings has the Inter-departmental Working Group on Using Hydrogen as Fuel held? How effective are they?

4. When will the subsidiary legislation on the regulation of "regulated hydrogen" be introduced into the Legislative Council for negative vetting?

5. What are the progress and timetable of the local establishment of a solar-to-hydrogen facility for demonstration?

6. Regarding the feasibility of the local application of hydrogen energy for electricity generation, will the Government require the two power companies to conduct trials and transition to the application of hydrogen energy for electricity generation when signing the next Scheme of Control Agreements? If so, what are the details; if not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 23)

Reply:

1,2 and 3

The Government set up the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) in 2022 to co-ordinate efforts made by bureaux and departments with regard to preparation and adoption of hydrogen as fuel locally, and promote the local application of hydrogen energy through the trial projects. So far, the Working Group has held 9 meetings, and has reviewed and given agreement-in-principle to 35 applications for trial projects. Among them, 22 are related to trial projects on hydrogen fuel cell (HFC) vehicles, including HFC double-deck buses and their filling facilities, Hong Kong's first public hydrogen filling station, 3 HFC street washing vehicles, cross-boundary hydrogen transportation, etc. The only project involving government expenditure is the 18-month trial of 3 HFC street washing vehicles launched by the Food and Environmental Hygiene Department in June 2025. The relevant expenditure includes modification of the vehicles, safety tests and certification, hiring of drivers, costs of hydrogen fuel, insurance as well as relevant repair and maintenance works. The average monthly cost is about $280,000 per vehicle. The remaining trial projects are private or non-government projects, and do not involve government expenditure.

The government has been actively promoting various use cases of hydrogen energy through trial projects, and the scope of these projects has been expanded to include a wide range of applications, such as hydrogen street washing vehicles, various commercial vehicles for cross-boundary passenger and freight transport as well as logistics, and hydrogen power generation equipment at construction sites. The Working Group has, with reference to the actual operational data of the trial projects, formulated relevant technical guidelines for reference by the industry, including the Code of Practice for Hydrogen Fuelled Vehicles and Maintenance Workshops, the Code of Practice for Hydrogen Filling Stations, the Code of Practice for Stationary Hydrogen Fuel Cell Power Systems and the Guidance Note on Quantitative Risk Assessment Study for Hydrogen Installations. The Working Group has completed a quantitative risk assessment and confirmed that HFC vehicles can operate safely in tunnels. The Working Group has also formulated relevant safety guidelines for the use of such vehicles in tunnels.

4.

The Gas Safety (Amendment) Ordinance 2025 was gazetted on 25 July 2025. The ordinance empowers the Chief Executive in Council to make subsidiary legislation regarding matters relating to the entire supply chain of "regulated hydrogen". The Government is currently drafting the subsidiary legislation, with the target of introducing it to the Legislative Council for negative vetting within this year, so as to provide a clear legal framework and a stable regulatory environment for the hydrogen energy industry, thereby enabling local and international investors to develop hydrogen-related businesses in Hong Kong with greater confidence.

5.

The demonstration project involving the production of hydrogen with solar energy at the restored Pillar Point Valley Landfill in Tuen Mun was given agreement-in-principle by the Working Group in November 2024. The applicant is preparing the detailed design and relevant preliminary assessment for the project. Upon completion of the relevant assessment, an application will be submitted to the Town Planning Board for planning

permission for the project. The applicant expects that it will take approximately 1 year to complete the procurement, manufacturing and on-site installation of equipment, etc., following the receipt of planning permission and approval from the relevant departments.

6.
The Government has, in support of hydrogen energy development, given approval for the CLP Power Hong Kong Limited to carry out a pilot project at Black Point Power Station on blending hydrogen and natural gas for electricity generation in the 2024-28 Development Plan. The Hongkong Electric Company, Limited is also exploring the feasibility of blending hydrogen and natural gas for electricity generation, with a view to preparing for the long-term application of new energy in electricity generation.

The current Scheme of Control Agreements signed between the Government and the two power companies respectively will expire on 31 December 2033. The electricity generation technology is changing rapidly in recent years, due to the internation trend of striving towards carbon neutrality. We will therefore closely monitor the relevant developments, and explore with the two power companies the feasibility of testing and switching to electricity generation with hydrogen energy in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3221)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (000) Operational Expenses

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

On the fuel mix for electricity generation, will the Government advise the Committee on the following:

1. What was the fuel mix for electricity generation over the past 5 years?

2. What is the percentage of using zero-carbon energy at present? How close is it to the Government's target of using 60 to 70% zero-carbon energy for electricity generation?

3. Further to the above question, what plans are in place to collaborate with neighbouring regions to achieve the afore-mentioned target?

4. What is the percentage of using renewable energy (RE) at present? How close is it to the Government's target of using 7.5% to 10% RE for electricity generation?

5. The Government has indicated that there was a low possibility of extending the Feed-in Tariff Scheme upon its expiry. What measures does the government have to ensure that the percentage of using RE for electricity generation meets the target?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 38)

Reply:

Based on the 4 energy policy objectives of safety, reliability, affordability and environmental performance, the Government will, through enhancing regional co-operation, progressively increase the use of zero-carbon energy in electricity generation to achieve the long-term goal

of "net-zero electricity generation" as set out in the Hong Kong's Climate Action Plan 2050, i.e. to increase the share of zero-carbon energy in the fuel mix of electricity generation to about 60% to 70% by 2035 (including 7.5% to 10% of local renewable energy (RE)), and to achieve the target of "net-zero electricity generation" and carbon neutrality by 2050.

Over the past 5 years, Hong Kong's overall fuel mix for electricity generation is as below:

Year	Natural gas	Coal	Zero-carbon energy (including nuclear and RE)
2021	48%	25%	27%
2022	48%	25%	27%
2023	51%	24%	25%
2024	55.5%	20%	24.5%
2025	55%	17%	28%

As the enhancement of the Clean Energy Transmission System is to be completed within 2026, Hong Kong will be able to gradually import more zero-carbon energy from the Chinese Mainland. The Government also keeps planning ahead for the construction of electricity facilities to receive and process electricity transmitted to Hong Kong from other places, thereby further enhancing the capacity of supplying zero-carbon energy to Hong Kong.

The Government has been developing RE projects at various premises in recent years. These include developing large-scale solar energy generation projects and waste-to-energy facilities at suitable locations, as well as requiring new government buildings to utilise more RE. For example, the Integrated Waste Management Facilities Phase I (I·PARK1), which has progressively commenced operation since December 2025, will be expected to generate about 480 million kilowatt-hours (kWh) of electricity per annum upon full commissioning. Together with the 58 million kWh of electricity generated per annum by other waste-to-energy facilities already in operation (including T·PARK, O·PARK1 (Organic Resources Recovery Centre Phase 1) and O·PARK2 (Organic Resources Recovery Centre Phase 2)), the total output will be sufficient to meet the electricity demands of over 110 000 households per annum. In addition, the Government has earmarked a total of $3 billion to install small-scale RE systems at government premises since 2017-18. As at December 2025, about $2.4 billion have been approved for over 280 projects. Apart from the introduction of the Feed-in Tariff Scheme, the Government has introduced measures in support of the private sector to develop RE, including suitably relaxing the requirements governing the installation of solar energy generation systems on the rooftops of New Territories Exempted Houses (i.e. village houses); and establishing appropriate non-combustibility requirement and standard for building-integrated photovoltaics systems.

With the collaboration between the Government and various sectors in taking forward various projects, the share of RE in the local fuel mix for electricity generation has increased significantly from about 0.3% in 2021 to about 1% in 2025. The Government will continue to press ahead with the above work, with a view to striving to achieve the goal of increasing the share of RE in the fuel mix for electricity generation to 7.5% to 10% by 2035.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3169)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in paragraphs 199 to 201 of the Budget Speech that since the establishment of the Green Tech Fund (GTF), the Government has injected a total of $400 million into the fund and approved a number of projects, including production and storage of hydrogen fuel and the technology of turning waste into resources, etc. In this regard, please advise this Committee on:

(1) the number of projects approved since the establishment of the GTF, and the total amount of actual expenditure in the past year; and

(2) the estimated expenditure for formulating the approach of hydrogen standard certification and establishing a certification system that connects with both the Mainland and the world as well as the expected trial projects involved in the coming year.

Asked by: Hon CHAN Man-ki, Maggie (LegCo internal reference no.: 38)

Reply:

(1) Since the Green Tech Fund (GTF) was open for application in December 2020, 39 research and development (R&D) projects have been approved so far, including 30 from local universities, 1 from a public research institute and 8 from private enterprises. The approved projects cover multiple areas, including technologies relevant to the production and storage of hydrogen fuel, invention of aqueous batteries for electric vehicles and manufacture of noise-absorbing materials from recycled plastics, involving a total funding of approximately $171 million. The applications submitted in 2026 are being processed. As for the applications submitted in 2025, a total of 6 projects have been approved, involving a funding of approximately $24 million.

(2) The Electrical and Mechanical Services Department (EMSD) is currently conducting a trade consultation to refine the detailed framework for green hydrogen and low-carbon hydrogen certification. The consultation period will end on 17 April. The target is to

establish by 2027 a certification system which connects with the Chinese Mainland and the world, thereby facilitating Hong Kong's development into a demonstration base for green and low-carbon hydrogen technologies, and driving export of technologies and products developed in both the Chinese Mainland and Hong Kong, while leveraging Hong Kong's role as an international financial centre to provide financing services for green hydrogen technologies and products from around the world.

The EMSD will commence the second phase of the study after the completion of the trade consultation. They will explore collaboration with the stakeholders related to the certification framework (such as the Hong Kong Quality Assurance Agency), and are planning for a pilot the certification system in Hong Kong, the Greater Bay Area and other Mainland regions prior to its official launch, with a view to completing the preparation of the approach of hydrogen standard certification by 2027. To take forward the next phase of study and formulate certification details, around $2 million has been earmarked for consultancy fees.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1815)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government updated the Hong Kong Biodiversity Strategy and Action Plan (BSAP 2035) in December 2025, explicitly calling for enhancement of community engagement and cross-sector collaboration. Regarding the effectiveness on promoting conservation programmes in relation to "biodiversity" with the funding support from the Environment and Conservation Fund since 2012, please advise on:

(1) the projects applied under the BSAP 2035, utilisation of the fund, expected effectiveness of the approved projects and the benefits to conservation in the past 3 years;

(2) details of the BSAP 2035 measures and projects to be carried out in the coming year, including the plans and the estimated expenditure, as well as the medium- and long-term strategic plans for promoting conservation programmes; and

(3) how the Government assesses the cost-effectiveness of the BSAP 2035.

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 11)

Reply:

(1) Over the 3 years from 2023-24 to 2025-26 (as at the end of February 2026), the Environment and Conservation Fund (the ECF) received a total of 124 applications related to promotion of biodiversity conservation. During this period, a total of 24 projects were approved, with a total funding of HK$19.84 million. Of the 24 approved projects, the recipient organisations have been granted a total of HK$5.67 million.

Through various types of activities, the approved projects promote to the community conservation of corals, freshwater turtles, cetaceans, native Hong Kong plants and birds, etc., with the aim of enhancing public awareness and concern regarding biodiversity, environmental conservation, and sustainable development, as well as raising public appreciation of ecological value, thereby fostering values and attitudes of protecting,

cherishing and respecting natural environment. Regarding the conservation benefits generated by the approved projects, students can enhance their awareness of marine conservation by participating in coral nursery training and restoration activities, while the public can gain first-hand understanding of the close relationship between biodiversity and environmental conservation in Hong Kong through diverse activities such as field trips to marine parks or country parks so as to encourage the public to make behavioural changes and take concrete actions to protect Hong Kong's ecology.

Moreover, the ECF allocated HK$1.6 million in 2025-26 to subsidise the Environmental Campaign Committee to jointly organise the Nature's Gifts public awareness campaign with the Agriculture, Fisheries and Conservation Department. Through the promotional projects such as production of short videos/animations, outreach activities, dedicated website and advertising, as well as production and publication of promotional materials related to Hong Kong Biodiversity Strategy and Action Plan, the campaign aims to strengthen public awareness of nature conservation.

(2) The Publicity and Education Projects Funding Scheme and the Practice and Action Projects Funding Scheme, both under the ECF, are open for application twice a year, of which the budget details are still under compilation. The ECF Committee will disburse funding to applicants based on the annual budget. As part of the medium- to long-term strategic plans of the campaign to promote biodiversity conservation, the ECF will continue to assist in enhancing the public's knowledge about nature and biodiversity, foster their positive attitude, and convey messages on environmental conservation and sustainable development to them.

(3) To assess the cost-effectiveness of various projects on promoting nature conservation, recipient organisations shall submit a progress report every 6 months during the project period and a completion report upon completion of the projects, to facilitate the regular and ongoing evaluation of the projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1819)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (000) Operational Expenses

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As regards "Power" under Programme (2) of the Environment and Ecology Bureau (Environment Branch), the provision for 2026-27 is approximately $1.47 billion (95.4%) lower than that of last year. Please specify details of the reduction in the provision, such as planning and staff establishment.

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 15)

Reply:

The provision for Power under Programme (2) for 2026-27 is approximately $1.47 billion (-95.4%) lower than the revised estimate for 2025-26. This is mainly due to the expiry of the Electricity Charges Relief Scheme (2024-2025) in end-2025, and the validity end date of the unused relief balances under the scheme has been extended by 1 year to 31 December 2026, and the cash flow requirement for meeting the unused relief balances will be approximately $1.47 billion lower than the revised estimate for 2025-26.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1823)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

According to the Government's papers, there are 60 petrol filling stations (PFSs) which meet the land lease conditions and relevant technical and safety requirements for retrofitting fast charging facilities under the conversion of PFSs into fast charging stations. As at October 2025, only 25 PFSs had their proposals approved by the relevant government departments and obtained the permission from the Environment and Ecology Bureau. What is the major bottleneck of the approval procedures? Are there any specific plans to enhance the approval mechanism so as to ensure that the target of installing 180 fast chargers can be achieved within 2026?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 20)

Reply:

As stated in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced by the Government in February this year, the demand for auto-fuel will continue to decline as conventional fuel-propelled vehicles gradually transition to electric vehicles (EVs). The Government has been reviewing the future development of petrol filling stations (PFSs) and will promote their transformation in a timely manner to make effective use of existing PFS sites across Hong Kong to support the expansion of public charging network.

After reviewing the proposals submitted by PFS operators, there are now approximately 60 PFSs across Hong Kong that are eligible for retrofitting chargers. Among them, proposals for 29 PFSs have been vetted by the relevant government departments and approved by the Environment and Ecology Bureau. The remaining PFSs are pending the submission of supplementary information by the relevant PFS operators to the relevant government departments. The first petrol-cum-charging station (PCS) located on Po Kong Village Road in Wong Tai Sin District, providing 2 fast chargers, commenced operation in February 2026. We anticipate that from 2026 onwards, up to about 180 fast chargers will be progressively made available through the retrofitting programme of chargers at PFSs.

Retrofitting chargers at PFSs involves work across various areas, such as assessing the feasibility of PFS operators' proposals in terms of safety, electricity supply, technical and traffic aspects, etc. PFS operators also have their own commercial considerations regarding the timetable and number of chargers to be retrofitted.

To expedite the approval of detailed design proposals and related construction works for retrofitting of fast chargers at the remaining PFSs, the Government has drawn lessons from the experience of the Po Kong Village Road PCS and has reviewed the project progress with each PFS operator to re-prioritise the projects. We are also providing a dedicated one-stop arrangement for the programme to coordinate the work of relevant government departments so as to facilitate and expedite the operators' plans to retrofit fast chargers.

Retrofitting chargers at PFSs is one of the measures aiming to develop a public charging network with fast chargers as the backbone. We will continue to adopt a multi-pronged approach, and make good use of market forces through policy guidance to build the public charging network, including encouraging the private sector to join the HK$300 million Fast Charger Incentive Scheme, in order to comprehensively support the adoption of EVs in Hong Kong. Our goal is to increase the number of fast chargers to 4 000 in support of about 200 000 EVs by 2030 and we also expect to have about 10 000 fast chargers supporting around 500 000 EVs by 2035.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1824)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As at September 2025, only 181 acknowledgement notices for fast chargers (FCs) have been issued under the Fast Charger Incentive Scheme (the Scheme), far much lower than the target of providing 3 000 FCs by the end of 2028. Are the applications rejected mainly due to electricity supply, land use planning or eligibility vetting? What specific measures will be introduced to expedite the vetting procedures and enhance the industry's intention to participate in the Scheme?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 21)

Reply:

The $300 million Fast Charger Incentive Scheme (the Scheme) aims at encouraging the private sector to install 3 000 fast chargers (FCs) by the end of 2028, thereby supporting an additional 160 000 electric vehicles. Following its launch on 25 July 2025, the Scheme has received positive market feedback. As at February 2026, we have received applications for over 1 000 FCs. Among them, 489 FCs have been approved, of which 20 FCs have come into service, while applications for 67 chargers were rejected as the proposed installation locations did not comply with land lease conditions. Currently, the applications for around 460 chargers are still under vetting due to various reasons, including the need to verify applicant eligibility and ensure compliance of the proposed installation locations with relevant statutory requirements. We are reviewing the experience gained from processing the first batch of applications, maintaining close liaison with applicants, and providing guidance throughout the application process in order to assist the applicants in submitting complete information as early as possible, thereby expediting the approval process.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1827)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Hong Kong's Mirs Bay has been successfully selected as one of the fourth batch of a national Outstanding Example of Beautiful Bays earlier on, marking the first time for the Hong Kong Special Administrative Region to receive this recognition. In this regard, please advise this Committee on the following:

(1) Will the Beautiful Bays be utilised as a brand asset to formulate an Ecology+Tourism development and promotion strategy specifically for Mirs Bay (e.g., target markets, thematic positioning, core experiences and co-operation models with the Hong Kong Tourism Board/the industry)? If so, what are the major focus of the strategy, the implementation timeline, and the leading parties? If not, what are the reasons?

(2) Regarding resources with ecological and geo-tourism potential within the area of Mirs Bay (such as nearby geoparks and marine parks), how will these resources be "productised" as sustainable tourist routes/tours (e.g., guided tours, educational experiences, sightseeing with minimal impact and coastal/island routes), and how will the supporting facilities be arranged (pick-up/drop-off points, feeder transport services, toilets/refuse stations, signages, tour guides/training, etc.); and

(3) In promoting eco-tourism in Mirs Bay, how can the potential impact of visitors on the environment be minimised on the premises of respecting the ecosystem and protecting the environment?

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 30)

Reply:

(1) On the tourism development in relation to the Beautiful Bays, the reply upon consultation with the Culture, Sports and Tourism Bureau is provided as follows: Hong Kong has precious island resources, including 1 180 kilometres of shoreline and 263 islands. The Government will enable visitors from all over the world to experience Hong Kong's world-class natural landscape, which is easily accessible within arm's reach on the premises of respecting the

nature and taking into account the capacity of coastlines and islands. The Government also encourages the travel trade to actively develop distinctive tourism products.

Besides, the Countryside Conservation Office (CCO) under the Environment and Ecology Bureau subsidises local non-profit making organisations to carry out diverse and innovative countryside conservation and revitalisation projects, and minor improvement works, and has formulated a series of facilitation measures for applications for guesthouses and food business licenses in remote countryside villages. Following the announcement made by the Ministry of Ecology and Environment of the People's Republic of China last December that Hong Kong's Mira Bay has been selected as a national Outstanding Example of Beautiful Bay, the CCO organised the Countryside Harvest Festival:2026: "Hong Kong Soundscape - Opera & Dance" One-day Music Festival in March 2026, with the event being broadcasted live via online platforms, using music and art to showcase to local and international audiences about the beautiful scenery of Hong Kong's northeastern waters and enable them to experience the multi-culturalism and natural beauty.

(2) The Hong Kong UNESCO Global Geopark (Hong Kong Geopark) is located within the area of Hong Kong's Mirs Bay. To appropriately showcase the area's precious ecological resources to the public, the Agriculture, Fisheries and Conservation Department (AFCD) has established 4 land-based tour routes (covering Tung Ping Chau, Lai Chi Wo, Kat O, and Ap Chau, all equipped with interpretation panels along the route), 1 island-hopping itinerary (setting off from Sha Tau Kok by boat to visit Lai Chi Wo, Kat O or Ap Chau), and 1 sea-based tour route (taking boat tour to view the alternating red and white rock strata of Bluff Head within the Northeast New Territories Sedimentary Rock Region as well as the red sedimentary rocks at the Port Island and Hung Shek Mun, etc.). The AFCD has also set up 4 visitor centres in the area in collaboration with the stakeholders and the local community, and launched the Kat O Heritage Trail and the first section of the Hing Chun Alliance Heritage Trail connecting Lai Chi Wo, Mui Tsz Lam and Kop Tong, so as to promote the culture and intangible cultural heritage there for tourists' immersive experience of rural tourism. The remaining 2 sections of the Hing Chun Alliance Heritage Trail will connect Lai Chi Wo, Siu Tan, Sam A Tsuen, Ngau Shi Wu and So Lo Pun, which are expected to be completed in the first quarter of 2027. In addition, the AFCD has been promoting the attractions and visitor guidelines of the Hong Kong Geopark as well as green tourism within the Geopark to both local and non-local visitors through various channels. The department is engaging the Travel Industry Authority to designate Recommended Geopark Tour Guide as specialised geopark tour guides, thereby enriching the talent pool for rural tourism.

(3) On promoting the development of rural tourism, the Government has always prioritised the protection of and respect for the ecological environment. When planning the Hong Kong Geopark, the Government has stipulated principles to avoid adding any facilities which will be detrimental to the park environment. The Government plans appropriate supporting facilities subject to the actual conditions of different sites, including the natural environment, ecological sensitivity, infrastructure carrying capacity, and conservation needs of individual location, so as not to exert excessive pressure on the ecological environment. In addition, the Government has all along been adopting a series of measures to promote rural tourism among visitors while disseminating important messages regarding hiking safety, caring for the countryside, and "take your litter home". In case the number of visitors at a particular hiking site increase, the Government may implement measures to enhance management, such as increasing public transport services and conducting traffic and crowd control measures as

necessary. Relevant departments will also enhance inspections, enforcements, cleaning and management, as well as carry out extensive publicity and education on countryside etiquette via different promotional platforms during the peak rural tourism seasons, thereby strengthening the protection of visitors' safety and the ecology. In addition, the AFCD is assessing the carrying capacity of some popular hiking sites and formulating appropriate visitor management measures, including exploring the introduction of a reservation system at some hot spots to better manage visitor flow and ensure the co-existence of rural tourism and nature conservation. Upon thorough consideration of the implementation details and feasibility, we will consult the relevant stakeholders in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3062)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (000) Operating expenses

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Under Programme (4) on Environmental Protection of the Environment and Ecology Bureau (Environment Branch), the provision for 2026-27 is approximately HK$116 million (95.0%) higher than 2025-26. This is due to the increased cash flow requirement for the New Energy Transport Fund and the Fast Charger Incentive Scheme. Please advise on the specific details of the increase in estimate for the afore-mentioned fund and scheme, such as planning and staffing establishment.

Asked by: Hon CHAN Pok-chi (LegCo internal reference no.: 16)

Reply:

Under the Programme on Environmental Protection, the provision for 2026-27 is higher than the revised estimate for 2025-26. This is due to the increased cash flow requirement for the non-recurrent items (namely the New Energy Transport Fund (the NET Fund) and the Fast Charger Incentive Scheme (the Incentive Scheme), which is used to subsidise the trade in purchasing electric buses and taxis as well as carrying out trial projects for hydrogen fuel cell (HFC) heavy vehicles, and disburse subsidies for installing fast chargers (FCs).

Regarding the e-Taxi Subsidy Scheme, we have issued 3 rounds of invitations since December 2024 to eligible taxi owners based on vehicle age. As at end-February 2026, a total of 1 633 taxi owners accepted the subsidy quotas and submitted procurement documents within the specified deadlines. Among them, 739 e-taxis have been licensed. We will continue to invite eligible owners to join the scheme based on vehicle age to achieve the goal of putting 3 000 e-taxis into service by end-2027.

To promote the trials of HFC heavy vehicles, a funding scheme was launched under the NET Fund in December 2024 and HK$100 million has been earmarked in the first phase to subsidise local companies trialling HFC heavy vehicles for procuring HFC heavy vehicles,

establishing hydrogen refilling facilities and covering hydrogen fuel expenses during the trial period. The NET Fund Secretariat receives enquiries regarding applications for the funding scheme from time to time. As at early March 2026, a total of 2 formal applications have been received. We are currently reviewing the applications and will then submit them to the NET Fund Steering Committee for consideration.

As for the Electric Bus Subsidy Scheme, the franchised bus operators are currently preparing for the tender exercises to procure about 600 electric buses (e-buses) by end-2027, with vehicle delivery and registration to be completed by end-2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

The $300 million Incentive Scheme aims at encouraging private sector to install 3 000 FCs by end-2028, thereby supporting an additional 160 000 electric vehicles. Following its launch on 25 July 2025, the Incentive Scheme has received positive market feedback. As at February 2026, we have received applications for over 1 000 FCs. Among them, 489 FCs have been approved, of which 20 FCs have come into service.

The implementation of the various funding schemes under the NET Fund and the Incentive Scheme is part of the Environment and Ecology Bureau's overall work and the manpower for implementation of the schemes will be undertaken within its existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1943)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding further promotion of the use of e-taxis, will the Government inform this Committee of:

1. details of the staff establishment and expenditure involved in implementing the e-Taxi Subsidy Scheme (the Scheme);

2. the number of e-taxis participating in the Scheme and the amount of approved subsidy?

3. Among the cases which have applied for the Scheme, how many owners have also applied for the Dedicated 100% Loan Guarantee Scheme for Battery e-Taxis to purchase the same e-taxi?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 11)

Reply:

To further promote the use of e-taxis, the Environment and Ecology Bureau launched the e-Taxi Subsidy Scheme (the Subsidy Scheme) on 10 December 2024 to subsidise taxi owners to purchase 3 000 e-taxis. The subsidy level for each e-taxi is $45,000. Taxi owners participating in the Subsidy Scheme can at the same time apply for the "Dedicated 100% Loan Guarantee Scheme for Battery e-Taxis" (Loan Scheme) to purchase the same e-taxi.

1.
The manpower and expenditure involved in implementing the Subsidy Scheme is absorbed by the existing resources of the Environmental Protection Department (EPD) and the Transport Department (TD). There is no separate breakdown of the manpower and expenditure involved.

2-3.
The EPD has issued 3 rounds of invitations since December 2024, inviting eligible taxi owners to participate in the Subsidy Scheme. As at end-February 2026, a total of 1 633 taxi owners accepted the subsidy quotas and submitted procurement documents within the specified deadlines. Among them, 739 e-taxis have been licensed and are eligible to receive the subsidy, involving approximately HK$33 million. According to the TD, among the cases which accepted the subsidy quotas, 590 e-taxi owners also applied for the Loan Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1944)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the promotion of the application of new energy public transport in Hong Kong, please advise this Committee on:

1. the respective numbers of licensed electric taxis, electric public light buses, electric private light buses, electric light goods vehicles, electric medium goods vehicles and electric heavy goods vehicles in Hong Kong;

2. the types of licensed buses, the numbers of electric buses (e-buses) and their respective percentage share in the overall numbers of buses of various franchised bus companies in the past 3 years (tabulated by vehicular emission standard);

3. the number of applications received under the Electric Franchised Bus Subsidy Scheme, their approval progress and the amount of approved funding according to the latest figures; and

4. whether the Government has information on the respective selling prices of e-buses manufactured in the Chinese Mainland and Europe in the past 3 years, and their respective differences from conventional buses.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 12)

Reply:

1. As at the end of 2025, the numbers of licensed electric taxis, electric public light buses, electric private light buses, electric light goods vehicles, electric medium goods vehicles and electric heavy goods vehicles in Hong Kong are tabulated below:

Vehicle type	Number of licensed vehicles (As at the end of 2025)
Electric taxis	982
Electric public light buses	15
Electric private light buses	8
Electric light goods vehicles	1 304
Electric medium goods vehicles	37
Electric heavy goods vehicles	4

2. The numbers of licensed buses and their percentage in the overall number of buses owned by each franchised bus company in Hong Kong in the past 3 years are tabulated by vehicular emission standard as follows:

Franchised bus company	**Bus category**	**Number of licensed franchised buses (The percentage in the overall number of buses owned by each franchised bus company** (Note[1])**)**		
		End of 2023	**End of 2024**	**End of 2025**
The Kowloon Motor Bus Company (1933) Limited	Euro III	97 (2%)	18 (<1%)	0 (0%)
	Euro IV	114 (3%)	112 (3%)	97 (3%)
	Euro V	2 870 (72%)	2 870 (74%)	2 770 (74%)
	Euro VI (Including hybrid bus)	849 (21%)	826 (21%)	824 (22%)
	Electric bus (E-bus)	49 (1%)	69 (2%)	73 (2%)
	Sub-total	**3 979** (100%)	**3 895** (100%)	**3 764** (100%)
Citybus Limited (Franchise for the Urban and New Territories Bus Network)	Euro III	0 (0%)	0 (0%)	0 (0%)
	Euro IV	0 (0%)	0 (0%)	7 (<1%)
	Euro V	1 065 (82%)	1 074 (81%)	1 114 (82%)
	Euro VI (Including hybrid bus)	232 (18%)	247 (19%)	239 (18%)
	E-bus (Note[2])	6 (<1%)	5 (<1%)	5 (<1%)
	Sub-total	**1 303** (100%)	**1 326** (100%)	**1 365** (100%)
Citybus Limited (Franchise for the Airport and North Lantau	Euro III	0 (0%)	0 (0%)	0 (0%)
	Euro IV	0 (0%)	0 (0%)	0 (0%)
	Euro V	165	190	180

Franchised bus company	**Bus category**	**Number of licensed franchised buses (The percentage in the overall number of buses owned by each franchised bus company** (Note[1])**)**		
		End of 2023	**End of 2024**	**End of 2025**
Bus Network)		(86%)	(84%)	(83%)
	Euro VI (Including hybrid bus)	27 (14%)	36 (16%)	36 (17%)
	E-bus	0 (0%)	0 (0%)	0 (0%)
	Sub-total	**192** (100%)	**226** (100%)	**216** (100%)
Long Win Bus Company Limited	Euro III	4 (1%)	0 (0%)	0 (0%)
	Euro IV	5 (2%)	5 (2%)	5 (2%)
	Euro V	112 (40%)	116 (41%)	110 (36%)
	Euro VI (Including hybrid bus)	156 (56%)	158 (56%)	187 (62%)
	E-bus	4 (1%)	2 (<1%)	0 (0%)
	Sub-total	**281** (100%)	**281** (100%)	**302** (100%)
New Lantao Bus Company (1973) Limited	Euro III	3 (2%)	0 (0%)	0 (0%)
	Euro IV	11 (8%)	6 (4%)	4 (3%)
	Euro V	113 (78%)	109 (77%)	106 (73%)
	Euro VI (Including hybrid bus)	13 (9%)	23 (16%)	32 (22%)
	E-bus	4 (3%)	4 (3%)	4 (3%)
	Sub-total	**144** (100%)	**142** (100%)	**146** (100%)

Note 1: The percentages may not add up to 100 due to rounding.
Note 2: They include 1 hydrogen fuel cell bus.

3. The Government has earmarked about $470 million under the New Energy Transport Fund to subsidise franchised bus operators' procurement of e-buses. The subsidy for each new single-deck and double-deck e-bus are HK$400,000 and HK$800,000 respectively, or 25% of their respective capital cost, whichever is lower. The franchised bus operators have confirmed their participation in the scheme which involve

about 600 e-buses. They are currently preparing for the tender exercises to procure the e-buses by end 2027, with vehicle delivery and registration to be completed by end 2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

4. Based on the information declared by registered distributors/importers, the e-buses first registered in Hong Kong in the past 3 years were all manufactured in the Chinese Mainland. A comparison of the average taxable values (i.e., values before tax) of electric and non-electric buses (franchised and non-franchised) in the past 3 years is provided below:

2023-2025		Franchised bus		Non-franchised bus	
		Number of first registered buses	Average taxable value ($ million)	Number of first registered buses	Average taxable value ($ million)
Single-deck	Electric	-	-	47	3.11
	Non-electric	-	-	1 285	1.15
Difference					*1.96*
Double-deck	Electric	45	3.63	23	5.41
	Non-electric	179	2.82	16	3.17
Difference			*0.81*		*2.24*

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3170)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) has been released recently, which points out that there are over 140 000 electric vehicles in Hong Kong at present and by 2030, the number of electric private cars (e-PCs) in Hong Kong is expected to surpass 290 000. By 2035, the number of e-PCs is probably projected to approach 500 000. In this connection, will the Government inform this Committee of the following:

(1) Given the gradual increase in license fees for e-PCs, the suspension of new applications for the EV-charging at Home Subsidy Scheme and the expiry of the One-for-One Replacement Scheme, how does the Administration project that the number of e-PCs will increase exponentially by 2030?

(2) It is mentioned in the Updated Roadmap that a new $20 million initiative will be launched this year under the New Energy Transport Fund to encourage the industry to install fast chargers (FCs) with the rated output power of at least 240 kilowatts (kW) for use by electric commercial vehicles. When is this initiative expected to be launched? What is the target number of the 240 kW FCs to be installed? Is there any estimated timetable for these FCs to be put into operation?

(3) What are the details of the Chaoji charging standard pilot scheme? Regarding the construction of the ChaoJi charging demonstration station in Hong Kong, which is expected to be completed by 2027, are there any preliminary sites identified?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 20)

Reply:

(1) The Environment and Ecology Bureau (EEB) promulgated the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) in February this year. In view of the growth trend of electric private cars (e-PCs), the

number of e-PCs in Hong Kong is expected to surpass 290 000 by 2030 with over 45% of PCs being EVs, and the number of e-PCs is projected to approach 500 000 by 2035. As analysed by the Updated Roadmap, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years and will soar to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled PCs in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, and their license fees remain lower than those of fuel-propelled PCs even after adjustments, making the trend towards popularisation of e-PCs irreversible. Moreover, the EV-charging at Home Subsidy Scheme has successfully promoted the installation of electric vehicle (EV) charging-enabling infrastructure in the car parks of many private residential buildings and housing estates, while stimulating the market demand for e-PC charging facilities. Private market forces have already dominated the green transition of PCs. Going forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuel-propelled vehicles will not change, and the projection of over 290 000 e-PCs in Hong Kong by 2030, as set forth in the Updated Roadmap, remains unaffected.

(2) As proposed in the Updated Roadmap, the Government will launch the $20 million fast charger scheme dedicated for commercial vehicles to encourage the industry to install chargers with the rated output power of at least 240 kilowatts for electric commercial vehicles (e-CVs), thereby supporting the popularisation of e-CVs. We are making reference to the experience of the $300 million Fast Charger Incentive Scheme to draft the framework for the new scheme. Upon consultation with the relevant stakeholders, we will finalise the details and arrangements, including the number of chargers provided, aiming to announce the details of the new scheme by the end of 2026.

(3) On 24 October 2025, the National Energy Administration and the EEB of the Hong Kong Special Administrative Region Government signed the "Cooperation Arrangement on Promoting Interconnectivity of Charging Facilities in the Greater Bay Area", under which the two parties will establish a joint working group in the first half of 2026 to formulate together the roadmap and implementation details for the demonstration project of the new EV charging technology, ChaoJi, in Hong Kong, including site selection and technical discussions with experts on the research, development and certification of the relevant adapters, in order to help Hong Kong explore long-term solutions to the inconsistency in EV charging standards between the Chinese Mainland and Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1283)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specify

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is announced in the Budget that the current first registration tax (FRT) concession arrangement for electric private cars will not be extended beyond its expiry at the end of March this year. In this regard, will the Administration inform this Committee of:

(a) the numbers of applications for the FRT concessions and the applications approved, and the total amount of the FRT concessions granted in each of the past 3 years; and

(b) whether there will be any assessment of the impact on the growth rate of the electric vehicles and the promotion of using them in Hong Kong upon discontinuation of the arrangement; if so, the details; if not, the reasons for that?

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 11)

Reply:

(a) The number of electric private cars (e-PCs) which have been granted with first registration tax (FRT) concessions in Hong Kong and the amount of concessions involved in the past 3 years are tabulated as follows:

Year	**Number of e-PCs granted with FRT concessions**	**Total FRT concession amount ($ million)**
2023	28 521	7,424
2024	33 096	6,990
2025	37 208	5,663

(b) As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated in February this year, the penetration rate of new e-PCs

in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Going forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of electric vehicles replacing fuel-propelled vehicles will not change.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3084)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): ()

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

One of the Matters Requiring Special Attention of the Environmental Protection Department in 2026-27 is to continue to provide impetus for the market development of public charging services by proceeding with the conversion of petrol filling stations (PFSs) into fast charging stations and the marketisation of charging services. In this regard, will the Administration inform this Committee of:

(a) the types and numbers of electric vehicle charging facilities at various PFSs in 2025 and 2026 (as at 28 February) tabulated by district;

(b) the number of applications for retrofitting PFSs with charging facilities and the number of applications approved in each of the past 3 years, as well as the names of PFSs approved for being retrofitted with charging facilities, the types and numbers of those charging facilities, the work progress, and the expected completion dates; and

(c) as estimated by the Government, the number of PFSs which can be retrofitted with charging facilities each year (from 2026 to 2030) with the Government's initiative, and the number of charging facilities to be retrofitted at each PFS?

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 12)

Reply:

(a) The petrol-cum-charging station (PCS) located on the Po Kong Village Road is the first PCS converted from a petrol filling station (PFS) in Hong Kong. It commenced operation in February 2026 with the relevant information tabulated below:

District	Number of chargers	Number of charging bays [Note]	Rated output power per charger
Wong Tai Sin	2	2	120 kilowatts

		(including 1 small bay and 1 medium bay)	

Note : The small bay is suitable for private cars, taxis and light goods vehicles whereas the medium bay is suitable for light buses and medium goods vehicles.

(b) As stated in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced by the Government in February this year, the demand for auto-fuel will continue to decline as conventional fuel-propelled vehicles gradually transition to electric vehicles (EVs). The Government has been reviewing the future development of PFSs and will promote their transformation in a timely manner to make effective use of existing PFS sites across Hong Kong to support the expansion of public charging network.

Invited by the Government, PFS operators submitted 56 and 18 detailed design proposals to the Government in 2024 and 2025 respectively for the retrofitting of fast charging facilities at PFSs. After reviewing the proposals, there are now approximately 60 PFSs across Hong Kong that are eligible for retrofitting chargers. Among them, proposals for 4, 20 and 5 PFSs have been vetted by the relevant government departments and approved by the Environment and Ecology Bureau (EEB) in 2024, 2025 and 2026 respectively. The remaining PFSs are pending the submission of supplementary information by the relevant PFS operators to the relevant government departments.

Due to differences in the layout and conditions of PFSs, the work procedures involved and completion times also vary. Generally speaking, we will require PFS operators to complete the projects within 6 months to 1 year upon obtaining approval from the EEB and signing the agreement. The 29 PFSs approved for retrofitting of charging facilities and the number of chargers to be retrofitted are tabulated by district as follows:

District	Number of PFSs approved	Number of fast chargers (FCs) approved
Central and Western	0	0
Eastern	0	0
Southern	2	2
Wan Chai	0	0
Kowloon City	4	7
Kwun Tong	0	0
Sham Shui Po	1	2
Wong Tai Sin	2	4
Yau Tsim Mong	0	0
Kwai Tsing	3	15
Tsuen Wan	1	1
Sai Kung	3	20
North	2	4
Tai Po	1	2
Sha Tin	4	7

Yuen Long	2	10
Tuen Mun	0	0
Islands	4	11
Total	29	85

(c) To expedite the approval of detailed design proposals and related construction works for the retrofitting of FCs at the remaining PFSs, the Government has drawn lessons from the experience of the Po Kong Village Road PCS and has reviewed the project progress with each PFS operator to re-prioritise the projects. We are also providing a dedicated one-stop arrangement for the programme to coordinate the work of relevant government departments so as to facilitate and expedite the operators' plans to retrofit FCs. As the retrofitting projects of FCs commence, we anticipate that from 2026 onwards, up to about 180 FCs will be progressively made available at PFSs. The number of chargers to be provided in each of the coming years depends on various factors, such as the feasibility of retrofitting proposals submitted by PFS operators in terms of safety, electricity supply, technical and traffic aspects, etc., the progress upon commencement of the projects, and the PFS operators' commercial considerations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3080)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Under Programme (4), the estimated financial provision for 2026-27 is $239,400,000. In this connection, will the Government inform this Committee of the reasons for the 54.5% increase in the estimated financial provision for 2026-27 compared with the original estimate for 2025-26?

Asked by: Hon CHUANG Ka-pun, Albert (LegCo internal reference no.: 50)

Reply:

Under the Environmental Protection Programme, the estimated financial provision for 2026-27 is approximately $84.4 million higher than the original estimate for 2025-26. This is due to the increased cash flow requirement for the non-recurrent items (namely the New Energy Transport Fund and the Fast Charger Incentive Scheme), which is used to subsidise the trade in purchasing electric buses and taxis and carrying out trial projects for hydrogen fuel cell heavy vehicles, and disburse subsidies for installing fast chargers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1203)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Government's adjustment to the first registration tax (FRT) concession arrangement for electric vehicles (EVs), the FRT concession for electric private cars (e-PCs) (including the One-for-One Replacement Scheme) will not be extended upon its expiry at the end of March 2026, whereas the FRT for electric commercial vehicles (e-CVs), electric motorcycles and electric motor tricycles will continue to be waived in full until end-March 2028. In this connection, will the Government inform this Committee of:

1. whether there is any assessment on the changes in the number of new registrations of e-PCs upon cancellation of the FRT concession;

2. given that the FRT for e-CVs, electric motorcycles and electric motor tricycles will continue to be waived in full until the end of March 2028, the respective amount of the FRT concession granted to the above 3 categories of EVs, as well as the number of vehicles involved in the past 3 financial years (2023-24 to 2025-26); and

3. the estimated expenditure for the construction of EV charging facilities and ancillary infrastructure for the next 3 years, and among them the allocation of funding for the charging facilities to be installed in public car parks, government facilities and residential buildings as the Government has indicated that after the expiry of the e-PC concession, its role will shift from promoting vehicle replacement to the expansion of supporting infrastructures in the community?

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 14)

Reply:

1. As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced in February this year, the penetration rate of new electric private cars (e-PCs) in Hong Kong has continued to climb in recent

years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of electric vehicles (EVs) replacing fuel-propelled vehicles will not change.

2. According to the statistics of the Transport Department, over the past 3 financial years, the numbers of electric commercial vehicles (e-CVs), electric motorcycles, and electric motor tricycles granted with the first registration tax (FRT) concessions in Hong Kong and the amount of the concessions involved are tabulated below:

Year	**e-CVs**		**Electric motorcycles**		**Electric motor tricycles**	
	Number of vehicles	**Total amount of FRT concessions ($ million)**	**Number of vehicles**	**Total amount of FRT concessions ($ million)**	**Number of vehicles**	**Total amount of FRT concessions ($ million)**
2023-24	349	22	239	5	12	1
2024-25	489	24	322	7	1	0
2025-26 (As at February 2026)	1 531	58	170	4	0	0

Note: Government vehicles, vehicles of Consulates-General and Officially Recognised Bodies, and franchised buses are not included as they are not required to pay the FRT.

3. It is mentioned in the Updated Roadmap that we will continue to adopt a multi-pronged strategy, leverage market forces to build a public charging network with fast chargers (FCs) as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public FCs, converting petrol filling stations into fast charging stations or retrofitting them with chargers, so as to fully support EV applications in Hong Kong. Our target is to increase the number of FCs to 4 000 by 2030, supporting around 200 000 EVs.

In addition to building a fast charging network, to promote the installation of EV charging-enabling infrastructure in parking spaces of the existing residential buildings, the Government launched the EV-charging at Home Subsidy Scheme in October 2020, allocating a total of $3.5 billion in 2 phases to encourage the installation of EV charging-enabling infrastructure in the car parks of the existing private residential buildings. Of the 788 applications, a total of 724 were approved, which can provide charging-enabling

infrastructure for over 140 000 parking spaces. It is expected that the $3.5 billion earmarked for the EV-charging at Home Subsidy Scheme will be fully disbursed in or before 2027-28.

The Government has been encouraging the provision of EV charging-enabling infrastructure in newly built private buildings through the gross floor area concession arrangement. No expenditure is involved. As at the end of 2025, around 95 900 parking spaces has been approved, of which more than 55 100 has been installed with EV charging-enabling infrastructure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2016)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is announced in the Budget that the first registration tax (FRT) concession arrangement for electric private cars (e-PCs) will not be extended beyond its expiry at the end of March this year. In this regard, please inform this Committee of the following:

1. the number of first registered electric, fuel-propelled and hybrid private cars (PCs) and the amount of the FRT involved in the past 3 years, with a breakdown by vehicle price in tabular form;

2. list out the total number of PCs in Hong Kong in the past 3 years, with a breakdown by electric, fuel-propelled and hybrid vehicle;

3. any statistics or estimates compiled regarding the number of PCs owned by owners of first registered e-PCs under the "One-for-One Replacement" Scheme (the Scheme)? If so, the situation;

4. any statistics or estimates compiled regarding the situation of vehicle owners first purchasing inexpensive or old fuel-propelled PCs and subsequently trading them for brand-new and high-value e-PCs under the Scheme? If so, the situation; and

5. whether a market assessment has been conducted on the changes in market behaviour upon cancellation of all tax concessions for e-PCs? Including how many vehicle owners who originally intended to acquire FRT concessions under the Scheme will buy fuel-propelled, hybrid vehicles or cheaper electric vehicles instead, or will choose not to buy a vehicle, or will make no changes at all, as well as the changes in the sales strategies of vehicle manufacturers and dealers, etc. If no such assessment has been conducted, will the Administration conduct relevant market research in the near future so as to formulate relevant future policies in a more scientific manner?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 35)

Reply:

1. The number of first registered private cars (PCs) and the total amount of the first registration tax (FRT) involved in the past 3 years are tabulated by taxable value of vehicles (i.e. value before tax) and type of fuel as follows:

2023

Taxable value (HK$)	Electric vehicle (EV)		Fuel-propelled vehicle (petrol and diesel)	
	Number	Total FRT concession amount ($ million)	Number	Total FRT concession amount ($ million)
$150,000 or below	17	0	3 628	169
Above $150,000 to $300,000	5 161	3	7 318	834
Above $300,000 to $500,000	20 225	718	2 425	668
Above $500,000	3 138	1,126	2 257	2,029

2024

Taxable value (HK$)	EV		Fuel-propelled vehicle (petrol and diesel)	
	Number	Total FRT concession amount ($ million)	Number	Total FRT concession amount ($ million)
$150,000 or below	106	<1	4 219	199
Above $150,000 to $300,000	12 739	55	5 314	616
Above $300,000 to $500,000	17 974	909	1 764	510
Above $500,000	2 387	772	2 206	1,888

2025

Taxable value (HK$)	EV		Fuel-propelled vehicle (petrol and diesel)	
	Number	Total FRT concession amount ($ million)	Number	Total FRT concession amount ($ million)
$150,000 or below	1 767	5	5 027	229
Above $150,000 to $300,000	23 957	151	4 769	562
Above $300,000 to $500,000	11 522	1,215	2 355	633
Above $500,000	221	176	1 417	1,626

Note 1: Hybrid vehicles are classified into fuel-propelled vehicles.
Note 2: Government vehicles are not included in the figures as they need not be registered.

2. The number of registered PCs by fuel type at year end in the past 3 years is listed below:

Year	Number of registered PCs			
	Electric	Fuel-propelled	Diesel	Others
2023	74 896	558 608	11 728	119
2024	107 762	511 328	11 508	113
2025	144 655	479 895	11 270	113

Note 1: Hybrid vehicles are classified into their respective fuel categories. Only pure electric vehicles are classified into the electric vehicle category.
Note 2: Government vehicles are not included in the figures as they need not be registered.
Note 3: "Others" includes various vehicles with power plants such as turbine engines and fuel cell vehicles, of which the fuel types cannot be further classified.

3. and 4.
The Government does not maintain records on the number of PCs registered under the names of PC owners participated in the Scheme, nor does it have information regarding whether the PC owners participated in the Scheme by first purchasing inexpensive or old fuel-propelled PCs.

5. As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated in February this year, the penetration rate of new electric PCs (e-PCs) in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors which consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled PCs in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuelled-propelled vehicles will not change. We have not conducted a market assessment of short-term fluctuations in the number of e-PCs under specific tax concession scenarios. We will continue to monitor the progress of the popularisation of EVs and take a pragmatic approach to promote the development of EVs, with the target of achieving zero vehicular emissions before 2050.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0186)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the expenditures on the promotion of e-vessels and green shipping, please provide the following information:

(a) To promote green transport, the first electric ferry (e-ferry), with its construction fully subsidised by the Government, has come into service at the end of 2024. What were the construction costs of the e-ferry and related ancillary facilities respectively? What was the breakdown of operating expenses during the first two-year trial period? How does the Government evaluate the effectiveness of the afore-mentioned trial scheme?

(b) Regarding the continued promotion of e-vessels, what plans does the Government have to expand the scope of application for e-vessels (including electric yachts) and enhance supporting infrastructure?

(c) How many shore-side charging enabling-infrastructure applicable to e-vessels are available throughout Hong Kong at present? What is their distribution and utilisation rate?

(d) What are the percentages of private and public charging facilities as mentioned above?

(e) Does the Government have any plans to install additional charging facilities? If so, what are the details and budget allocation? If not, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 6)

Reply:

(a) The Government has earmarked $350 million to implement the Pilot Scheme for Electric Ferries (the Pilot Scheme) in 2020 to test out the viability of electric ferries (e-ferries) in Hong Kong. The first 2 e-ferries have commenced the 24-month trial since December 2024 and May 2025 respectively while the third one is expected to commence the testing within this year.

As at the end of December 2025, the Pilot Scheme had incurred a total expenditure of approximately $210 million, mainly to subsidise the construction of e-ferries and the associated charging facilities, as well as the operational, maintenance and repair expenditures incurred by the operation of the e-ferries during the trial period. Based on the preliminary data collected during the trial period of the 2 e-ferries, their estimated total operating expenses for the first 2 years of the trial period amount to approximately $25 million. Among them, personnel expenses account for 50%, charging costs account for about 20%, and the remaining 30% are the maintenance, repair and other operating expenses.

Since the trial commences, the battery range of both e-ferries has been sufficient to meet the electricity demands for their daily sailing distances by their respective operators, and the overall operations have generally been smooth. However, the associated operating expenses are higher than those of conventional diesel ferries. The Government has established an inter-departmental working group to oversee the progress and assess the operational and environmental performance of the e-ferries. The effectiveness of the e-ferries and their associated facilities will be evaluated and concluded upon completion of all trials.

(b) In addition to the Pilot Scheme for e-ferries mentioned above, the Government has been encouraging the transport trade to try out various green new energy innovative transport technologies under the New Energy Transport Fund (the NET Fund) so as to understand their operational performance under the local environment.

As at March 2026, the NET Fund had approved 2 trials of electric vessels (e-vessels), involving a total of 3 electric work boats and 2 kaito ferries, as well as the construction of the associated charging facilities. The 3 electric work boats commenced trial in June 2025, and their operational data will help inform the future policy-making.

(c) and (d)

According to government records and data provided by the two power companies, all shoreside charging-enabling infrastructure currently identified for e-vessels are dedicated charging facilities installed for specific projects. These include 3 sets of shoreside charging facilities, fully subsidised by the Government and constructed by ferry operators under the Pilot Scheme, located at Hung Hom, North Point, and Kwun Tong piers to meet the charging and operational needs of the respective e-ferries. In addition, the electric work boat project, approved by the NET Fund and undergoing trial, has a shoreside charging facility located at Aberdeen Typhoon Shelter. Utilisation data of the afore-mentioned shoreside charging facilities will be evaluated and concluded upon completion of all trials.

(e) Depending on the results of various trials and technological development in new energy vessels, the Government will closely monitor the shipping industry's demand for shoreside charging facilities, onshore power supply, and other supporting infrastructure for new energy technologies, and consider introducing appropriate measures to promote the green transition of the shipping industry.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1191)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The tender result of the Sandy Ridge Data Facility Cluster has been announced, and Cyberport's AI Supercomputing Centre has begun to yield results. Regarding the issue of electricity consumption associated with AI computing, please inform this Committee of:

The Sandy Ridge Data Facility Cluster and the AI Supercomputing Centre will provide pivotal support for the data and computing power required for AI application in the future. However, computing power demands enormous electricity supply, and electricity supply determines both computing power and competitiveness. What measures will there be in place to reduce electricity consumption and costs, thereby conserving energy and maintaining Hong Kong's competitiveness? What are the relevant staffing and expenditure estimates?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.:52)

Reply:

In accordance with the five-year Development Plan under the Scheme of Control Agreement (SCA), the CLP Power Hong Kong Limited has carried out constructions to meet the electricity demand in the Northern Metropolis (NM). These include the electricity supply facilities in the new development areas such as the Lok Ma Chau Loop and Hung Shui Kiu which are under construction, so as to tie in with the overall development of the NM and ensure stable electricity supply.

After the full implementation of the amended Buildings Energy Efficiency Ordinance (the Ordinance) (Cap. 610) in September 2026, the building services installations (i.e. air-conditioning installations, electrical installations, lift and escalator installations and lighting installations) of newly constructed data centres and existing data centres undergoing major retrofitting works will be required to comply with the energy efficiency standards specified in the Code of Practice for Energy Efficiency of Building Services Installation. The amended Ordinance also requires all data centres to conduct energy audits at an interval of not more than 5 years and to disclose certain energy efficiency-related technical data of their

building services installations after conducting energy audits, so as to enhance data transparency and encourage energy conservation.

As the implementation of the SCA and the Ordinance is part of the overall work of the Environment and Ecology Bureau and relevant departments, we do not have a breakdown on the staffing and expenditures involved.

Based on the information provided by the Innovation, Technology and Industry Bureau, as for the Sandy Ridge Data Facility Cluster, according to an earlier engineering feasibility study, no insurmountable technical difficulties have been identified for the development of the Sandy Ridge Data Facility cluster site. The successful tenderer will consider the required basic infrastructure based on factors such as the detailed design and mode of operation of the Data Facility Cluster, so as to ensure the stable and smooth operation of the Cluster. In fact, in order to reduce energy consumption, high-efficiency energy systems are generally installed in data centres to lower the operating costs. In this regard, the Green Data Centres Practice Guide, promulgated by BEAM Society Limited, provides the industry with references for introducing new technologies and equipment in light of the actual situation to enhance energy efficiency and environmental performance. BEAM Society Limited has also developed the BEAM Plus Data Centres assessment tool for green data centre assessment / certification. It is understood that the successful tenderer plans to conduct BEAM Plus Data Centres assessment upon completion of the Sandy Ridge Data Facility Cluster.

In addition, Cyberport endeavours to improve the energy efficiency of its facilities, including its data centres and Artificial Intelligence Supercomputing Centre, to optimize operations through adopting more efficient designs (such as waste heat recovery) to meet the industry's huge demand for computing power while enhancing energy efficiency. The PUE index of Cyberport's data centres is expected to drop to approximately 1.3. Cyberport will also continue to monitor and evaluate more advanced cooling solutions, such as exploring the introduction of liquid cooling technology to reduce reliance on air-cooling systems, with a view to lowering overall power consumption and electricity costs, thereby maintaining the competitiveness of the data center.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0764)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the promotion of electric taxis (e-taxis) and franchised buses, will the Government inform this Committee of:

(1) the number of responses from eligible vehicle owners in each round of invitation, among them, the number of accepting the subsidy quotas as well as the amount of subsidy involved in the light of 3 rounds of invitations having launched under the e-Taxi Subsidy Scheme;

(2) the numbers of applications received and approved, the respective numbers of electric single-deck and double-deck buses involved in the approved applications as well as the amount of subsidy involved under the Electric Franchised Bus Subsidy Scheme; and

(3) whether the Government will consider allocating additional resources to subsidise the industry in converting into more e-taxis and franchised buses, thereby accelerating the promotion of green transport?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 15)

Reply:

(1)

To further promote the use of electric taxis (e-taxis), the Government launched the e-Taxi Subsidy Scheme in December 2024 to subsidise taxi owners to purchase 3 000 e-taxis. The subsidy level for each e-taxi is $45,000. We have issued 3 rounds of invitations since December 2024 to eligible taxi owners based on the vehicle age. Taxi owners are required to reply within the specified deadlines to indicate whether they accept the subsidy quotas, submit the procurement documents and license their e-taxis within 12 months from the date in the procurement documents to receive the subsidy.

Details of the first 3 rounds of applications as at end-February 2026 are tabulated below:

Round of invitations	1st round	2nd round	3rd round
Number of taxi owners replying to invitations	1 938	761	767
Number of taxi owners accepting subsidy and having the procurement documents submitted	1 159	364	110
Number of licensed e-taxis	642	69	28
Amount of subsidy involved in licensed e-taxis (HK$)	28.89 million	3.11 million	1.26 million

(2)

As for the Electric Bus Subsidy Scheme, the Government has earmarked about $470 million under the New Energy Transport Fund to subsidise franchised bus operators' procurement of electric buses (e-buses). The subsidy for each new single-deck and double-deck e-bus are HK$400,000 and HK$800,000 respectively, or 25% of their respective capital cost, whichever is lower. The franchised bus operators have confirmed their participation in the scheme which involves about 600 e-buses. They are currently preparing for the tender exercises to procure the e-buses by end-2027, with vehicle delivery and registration to be completed by end-2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

(3)

As mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated by the Government in February this year, the Government will adopt a pragmatic approach to progressively promote the application of electric commercial vehicles (e-CVs). In addition to the existing subsidy schemes for e-buses and e-taxis, we will adopt a multi-pronged approach, and make good use of market forces through policy guidance to build the public charging network, including encouraging the private sector to join the $300 million Fast Charger Incentive Scheme as well as striving to launch the HK$20 million Fast Charger Incentive Scheme specifically for e-CVs by end-2026, so as to better support the adoption of e-CVs in Hong Kong.

With ever-growing maturity in electric vehicle (EV) technology as well as facilitation by the Government, it is believed that the wider adoption of e-buses and e-taxis would likely result in price reduction. There will be more EV models to choose from in the market, thereby driving market competition and accelerating the popularisation of EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0765)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles (the Trial Scheme), will the Government inform this Committee of the following:

(1) the numbers of applications received and approved since the launch of the Trial Scheme in late 2024; and

(2) for the approved applications mentioned in (1), the details of the trial in each application, including the vehicle class and the amount of funding involved?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 18)

Reply:

(1) and (2)

To promote the trials of hydrogen fuel cell (HFC) heavy vehicles, the Government launched a funding scheme under the New Energy Transport Fund (NET Fund) in December 2024 and earmarked $100 million in the first phase to subsidise local companies trialling HFC heavy vehicles for procuring HFC heavy vehicles, establishing hydrogen refilling facilities and covering hydrogen fuel expenses during the trial period. The NET Fund Secretariat receives enquiries regarding applications for the funding scheme from time to time. As at early March 2026, a total of 2 formal applications were received, including 1 for the trial of a HFC coach for cross-boundary passenger services, and the other for the trial of 2 HFC coaches for local passenger services. We are currently reviewing the applications and will then submit them to the NET Fund Steering Committee for consideration.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3029)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding electric vehicle (EV) chargers, will the Government inform this Committee of:

(1) the respective numbers of (i) standard, (ii) medium, (iii) quick and (iv) fast EV chargers provided by (a) the Government and (b) private organisations in each of the past 3 years (as at year end), with a breakdown by District Council district;

(2) the ratio of the number of electric private cars to the number of quick and fast chargers in Hong Kong in each of the past 3 years (as at year end), and whether an assessment has been conducted on what the ratio should be;

(3) whether there are statistics on the numbers, charging power and locations of charging facilities available for utilisation by electric (a) taxis, (b) light buses and (c) buses in Hong Kong at present; if yes, the details;

(4) the respective numbers of applications received and approved under the $300 million Fast Charger Incentive Scheme launched by the Administration last year, and the number of chargers involved in the approved applications, with a breakdown by District Council district; and

(5) the number of fast chargers (FCs) expected to be installed additionally through the $20 million new scheme which the Administration claims to launch this year to encourage the industry to install FCs with the output power of at least 240 kilowatts for utilisation by electric commercial vehicles?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.: 17)

Reply:

(1) In the past 3 years, the number of public chargers in Hong Kong has increased from about 7 420 in 2023 to about 16 440 in 2025. The numbers of public electric vehicle

(EV) chargers provided by the Government and the private sector are tabulated by the 18 districts as follows:

District	Numbers of public chargers provided by the Government and private sector as at end-December 2023												
	Standard Note 1			**Medium** Note 1			**Quick** Note 1			**Fast** Note 1			**Total (a)+(b)+(c)+(d)**
	Government	Private sector Note 2	Sub-total (a)	Government	Private sector Note 2	Sub-total (b)	Government	Private sector Note 2	Sub-total (c)	Government	Private sector	Sub-total (d)	
Central and Western	0	10 (3)	10	300	66 (3)	366	0	49 (3)	49	0	0	0	425
Eastern	0	16	16	179	99	278	0	87 (3)	87	0	0	0	381
Southern	0	6	6	57	170	227	0	48	48	0	0	0	281
Wan Chai	17	53 (3)	70	192	85 (3)	277	0	57	57	0	0	0	404
Kowloon City	63	37	100	28	31	59	0	39 (12)	39	0	0	0	198
Kwun Tong	59	503	562	50	456 (23)	506	0	135 (14)	135	0	0	0	1 203
Sham Shui Po	23	6	29	98	70	168	0	58	58	0	0	0	255
Wong Tai Sin	0	18	18	88	85 (8)	173	0	37	37	0	0	0	228
Yau Tsim Mong	0	50	50	9	201 (20)	210	0	115	115	0	0	0	375
Kwai Tsing	5	4	9	114	48	162	0	54 (10)	54	0	0	0	225
Tsuen Wan	7	14	21	180	43	223	0	39	39	0	0	0	283
Sai Kung	14	104	118	35	109	144	0	96	96	0	0	0	358
North	130	42	172	176	87	263	0	31	31	0	0	0	466
Tai Po	28	2	30	76	40 (12)	116	0	17	17	0	0	0	163
Sha Tin	103	560	663	144	311	455	0	122	122	0	0	0	1 240
Yuen Long	13	40	53	78	144 (13)	222	0	67 (3)	67	0	0	0	342
Tuen Mun	3	9	12	45	32 (11)	77	0	40	40	0	0	0	129
Islands	95	5	100	137	162	299	4	56	60	0	0	0	459
Total	**560**	**1 479**	**2 039**	**1 986**	**2 239**	**4 225**	**4**	**1 147**	**1 151**	**0**	**0**	**0**	**7 415**

Note 1: Standard charger (using household-style 13A socket, with a rated output power of 2.8 kilowatts (kW));
Medium charger (with a rated output power of above 2.8 kW and below 20 kW);
Quick charger (with a rated output power of above 20 kW and below 100 kW); and
Fast charger (with a rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector, which are installed in government car parks.

District	Numbers of public chargers provided by the Government and private sector as at end-December 2024												
	Standard Note 1			**Medium** Note 1			**Quick** Note 1			**Fast** Note 1			**Total (a)+(b)+(c)+(d)**
	Government	Private sector Note 2	Sub-total (a)	Government	Private sector Note 2	Sub-total (b)	Government	Private sector Note 2	Sub-total (c)	Government	Private sector	Sub-total (d)	
Central and Western	0	9 (3)	9	300	73 (3)	373	0	100 (3)	100	0	0	0	482
Eastern	0	14	14	179	251	430	0	85	85	0	0	0	529
Southern	0	6	6	57	411	468	0	58	58	0	0	0	532
Wan Chai	0	55 (3)	55	162	283 (3)	445	0	86	86	0	1	1	587
Kowloon City	63	37	100	28	359	387	0	77 (12)	77	0	0	0	564
Kwun Tong	59	499	558	50	730	780	0	207 (14)	207	0	0	0	1 545
Sham Shui Po	23	6	29	98	102	200	0	66	66	0	0	0	295
Wong Tai Sin	0	15	15	88	198	286	0	58	58	0	2	2	361
Yau Tsim Mong	0	50	50	9	207 (20)	216	0	185	185	0	2	2	453
Kwai Tsing	6	52	58	114	137	251	0	64	64	0	0	0	373
Tsuen Wan	2	14	16	180	87	267	0	85	85	0	4	4	372
Sai Kung	14	138	152	35	223	258	0	146	146	0	0	0	556
North	130	40	170	176	106	282	0	44	44	0	0	0	496
Tai Po	28	2	30	76	138	214	0	33	33	0	0	0	277
Sha Tin	103	643	746	144	576	720	0	229	229	0	0	0	1 695
Yuen Long	13	12	25	78	343	421	0	94 (3)	94	0	0	0	540
Tuen Mun	3	9	12	45	147	192	0	75	75	0	0	0	279
Islands	95	5	100	137	176	313	4	48	52	0	0	0	465
Total	**539**	**1 606**	**2 145**	**1 956**	**4 547**	**6 503**	**4**	**1 740**	**1 744**	**0**	**9**	**9**	**10 401**

Note 1: Standard charger (with a rated output power of 2.8 kW using household-style 13A socket);
Medium charger (with a rated output power above 2.8 kW up to 20 kW);
Quick charger (with a rated output power above 20 kW and below 100 kW); and
Fast charger (with a rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sector, which are installed in government car parks.

District	Numbers of public chargers provided by the Government and private sectors as at end-December 2025												
	Standard Note 1			**Medium** Note 1			**Quick** Note 1			**Fast** Note 1			**Total (a)+(b)+(c)+(d)**
	Government	Private sector	Sub-total (a)	Government	Private sector Note 2	Sub-total (b)	Government	Private sector Note 2	Sub-total (c)	Government	Private sector	Sub-total (d)	
Central and Western	0	5	5	300	349	649	0	132	132	4	0	4	790
Eastern	7	11	18	184	376	560	0	126	126	0	2	2	706
Southern	0	2	2	66	535	601	0	117	117	0	0	0	720
Wan Chai	0	49	49	162	310	472	0	107	107	0	8	8	636
Kowloon City	52	1 096	1 148	100	1 135	1 235	0	85 (10)	85	0	3	3	2 471
Kwun Tong	49	487	536	165	1 152	1 317	0	243 (12)	243	0	0	0	2 096
Sham Shui Po	28	4	32	142	220	362	0	100	100	0	4	4	498
Wong Tai Sin	0	12	12	164	292	456	0	158	158	0	0	0	626
Yau Tsim Mong	0	45	45	9	448 (20)	457	0	219	219	0	1	1	722
Kwai Tsing	6	53	59	213	231	444	0	125 (8)	125	0	12	12	640
Tsuen Wan	2	12	14	213	142	355	0	129	129	0	2	2	500
Sai Kung	9	139	148	203	325	528	0	177	177	1	6	7	860
North	122	6	128	558	196	754	0	70	70	0	5	5	957
Tai Po	8	0	8	101	156	257	0	69	69	0	0	0	334
Sha Tin	90	758	848	166	561	727	0	340	340	0	14	14	1 929
Yuen Long	17	2	19	83	579	662	0	192 (1)	192	0	6	6	879
Tuen Mun	1	4	5	59	181	240	0	91	91	0	4	4	340
Islands	30	5	35	129	466	595	14	87	101	0	0	0	731
Total	421	2 690	3 111	3 017	7 654	10 671	14	2 567	2 581	5	67	72	16 435

Note 1: Standard charger (with a rated output power of 2.8 kW using a domestic 13A socket outlet);
Medium charger (with a rated output power above 2.8 kW up to 20 kW);
Quick charger (with a rated output power above 20 kW and below 100 kW); and
Fast charger (with a rated output power of 100 kW or above).

Note 2: Figures in brackets denote the number of public chargers provided by the private sectors, which are installed in government car parks.

(2) The ratios of the number of quick and fast public chargers to the number of electric private cars (e-PCs) in Hong Kong over the past 3 years are as follows:

Year	Number of e-PC in Hong Kong	Public charger (quick and fast)	
		Number	Ratio to the number of e-PC
2023	75 051	1 151	1：65
2024	107 984	1 753	1：62
2025	144 949	2 653	1：55

The above ratios do not fully reflect the current development of charging network in Hong Kong. As mentioned in the first part of the reply, there are about 16 440 public chargers in Hong Kong at present, in additional to over 130 000 private parking spaces which have already been equipped with charging-enabling infrastructure. The overall capacity is sufficient to support about 230 000 EVs, which is more than enough to meet the demand of the nearly 150 000 EVs at present.

Looking forward, the Government will adopt a multi-pronged strategy to expand EV charging-enabling infrastructure across the territory and build a public charging network with fast chargers (FCs) as the backbone through policy guidance and market forces. Our target is to increase the number of FCs to 4 000 to support around 200 000 EVs by 2030. By 2035, we expect to have about 10 000 FCs to support around 500 000 EVs, so as to provide greater convenience to PC owners and support the popularisation of electric commercial vehicles (e-CVs)

(3) Electric taxis (e-taxis) can use around 16 440 public chargers with varying charging power at the above-mentioned districts. Depending on the size of the charging spaces, these public chargers may also be used by electric light buses and electric buses. At fast-charging stations converted from petrol filling stations (PFSs) and the existing PFSs retrofitted with chargers, the Government has required operators to reserve a certain number of chargers and parking spaces from 3:00 p.m. to 6:00 p.m. every day for e-taxis and electric light buses charging. In addition, the Government will install 50 FCs dedicated for e-taxis by the end of 2027. Of these, 12 are already in full operation, and tenders for the installation of the remaining 38 have also been awarded.

To facilitate larger e-CVs, the Environmental Protection Department (EPD) plans to include in HKeMobility by the end of 2026 the information on whether the public chargers are suitable for larger EVs to use. The EPD is currently collecting and compiling the relevant data. In addition, as at December 2025, the number, charging power and locations of dedicated charging facilities provided or subsidised by the Government for e-taxis, electric public light buses, and electric franchised buses are listed below. The EPD does not maintain any information on privately installed charging facilities dedicated for the aforementioned vehicles.

(a) and (b) e-taxis and electric public light buses

District	Numbers of charging facility	
	E-taxis (Each charger with rated output power of 100 kW)	Electric light buses (Each set contains 1 pantograph charger with rated output power of 300 kW and 1 backup plug-in charger with rated output power of 150 kW)
Kwun Tong	-	1
Islands	7	-
Sai Kung	5	-
Kowloon City	-	2
Total	**12**	**3**

(c) Electric franchised buses

District	Numbers of chargers for electric buses			
	75 kW	80 kW	150 kW	200 kW
Central and Western	-	3	3	-
Eastern	1	4	-	-
Southern	-	-	-	-
Kwun Tong	-	5	1	1
Shum Shui Po	-	7	-	3
Sha Tin	-	-	-	3
Yuen Long	-	2	-	-
Tuen Mun	-	-	-	2
Islands	-	6	-	-
Total	**1**	**27**	**4**	**9**

(4) The Government launched the $300 million Fast Charger Incentive Scheme (the Incentive Scheme) on 25 July 2025, which aims at encouraging private sector to install 3 000 FCs by the end of 2028, thereby supporting an additional 160 000 EVs. As at February 2026, we have received applications for over 1 000 FCs. Among them, 489 FCs have been approved. These 489 FCs are widely distributed across every district (see the Attachment), of which 20 FCs have come into service.

(5) As proposed in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated in February this year, the Government will launch the $20 million fast charger scheme dedicated for commercial vehicles to encourage the industry to install chargers with rated output power of at least 240 kilowatts for e-CVs, thereby supporting the popularisation of e-CVs. We are making reference to the experience of the Incentive Scheme to draft the framework for the new scheme. Upon consultation with the relevant stakeholders, we will finalise the details and arrangements, including the number of chargers provided, aiming to announce the details of the new scheme by the end of 2026.

Attachment

Distribution of fast chargers (FCs) issued with Aacknowledgement Notice under the Fast Charger Incentive Scheme as at February 2026 by districts.

District	Number	Percentage
Central and Western	1	0.2%
Eastern	10	2.0%
Southern	20	4.1%
Wan Chai	16	3.3%
Kowloon City	27	5.5%
Kwun Tong	87	17.8%
Shum Shui Po	34	7.0%
Wong Tai Sin	6	1.2%
Yau Tsim Mong	23	4.7%
Kwai Tsing	31	6.3%
Tsuen Wan	37	7.6%
Sai Kung	37	7.6%
North	14	2.9%
Tai Po	10	2.0%
Sha Tin	41	8.4%
Yuen Long	74	15.1%
Tuen Mun	18	3.7%
Islands	3	0.6%
Total	489	100%

Note: Applicants must, within 12 months of receiving the Acknowledgement Notice, complete the installation of FCs and provide charging services as required under the Scheme, for the subsidy to be disbursed.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0030)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As stated in the Controlling Officer's Report, the provision for 2026-27 under Programme (4) has significantly increased by 95% to $239.4 million, which is mainly due to the increased cash flow requirement for the New Energy Transport Fund (the NET Fund) and the Fast Charger Incentive Scheme. In this connection, will the Government inform this Committee of the following:

(1) What are the respective daily utilisation hours of the quick, medium and slow chargers on average across the territory at present? Please compare the utilisation rates between the chargers owned and managed by the Government with those operated by the private sector.

(2) What is the percentage of the overall breakdown rate of public chargers at present? What is the average time required from reporting the breakdown to completing the repair? How many complaints are related to the "prolonged breakdown" or "unusable status" of the chargers?

(3) Please list out the details of the utilisation of the NET Fund in the past 5 years.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 19)

Reply:

(1)-(2)

As at December 2025, the Environmental Protection Department has implemented fee-paying charging service at 74 government car parks (with about 1 600 chargers) under the principle of marketisation with charging fees set at market rates based on energy consumption. Based on the data from the charging service operators, as at December 2025, the utilisation rate and utilisation hours of the aforesaid chargers varied among different districts. Taking the average, the utilisation rate of chargers was

approximately 12% (calculated on the basis of 24 hours per day), whereas the average daily utilisation of each charger was about 3 hours.

In 2025, the normal operation rate of the above chargers reached over 90%, and all malfunctioning chargers were repaired within 48 hours, with no complaints about "prolonged breakdown" or "unusable status" of chargers received.

We have no statistics on the utilisation rate of charging facilities outside government car parks.

(3) The Government established the $1.1 billion New Energy Transport Fund (the NET Fund) in March 2011 to provide subsidies for the transport trade or charitable/non-profit making organisations to trial and promote the wider use of green innovative transport technologies. The NET Fund consists of 2 parts, namely "Applications for Trial" (AT) and "Applications for Use" (AU). The AT is for subsidising the trials of green innovative transport technologies, whereas the AU is for subsidising the trade to directly procure technologies which have been proven relatively mature and suitable for local adoption by trials. In the past 5 years, the NET Fund disbursed a total subsidy of $74.88 million under the AT, involving 142 trial projects.

To align with the Green Transformation Roadmap of Public Buses and Taxis promulgated in December 2024, the Government has earmarked approximately $750 million under the AU of the NET Fund to provide subsidies for the taxi trade and franchised bus operators to procure electric vehicles, and introduce the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles.

As at the end of 2025, 647 electric taxis (e-taxis) had been licensed under the e-Taxi Subsidy Scheme, and 377 e-taxi owners had received subsidies, involving a total amount of about $17 million.

As for the Electric Bus Subsidy Scheme, the franchised bus operators are currently preparing for the tender exercises to procure about 600 electric buses (e-buses) by end-2027, with vehicle delivery and registration to be completed by end-2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

Regarding the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles, the NET Fund Secretariat receives enquiries regarding applications for the funding scheme from time to time. As at early March 2026, a total of 2 formal applications were received. We are currently reviewing the applications and will then submit them to the NET Fund Steering Committee for consideration.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0881)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (000) Operating Expenses

Programme: (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned that the Administration will continue to carry out carbon audits on major government buildings and extend the conduct of carbon audit to government infrastructures. In this connection, will the Government inform this Committee of the following:

(1) Please list out the financial expenditure specifically incurred by the Government for conducting these "carbon audits" over the past 5 years.

(2) Which fiscal account will the Government use to cover the actual costs of retrofitting works for saving energy arising from carbon audits given the reduction in non-recurrent allocation for the 2026-27 financial year when the specific enhancement works (such as replacing energy-intensive air-conditioning system or conducting building energy-saving retrofit) usually require an enormous amount of the non-recurrent allocation upon successful identification of carbon reduction potential in government buildings by carbon audits.

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 17)

Reply:

According to the internal circular on Carbon Management in Government Buildings, bureaux and departments (B&Ds) are required to conduct carbon audits for the major government buildings under their management, including the government joint-user complex and departmental buildings, and to disclose the carbon emissions data of such buildings in their environmental performance reports or through other means. The manpower and expenses incurred by the bureaux and departments in conducting carbon audits are covered by their respective recurrent expenditure, and thus there is no separate breakdown of the expenses involved.

In addition, in line with the measures set out in the 2023 Policy Address, the Government has been progressively extending the carbon audit practice applicable to government buildings to

government infrastructure to enhance the Government's carbon management efforts. The Environment and Ecology Bureau, in collaboration with relevant departments, has launched trial programmes to conduct carbon audits on typical and representative government infrastructure, including water treatment works, sewage treatment facilities, fresh water and salt water pumping facilities, road lighting systems and ventilation systems at public transport interchanges, etc., with a view to establishing relevant knowledge base and mechanism for conducting carbon audits, which will in turn facilitate the carbon management efforts by relevant departments for other infrastructures in the future.

B&Ds will follow up on the implementation of practicable carbon reduction measures based on the recommendations in the carbon audit reports. Among them, the Electrical and Mechanical Services Department (EMSD) is responsible for implementing energy-saving projects in government buildings, such as replacing lighting facilities with light emitting diode lamps and adopting high-efficiency air conditioning units. The EMSD has already earmarked $96.89 million under Subhead 696 "Energy saving projects in government buildings (block vote)" of Head 42 "Electrical and Mechanical Services Department" for 2026-27 to fund energy-saving retrofit works in government buildings. For other measures involving more resources, bureaux and departments will seek funding through the existing mechanisms such as the Resource Allocation Exercise whenever necessary and justified.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3161)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The approved commitment for the Green Tech Fund (GTF) is $400 million and the current balance is approximately $284 million. In this regard, will the Government inform this Committee of:

(1) the number of projects approved by the GTF by application area in the past 3 years;
(2) the proportion of scientific research deliverables successfully commercialised or applied to public infrastructure; and
(3) the decarbonisation performance of these funded scientific research projects?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 38)

Reply:

(1) A total of 17 research and development (R&D) projects were approved by the Green Tech Fund (GTF) in the past 3 years. The distribution of the research areas is tabulated below:

Research area	**Number of projects approved**
Decarbonisation	3
Zero-carbon energy	5
Energy saving and efficiency	1
Green transport	1
Waste management and reduction	7
Total	**17**

(2) and (3)

As required by the GTF, the recipient organisations shall submit their final reports within 4 months from the project completion date. As the 17 R&D projects approved

over the past 3 years have yet to reach the phase of final report submission, there is currently no information about the scientific research deliverables of these projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0041)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

One of the Matters Requiring Special Attention for the 2026-27 includes the Hong Kong Roadmap on Popularisation of Electric Vehicles updated in February 2026. In this regard, will the Government inform this Committee of:

(1) How much is the maintenance expenditure for electric vehicle (EV) charging-enabling infrastructure subsidised by the Government each year?

(2) The Government allocated $300 million to launch the Fast Charger Incentive Scheme, which were open for applications starting from July last year. The revised estimate for 2025-26 was $8.75 million. Regarding the remaining balance, please specify the allocation arrangements and relevant estimate for the 2026-27;

(3) What is the Government's annual expenditure on the publicity to promote the popularisation of EVs? Please specify the main publicity channels and resource allocation.

(4) What were the expenditure incurred by the Government's various subsidy schemes for electric commercial vehicles (e-CVs) over the past 3 years? What is the number and distribution of chargers installed specifically for e-CVs at present?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 5)

Reply:

(1)

Currently, it is the recipient organisations to take up the responsibility of maintaining the electric vehicle (EV) chargers and charging-enabling infrastructure subsidised by the Government. The Environmental Protection Department (EPD) does not have any data on the related maintenance expenses. As for the EV chargers provided by the EPD, the service

contractors are responsible for the maintenance. Under the prevailing contracts, the EPD pays an annual maintenance fee of $1.33 million to the service contractors.

(2)
The Government launched the $300 million Fast Charger Incentive Scheme on 25 July 2025, aiming at encouraging private sector to install 3 000 fast chargers (FCs) by the end of 2028, thereby supporting an additional 160 000 EVs. Based on the number of applications received and the commencement time of FCs estimated by the applicants, it is expected that about 1 000 FCs will be installed and commence operation over the next year. Therefore, the estimate for 2026-27 is $50 million. Maintenance costs for the FCs are borne by the applicants. The Environment and Ecology Bureau (EEB) has no data on such maintenance expenses.

(3)
The publicity on promoting the popularisation of EVs is part of the overall work of the EEB and the EPD, and is absorbed by the existing resources of both of them.

(4)
In recent years, the Government has actively implemented a number of subsidy schemes for electric commercial vehicles (e-CVs), including (1) the Applications for Trial (AT) and the Applications for Use (AU) under the New Energy Transport Fund (NET Fund). The AT is for subsidising the trials of green innovative transport technologies, whereas the AU is for subsidising the industry to directly procure technologies which have been proven relatively mature and suitable for local adoption by trials. Under the AU, the e-Taxi Subsidy Scheme (the Subsidy Scheme) has involved expenditures over the past 3 years; (2) a subsidy for franchised bus operators to procure 36 single-deck electric buses (e-buses) for trial operation on multiple routes; and (3) the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), which aims to test the operational performance of existing electric public light bus models on the market and assess the feasibility of their application in Hong Kong, as well as the relevant charging arrangements.

The expenditure involved in the above subsidy schemes for e-CVs in the past 3 years (i.e. 2023-24 to 2025-26[Note 1]) is tabulated below:

Subsidy schemes for e-CVs		**Expenditure involved in the past 3 years ($million)**
(1) The NET Fund	AT	51[Note 2]
	The Subsidy Scheme under AU	17
(2) The subsidy for 36 single-deck e-buses		11
(3) The Pilot Scheme		28

Note 1: As at February 2026.

Note 2: The subsidy scope of the AT under the NET Fund covers various green innovative transport technologies. The expenditure listed above is related to e-CVs.

The number and distribution of e-CV dedicated chargers provided or subsidised by the Government as at December 2025 are as follows:

District	**Number of chargers**		
	e-bus	**Electric taxi**	**Electric light bus**
Central and Western	6	-	-
Eastern	5	-	-
Kwun Tong	7	-	1
Sham Shui Po	10	-	-
Sha Tin	3	-	-
Yuen Long	2	-	-
Tuen Mun	2	-	-
Islands	6	7	-
Sai Kung	-	5	-
Kowloon City	-	-	2
Total	**41**	**12**	**3**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3024)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As stipulated in the Hong Kong's Climate Action Plan 2050 promulgated by the Government, the Government is striving to achieve "net-zero electricity generation", "energy saving and green buildings", "green transport" and "waste reduction". Currently, the percentage of fossil fuels in Hong Kong's fuel mix for electricity generation is over 70%. In this connection, will the Government inform this Committee of the following:

(1) In regard to the "net-zero electricity generation" under the 4 major decarbonisation strategies and measures, how will the Government gradually reduce the percentage of fossil fuels in the fuel mix for electricity generation? Please explain the specific measures, timetable and targets.

(2) Please provide a breakdown of expenditure on energy-saving projects and the installation of renewable energy (RE) systems in government buildings and infrastructure in the past 3 years, including the total costs of work, maintenance and manpower involved.

(3) Please provide the details of manpower, expenditure and work arrangements involved in the installation of solar energy generation systems at open car parks in the past 3 years.

(4) Are there any plans to expand the above projects? If yes, what are the details?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 15)

Reply:

(1)

Based on the 4 energy policy objectives of safety, reliability, affordability and environmental performance, the Government will, through enhancing regional co-operation, progressively

increase the use of zero-carbon energy in electricity generation to achieve the long-term goal of "net-zero electricity generation" as set out in the Hong Kong's Climate Action Plan 2050, i.e. to increase the share of zero-carbon energy in the fuel mix of electricity generation to about 60% to 70% by 2035 (including 7.5% to 10% of local renewable energy (RE)), and to achieve the target of "net-zero electricity generation" and carbon neutrality by 2050.

In 2025, the share of coal in the overall fuel mix for electricity generation in Hong Kong was reduced from about 50% in 2015 to less than 20%, while the percentage of natural gas significantly increased from about 25% in 2015 to more than 50%. The share of zero-carbon energy (including nuclear energy and RE) remains at around 25%.

As the enhancement of the Clean Energy Transmission System is to be completed within 2026, Hong Kong will be able to gradually import more zero-carbon energy from the Chinese Mainland. The Government also keeps planning ahead for the construction of electricity facilities to receive and process electricity transmitted to Hong Kong from other places, thereby further enhancing the capacity of supplying zero-carbon energy to Hong Kong.

(2)
The Electrical and Mechanical Services Department (EMSD) is responsible for energy-saving projects in government buildings, such as replacing lighting facilities with light emitting diode (LED) lamps and adopting high-efficiency air conditioning units. The project expenditures in the past 3 years are tabulated below:

Financial year	Project expenditure ($ million)
2023-24	112
2024-25	113
2025-26	110 (estimate)

Note: The expenditure is absorbed by Subhead 696 "Energy Saving Projects in Government Buildings (Block Vote)" under Head 42 "Electrical and Mechanical Services Department".

The Government has earmarked a total of $3 billion to install small-scale RE systems at government premises since 2017-18. As at December 2025, around $2.4 billion has been approved for the implementation of over 280 projects. The approved project estimates incurred for the projects completed in the past 3 years using the above provision are tabulated below:

Financial year	Approved project estimate ($million)
2023-24	240
2024-25	160
2025-26	130 (as at December 2025)

As the relevant repair and maintenance works of the above energy-saving and RE system projects at government buildings are taken up by individual departments, the Environment

and Ecology Bureau (EEB) does not maintain relevant information on the manpower and expenditure.

(3) and (4)
The Government introduced a series of facilitation measures in April 2022 to assist the private sector in installing solar energy generation systems at open car parks. Over the past 3 years, the EEB has received a total of 10 proposals from private organisations. Amongst, 2 projects located at The Chinese University of Hong Kong and the Hong Kong Financial Data Center in Tseung Kwan O respectively were completed in 2025; and 3 projects located at the HKEx Data Centre in Tseung Kwan O, the car park building at Wan Tau Tong Estate in Tai Po, and Kau Lung Hang Village in Tai Po respectively are expected to be completed in 2026. It is estimated that all the projects with policy support obtained can generate around 1.05 million kilowatt-hours of electricity per annum upon commissioning.

As the implementation of the above facilitation measures is part of the overall work of the EEB and relevant departments, there is no breakdown of the manpower, expenditure and work arrangement. Currently, the Government has no plans to expand the measures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3025)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (3) Sustainable Development

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Matters Requiring Special Attention for the 2026-27 year that training programmes for bureaux and departments on the sustainable development principles and the sustainability assessment system will be updated. In this regard, will the Government inform this Committee of:

(1) the specific budget allocated for the training and the areas involved in the training;

(2) whether there are any other training plans apart from the afore-mentioned training programmes; if yes, the training contents, objectives and estimated budget;

(3) whether the Government will consider incorporating innovative technologies (such as online interactive platforms, AI-assisted learning and virtual simulation systems) to enhance training efficiency and accelerate the achievement of the objectives when implementing the relevant training programmes; and

(4) the specific arrangements for staff allocation to support the training work?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 16)

Reply:

(1) to (4)

The Environment and Ecology Bureau (EEB) organises sustainable development (SD) workshops and sustainability evaluation tool training courses on a regular basis, with a view to raising the awareness and understanding of SD concepts of government staff and enhancing their ability to apply sustainability evaluation tool. When implementing such training programmes, the Government will consider incorporating innovative technologies to enhance learning outcomes and expedite the achievement of training objectives. We are actively preparing to launch an online self-learning platform which will include demonstration videos, interactive quizzes and reference templates for evaluation reports, enabling participants to

learn flexibly at their own pace, thereby enhancing the overall learning experience and outcomes. We will also continue to collect feedback from participants on the workshops and training courses, and update the training contents in a timely manner.

Apart from the above-mentioned training programmes provided for the bureaux/departments, the EEB does not provide any training programmes of the same nature. Since the provision for training is part of the overall work of the EEB and is absorbed by the existing staff establishment, there is no relevant breakdown of the manpower and expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3026)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As regards the mention of promoting the development of green industries and green transformation of enterprises in the Budget Speech, will the Government inform this Committee of:

(1) the expenditures on government support for green transformation of enterprises, including various funding projects, technical support, consultancy services, publicity and promotion, and staff establishment in the past 3 years;

(2) the budget allocated for relevant funding projects in the future, as well as the estimated number of enterprises to be benefitted; and

(3) the specific measures and policy directions for promoting the development of green industries in the future and the areas and objectives involved?

Asked by: Hon LAM Wai-kong (LegCo internal reference no.: 17)

Reply:

(1, 2, 3)
To align with the country's "dual carbon" targets and green and low-carbon development strategies, and lead Hong Kong towards carbon neutrality, the Government strives to promote the development of green industries through the relevant measures which can help expedite the green transformation of enterprises.

The relevant supporting measures provided by the Government in the past 3 years include:

(1) Green technology: Since the establishment of the Green Tech Fund (the GTF), the Government has injected a total of $400 million, and approved 17 projects in the past 3 years, including the technologies relevant to the production and storage of hydrogen fuel

and manufacture of noise-absorbing materials from recycled plastics, involving a total funding of approximately $69 million.

The Government has been supporting the local development of green technology through the GTF, transforming research and development (R&D) projects with practical application potential into commercially valuable technologies or products and facilitating their production locally. With the Government's assistance, 2 local companies are expected to set up production lines at the EcoPark in Tuen Mun by mid-2026 to upcycle local waste materials into core materials for electricity-free cooling products and acoustic metamaterial products respectively, thereby promoting the development of Hong Kong's green industry.

We will continue to encourage local public research institutes, R&D centres or local companies to apply for the GTF. The GTF has no prescribed limit on the number of projects funded or amount of funding disbursed in each year. The GTF Assessment Committee will continue to review each application based on its specific circumstances.

In addition, the Government launched the Cleaner Production Partnership Programme (the Programme) in 2008. Through funding support and technology promotion activities, the Programme facilitates and encourages Hong Kong-owned factories in Hong Kong and Guangdong Province to adopt cleaner production technologies and practices with a view to reducing emissions of pollutants, thereby improving quality of the environment in the region. In the past 3 years, the Programme has funded about 660 projects and organised around 100 technology promotion activities, including seminars, workshops, exhibitions, etc.

In May 2025, the Government allocated an additional funding of $100 million to launch a new round of the Programme to support Hong Kong-owned factories in adopting new cleaner production technologies, in order to transform and upgrade traditional industries through green technologies, thereby accelerating the green transformation of enterprises. We expect to fund approximately 120 to 140 projects in the new round of the Programme, with the funding for each project capped at $650,000 or $750,000 (if the project under application involves the adoption of new cleaner production technologies developed by Hong Kong or jointly by Hong Kong and Guangdong). It is estimated that approximately 100 Hong Kong-owned factories will be benefitted. The annual expenditure of the Programme in the 2022-23, 2023-24 and 2024-25 is approximately $57 million, $59 million and $65 million respectively.

(2) Development of new energy: The Government has made top-level planning for the development of hydrogen energy in the Strategy of Hydrogen Development in Hong Kong published in 2024, to create a local environment conducive to the development of hydrogen energy in a prudent and orderly manner, develop new quality productive forces, and maintain international competitiveness. To establish the framework for green hydrogen and low-carbon hydrogen certification, the Electrical and Mechanical Services Department (EMSD) is conducting a trade consultation on the details of the framework. The consultation will end on 17 April 2026. Based on the views collected, the Government will establish a certification system which connects with the Chinese Mainland and the world by 2027, thereby helping Hong Kong develop into a demonstration base for green and low-carbon hydrogen technologies to facilitate the

export of technologies and products developed in the Chinese Mainland and Hong Kong, and leveraging Hong Kong's status as an international financial centre to provide financing services for green hydrogen technologies and products from around the world.

Hong Kong's first public hydrogen filling station at Au Tau in Yuen Long officially commenced operation in June 2025, with a daily hydrogen filling capacity of up to 1 000 kilograms, providing services for buses, goods vehicles and other heavy vehicles using hydrogen as fuel. The Government is identifying suitable locations on the Hong Kong Island and in Kowloon to establish public hydrogen filling stations, having regard to factors such as land use planning, safety risks and market demand.

The Gas Safety (Amendment) Ordinance 2025 was gazetted on 25 July 2025. The ordinance empowers the Chief Executive in Council to make subsidiary legislation regarding matters relating to the entire supply chain of "regulated hydrogen." The Government is currently drafting the subsidiary legislation, with the aim to introduce it to the Legislative Council for negative vetting this year, so as to provide a clear legal framework and a stable regulatory environment for the hydrogen energy industry, thereby enabling local and international investors to develop hydrogen-related businesses in Hong Kong with greater confidence.

Besides, the Government will host the Hydrogen Week in May 2026 to foster international exchange. Visits to Chinese Mainland will also be organised for overseas experts to understand the development of hydrogen energy application.

In addition, the Government launched a funding scheme under the New Energy Transport Fund (the NET Fund) in December 2024, allocating $100 million in the first phase to promote trials of hydrogen fuel cell heavy vehicles.

Furthermore, to build an influential industry chain of a sustainable aviation fuel (SAF), the Government is working with the Guangdong Provincial Government to enable a local enterprise, one of the world's major SAF suppliers, to develop its business in the Greater Bay Area, covering upstream collection of raw materials and setting up of production plants for large-scale production, with a view to promoting the development of the new energy industry in the aviation sector. The Government will also promote the construction of a SAF-blending facility to meet the SAF consumption ratio of 1% to 2% for flights departing from the Hong Kong International Airport by 2030.

(3) Green Transport: The Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) released in February this year states that the Government will adhere to our goal of ceasing new registrations of fuel-propelled PCs, including hybrid vehicles, in 2035 or earlier, and strive to achieve zero vehicular emissions and carbon neutrality before 2050. The Government has been encouraging the trade to trial and promote the use of various new energy transport technologies through the NET Fund. As at February 2026, the NET Fund had approved 293 trial projects, involving a total subsidy of $234 million.

Following the release of the Green Transformation Roadmap of Public Buses and Taxis in December 2024, the Government has earmarked approximately $135 million and $470 million in the NET Fund for providing financial support to taxi owners to procure 3 000

electric taxis and franchised bus operators to procure about 600 electric buses respectively.

As pointed out in the Updated Roadmap, a public charging network is crucial for electric commercial vehicles and is also a core component of the Government's strategy to promote electric vehicles (EVs). Looking forward, we will continue to adopt a multi-pronged strategy and leverage market forces to build a public charging network with by fast chargers (FCs) as the backbone through policy guidance, including launching the $300 million Fast Charger Incentive Scheme to encourage private sector to install 3 000 FCs by the end of 2028 to support an additional 160 000 EVs, and earmarked $20 million under the NET Fund to launch a commercial vehicle dedicated fast charger scheme to encourage the trade to install fast chargers with rated output power of at least 240kW for use by electric commercial vehicles.

(4) Developing environmental infrastructure: The Government will develop environmental infrastructure by leveraging market forces. For example, Hong Kong's first large-scale EV battery recycling facility located at the EcoPark is under construction and is expected to commence operation in the first half of 2026. The recycled black mass will be converted from locally retired batteries to supply to the Chinese Mainland and the neighbouring regions. This facility will not only promote the development of the EV battery recycling industry and strengthen Hong Kong's role in the regional green value chain, but also serve as a good model for mutually beneficial co-operation in the environmental industry of the Greater Bay Area.

(5) Green Finance: To consolidate and enhance Hong Kong's status as an international green finance centre, the Government will continue issuing sustainable bonds, establishing an enabling regulatory environment and strengthening cross-sectoral collaboration, including taking forward the implementation of the Hong Kong Sustainability Disclosure Standards, refining the Hong Kong Taxonomy for Sustainable Finance to more effectively address the financing needs of relevant projects, and striving to develop green transition planning guidance for banks within this year.

In addition, the Government launched the Green and Sustainable Fintech Proof-of-Concept Subsidy Scheme (the Subsidy Scheme) in June 2024 to provide early-stage funding to support technology companies or research institutes conducting green fintech activities to collaborate with local enterprises to co-develop new projects in the market that can address the industry's pain points. The Subsidy Scheme facilitates the commercialisation of the solutions and the completion of the proof-of-concept stage, enabling wider adoption of green and sustainable fintech solutions with potential in the business landscape of Hong Kong. The Subsidy Scheme has approved grants to 60 green Fintech solutions which have all gone through proof-of-concept and are expected to be launched in the market. The total funding of $10 million has been fully disbursed to the scheme administrator (i.e. the Cyberport) in 2024-25, and therefore it is not necessary to allocate funding within and after 2025-26.

Except the specific funding schemes, including the GTF, the Cleaner Production Partnership Programme, the NET Fund and the Subsidy Scheme, the manpower and expenditure involved in the relevant work is absorbed by the existing resources of the

Government. The Government does not have a separate breakdown of the manpower and expenditure involved.

The Government will continue to pursue the goal of achieving carbon neutrality by 2050, promote green transformation, and strive to develop Hong Kong into a demonstration platform for green and low-carbon technologies to facilitate the export of technologies and products developed in the Chinese Mainland and Hong Kong, and leverage Hong Kong's status as an international financial centre to provide green financing and professional services for the development of green industries and the green transformation of enterprises. The Government will closely monitor the latest development of various green transition strategies and zero-carbon technologies, and adjust and optimise specific measures and policy directions to promote the development of green industries.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0217)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the estimated expenditure for 2026-27 that the Administration will introduce the subsidiary legislation under the Gas Safety Ordinance (Cap. 51) for regulating the manufacture, storage, transport, supply and use of hydrogen as fuel. Will the Administration inform this Committee of the following:

1. Please provide the details of the consultation progress in the proposed new subsidiary legislation at present, as well as the specific timetable scheduled for submitting it to the Legislative Council within 2026.

2. The Electrical and Mechanical Services Department is collaborating with the Vocational Training Council and relevant suppliers to explore the feasibility of providing safety training courses for hydrogen fuel system practitioners. What is the progress in the course development? When is the hydrogen energy training facilities at the Tsing Yi campus of the Hong Kong Institute of Vocational Education expected to commence operation?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 9)

Reply:

1. The Gas Safety (Amendment) Ordinance 2025 was gazetted on 25 July 2025. The ordinance empowers the Chief Executive in Council to make subsidiary legislation regarding matters relating to the entire supply chain of "regulated hydrogen." The Government is currently drafting the subsidiary legislation, with the aim of introducing it to the Legislative Council for negative vetting in the fourth quarter of this year, so as to provide a clear legal framework and a stable regulatory environment for the hydrogen energy industry.

2. The Electrical and Mechanical Services Department (EMSD) has been actively promoting the training of professionals in hydrogen technology to support the development of the

local hydrogen industry. The Vocational Training Council (VTC), with EMSD's facilitation, launched in July 2025 the first Certificate in Safety Awareness for Hydrogen Fuel Application course for the purpose of enhancing the trade practitioners' safety awareness of hydrogen energy. In addition, the VTC is organising a certificate course in hydrogen-fuelled vehicle mechanics to be launched at its Tsing Yi campus within this year.

- End -

Examination of Estimates of Expenditure 2026-27 | Reply Serial No. **EEB(E)160**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3009)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The provision under Programme (4) has increased by $116.6 million to support the New Energy Transport Fund and the Fast Charger Incentive Scheme (the Scheme), but there will be a net decrease of 2 posts and less provision for emoluments. Will the Administration inform this Committee of the following:

1. Please give an account of the ranks and duties of the 2 reduced posts.

2. Given the staff reduction, how can the Administration ensure that large-scale compliance audits (including the operational monitoring and real-time data connection lasting for 30 months) can be handled in an effective manner once the peak period of the Scheme commences? Will there be a risk of delays in disbursing the fund caused by inadequate manpower in conducting the audits?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 8)

Reply:

(1) The ranks of the 2 time-limited posts to be reduced in 2026-27 are Environmental Protection Officer/Assistant Environmental Protection Officer and Environmental Protection Inspector, which were created between 2019-20 and 2020-21 and responsible for dedicated programmes on the promotion of green transport and popularisation of electric vehicles (EVs). Their original duties will be absorbed by existing manpower upon redeployment, and therefore the elimination of these 2 time-limited posts will not affect the work of the Environment and Ecology Bureau (EEB) on promoting the popularisation of EVs.

(2) The EEB has allocated sufficient manpower for the Fast Charger Incentive Scheme (the Scheme). When formulating the Scheme, we had made reference to the experience gained from other funding schemes and streamlined the vetting procedures as appropriate. For example, once the applicants have made declarations and

undertakings in their application forms, we will issue an acknowledgement notice to them after necessary verifications. Upon submission of a compliance report certified by a registered professional engineer by subsidised organisations before operation of subsidised fast chargers (FCs), we will disburse the first instalment of subsidy, thereby cutting out the procedure of verifying the compliance status of FCs by the Government. We will continue to proactively implement the Scheme and review the staffing arrangements from time to time to ensure its effective implementation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2456)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The first registration tax (FRT) concession arrangements for electric private cars (e-PCs), including the "One-for-One Replacement" Scheme (the Scheme), will not be extended beyond its expiry at the end of March this year. In this regard, please advise this Committee on:

1) the total number of cases granted FRT concessions for e-PCs since the launch of the Scheme in 2018, among which are the number of cases under the Scheme and the total amount of tax concessions involved;

2) whether the Government has assessed the impact of discontinuing the Scheme, including the impact on the market development of electric vehicles and the relevant industry chain in Hong Kong; and

3) the measures to increase vehicle owners' interest in switching to e-PCs in view of the Government's target of ceasing new registrations of fuel-propelled and hybrid private cars in 2035 or earlier as well as the inadequacy of public charging facilities in various districts to meet the charging demand.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 22)

Reply:

1) The Government launched the "One-for-One Replacement" Scheme (the Scheme) on 28 February 2018, which will expire on 31 March 2026. Over the past 5 years (from 2021 to 28 February 2026), there were a total of 135 729 cases that first registration tax (FRT) concessions were granted for electric private cars (e-PCs), of which 128 087 cases were under the Scheme. The total amount of FRT concessions involved in the Scheme is $28.4 billion.

2) and 3)

As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February this year, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of electric vehicles (EVs) replacing fuel-propelled vehicles will not change.

The Government will continue to expand EV charging-enabling infrastructure across the territory, to provide greater convenience to PC owners and support the popularisation of electric commercial vehicles. Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, we will continue to adopt a multi-pronged strategy, leverage market forces to build a public charging network with fast chargers as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public fast chargers, converting petrol filling stations into fast charging stations (FCSs) or retrofitting them with chargers. We have also reserved space in the new development areas for the development of FCSs so as to fully support EV applications in Hong Kong. Our target is to increase the number of fast chargers to 4 000 by 2030. By 2035, we expect to have about 10 000 fast chargers, supporting around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1126)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 199 of the Budget that since the establishment of the Green Tech Fund (GTF), the Government has injected a total of $400 million into the fund and approved a number of projects, including production and storage of hydrogen fuel and the technology of turning waste into resources. In this regard, please inform this Committee of:

1) the number of applications received each year, the number of applications approved and the total amount of funding involved since the establishment of the GTF;

2) whether the Administration will consider timely injection into the GTF to support the implementation of more green research and development projects with great potential; if yes, the details; if no, the reasons;

3) the number and details of the approved projects which have entered the application and commercialisation stage; and

4) whether there are any measures to further facilitate co-operation between the research teams and the industry so as to promote the wider application of the relevant technologies.

Asked by: Hon LAU Ka-keung (LegCo internal reference no.: 14)

Reply:

1) Since the Green Tech Fund (GTF) was open for application in December 2020, 39 research and development (R&D) projects have been approved so far, including 30 from local universities, 1 from a public research institute and 8 from private enterprises. The approved projects cover multiple areas, including technologies relevant to the production and storage of hydrogen fuel, aqueous batteries for electric vehicles and manufacture of noise-absorbing materials from recycled plastics, involving a total funding of

approximately $171 million. The yearly statistics about the number of applications and approved projects, and the amount of funding under the GTF are summarised below:

Year	Number of Application	Number of Approved Application	Funding Amount ($)
2021	191	14	Around 69 million
2022	97	8	Around 33 million
2023	80	8	Around 31 million
2024	125	3	Around 14 million
2025	129	6	Around 24 million
2026	131	Being processed	
Total	753	39	Around 171 million

2) Since its establishment in 2020, the Government has injected $200 million into the GTF in 2020 and 2022 respectively, with a total of funding of $400 million, to primarily support R&D projects in the priority areas of net-zero electricity generation, energy saving and green buildings, green transport and waste reduction. As at March 2026, the GTF has approved 39 R&D projects involving a total funding of approximately $171 million. There is currently no need for further injection of funding.

3) and 4)

Since its establishment, the GTF has approved a total of 39 R&D projects. Among these projects, 14 projects have been completed, with their final reports submitted. 7 of those projects have been granted a total of 17 patents. Among these 7 R&D projects, a university team plans to promote its newly-developed industrial wastewater treatment technology to the Greater Bay Area and the Yangtze River Delta Region.

In addition to the above 7 projects to which patents have been granted, 2 other projects have successfully commercialised their research outcomes or applied them to public facilities. Among them, 1 green technology enterprise has successfully upcycled various types of waste plastics into high-value acoustic metamaterial products that can mitigate noise pollution in various scenarios. The Government is assisting the enterprise in setting up a production line at EcoPark in Tuen Mun by mid-2026. Separately, a university research team has trialled its self-developed nanotechnology-based air cleaning system at 2 public transport interchanges.

To expedite the application and promotion of more green R&D technologies, the Government will continue to make use of the GTF website, the Eco Expo Asia or other suitable platforms to share the deliverables of the completed projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0646)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As stated in paragraph 199 of the Budget Speech, since the establishment of the Green Tech Fund, the Government has injected a total of $400 million into the fund. In this connection, will the Administration advise on:

1. the actual expenditure, number of approved projects and average amount of funding in each of the past 3 years given the total injection of $400 million since the establishment of the fund, with a breakdown by project category (e.g. hydrogen, waste-to-resources and energy-saving buildings); and

2. whether there is any consideration to relaxing the vetting criteria of the fund for such start-ups and introducing an assessment mechanism in support of the green start-ups in the future in view of the larger number of approved applications among the local public research institutes and lower success rates of applications among the local small and medium enterprises as well as start-ups under this fund in the past according to the Legislative Council documents?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 10)

Reply:

1. Since the Green Tech Fund (GTF) was open for application in December 2020, 39 research and development (R&D) projects have been approved so far, including 30 from local universities, 1 from a public research institute and 8 from private enterprises. The approved projects cover multiple areas, including the technologies relevant to the production and storage of hydrogen fuel, invention of aqueous batteries for electric vehicles and manufacture of noise-absorbing materials from recycled plastics, involving a total funding of approximately $171 million.

A total of 17 R&D projects were approved by the GTF in the past 3 years, with the amount of funding ranging from around $2.5 million to around $6.9 million. Funding for a majority of the approved projects ranged from around $2.5 million to around $4 million. The number of projects approved, amount of funding and distribution by research area in each of the past 3 years are summarised below:

Year	**Number of projects approved**	**Amount of funding ($)**
2023	8	Around 31 million
2024	3	Around 14 million
2025	6	Around 24 million
Total	**17**	**Around 69 million**

Note: The applications for 2026 are pending approval.

Research area	**Number of projects approved**
Decarbonisation	3
Zero-carbon energy	5
Energy saving and efficiency	1
Green transport	1
Waste management and reduction	7
Total	**17**

2. Designated local public research institutes, R&D centres or local companies may apply for funding under the GTF. Applications will be reviewed by the relevant government bureaux/departments and external reviewers. Their assessment will be submitted to the GTF Assessment Committee for consideration of the applications based on the GTF's assessment criteria, including the potential contributions of the projects to decarbonisation and environmental protection, technical and management capability, plans for further development of project deliverables and financial consideration. To ensure the effective use of the funding, a merit-based approach is adopted for vetting the applications throughout the entire assessment process. Assessment results will not be affected by the category of the applicants. To encourage start-ups to develop decarbonisation and green technologies, company applicants established within 2 years may also apply for a rental subsidy of up to 15% of the total amount of funding requested from the GTF.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0717)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

To achieve the "dual carbon" targets as soon as possible (reducing carbon emissions to half by 2035 when compared to 2005 and carbon neutrality by 2050), will the Government inform this Committee of:

1. whether any resources will be earmarked for studying and promoting the development of environmentally-friendly public transport system in rural areas, including electric minibuses and electric boats? If so, please list the amount of subsidies allocated for each mode of transport in 2026-27; and

2. whether the relevant authorities will draw on the experience and formulate a dedicated roadmap on the popularisation of electric ferries for the ferry services in Hong Kong (particularly the routes serving rural areas including the outlying islands) as the Government has released the Hong Kong Roadmap on Popularisation of Electric Vehicles and the Green Transformation Roadmap of Public Buses and Taxis; if yes, the estimate release time, planned roadmap and timetable; if no, the reasons?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 24)

Reply:

1 & 2

Overall speaking, the adoption of electric commercial vehicles and electric ferries (e-ferries) in Hong Kong remains at the trial stage. Given the current level of technological development and operational experience, it is premature to consider extending their application to rural areas. However, we will continue to monitor the technological and market development, and formulate appropriate policies in due course. Details of the various trial schemes for electric public light buses, ferries, buses, and taxis are as follows:

Electric public light buses

The Government has allocated $80 million to launch the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), with the aim of testing the operational performance of existing electric public light bus models on the market and assess the feasibility of their application in Hong Kong, as well as the relevant charging arrangements. The Kwun Tong Yue Man Square and Kowloon Tong (Suffolk Road) Public Transport Interchanges (PTIs) will be adopted as the trial points for green minibus operators operating at the aforementioned 2 PTIs to apply. Currently, 15 electric public light buses have commenced the operational trial. The budget allocation for the 2026-27 is about $3 million, which is primarily used for the daily operation and maintenance of fast-charging facilities.

E-ferries

The Government earmarked $350 million in 2020 to implement the Pilot Scheme for Electric Ferries to test out the viability of e-ferries in Hong Kong for a period of 24 months. The first e-ferry commenced trial operation in late December 2024, serving the in-harbour routes between North Point, Hung Hom and Kowloon City. The second e-ferry commenced trial operation in May 2025, serving the in-harbour routes between Tsim Sha Tsui, West Kowloon, Wan Chai and Central. The third e-ferry is expected to commence trial operation within this year.

Electric buses and taxis

In December 2024, the Government announced the Green Transformation Roadmap of Public Buses and Taxis and earmarked approximately $470 million and $135 million from the New Energy Transport Fund to subsidise franchised bus operators and taxi owners to purchase about 600 electric buses (e-buses) and 3 000 electric taxis (e-taxis) respectively. The routes under these 2 subsidy schemes span across the entire territory. Franchised bus operators are currently preparing for the relevant tender exercises. The first batch of e-buses is expected to be registered in 2027, and the relevant subsidies will be disbursed as early as 2027-28. Regarding e-taxis, as at end-February 2026, a total of 1 633 taxi owners had accepted the subsidy quotas and submitted procurement documents within the specified deadlines. Among them, 739 e-taxis have been licensed and are eligible for the subsidy, involving approximately $33 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0988)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Matters Requiring Special Attention in 2026-27 mentioned the overseeing of the management and operation of country and marine parks, and the management strategy of the Hong Kong UNESCO Global Geopark. In this regard, will the Administration inform this Committee of whether there is a mechanism for assessing ecological carrying capacity for the development of rural tourism (e.g. Tap Mun Island tours) so as to control the number of visitors and avoid causing excessive pressure and ecological damage to wetlands or islands? If yes, please list out the assessment methods, associated costs, and specific crowd control measures (such as the requirement of making reservations for visiting the islands and charging park admission fees). If no, what are the reasons?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 32)

Reply:

On promoting the development of rural tourism, the Government has all along accorded priority to the protection and respect of ecological environment. As regards the planning of some popular hiking sites such as the Hong Kong UNESCO Global Geopark (Hong Kong Geopark), the Government has established principles to avoid constructing any facilities which may adversely affect the environment inside the park, and has planned to construct appropriate ancillary facilities subject to the actual situations of different sites, including their natural environment, ecological sensitivity, infrastructure carrying capacity and conservation needs , to avoid posing excessive pressure on the ecological environment. Furthermore, the Government has been adopting a series of measures to promote rural tourism among visitors while disseminating important messages on hiking safety, protection of countryside environment, "Take Your Litter Home", etc.

In view of the recent upsurge of the number of visitors at some popular tourist spots of the Hong Kong Geopark and other hiking sites, the Government has made pre-emptive arrangements before the National Day Golden Week holiday, and has implemented measures as planned to enhance management, such as increasing public transport services as necessary

and conducting traffic and crowd control measures. Relevant departments will also step up inspections and enhance law enforcement actions, conduct cleaning and management as well as carry out extensive publicity and education on countryside etiquette via different promotional platforms during the peak rural tourism seasons, thereby strengthening the protection of visitors' safety and the ecology. We believe such arrangements have achieved their expected effectiveness during the last long Chinese New Year holiday. In addition, the Agriculture, Fisheries and Conservation Department is assessing the carrying capacity of some popular hiking sites and formulating appropriate visitor management measures, including exploring the introduction of a reservation system at some hot spots to better manage visitor flow and ensure the co-existence of rural tourism and nature conservation. Upon thorough consideration of the implementation details and feasibility, we will consult the relevant stakeholders in due course.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0446)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has announced the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles earlier, indicating that the future development of electric private cars (e-PCs) will be market-driven whilst the Government will focus on improving the supporting infrastructure for charging facilities. Besides, the Green Transformation Roadmap of Public Buses and Taxis was also announced in 2024. Please advise the Committee on:

1. whether there is any assessment on the ratio of electric vehicles (EVs) to chargers in Hong Kong and other regions;

2. the respective percentages of different classes of electric commercial vehicles (e-CVs) in the total number of e-CVs and all EVs in Hong Kong at present; and

3. whether there is any assessment of the impact of phasing out the relevant support measures on EVs and the overall market of private cars when some people opine that the Government's decision on not to extend the "One-for-One Replacement" Scheme for e-PCs may deter the popularisation progress of EVs as they account for about 16.3% of the total number of vehicles in Hong Kong at present?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 2)

Reply:

(1) As mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced in February this year, the Government has been promoting and encouraging the installation of electric vehicle (EV) charging-enabling infrastructure at parking spaces of newly built and existing private residential and commercial buildings through the gross floor area concession arrangements and the EV-charging at Home Subsidy Scheme, so as to provide greater convenience to electric private car (e-PC) owners to charge their vehicles at home or in

the workplace. The public charging network is crucial for electric commercial vehicles (e-CVs) and EVs without access to private charging facilities, and forms a core component of the Government's EV promotion strategy. Through the Government's initiatives and the industry's collaboration, the public charging network is expanding rapidly.

Currently, there are over 140 000 parking spaces equipped with EV charging-enabling infrastructure across Hong Kong, including approximately 16 440 public chargers, of which around 2 650 are quick or fast chargers (FCs). The overall infrastructure is sufficient to support the charging demand of around 230 000 EVs, which exceeds the number of around 150 000 EVs at present. As EV policies and implementation conditions vary among different regions, we believe that the situation in Hong Kong cannot be directly compared with that in other places.

In the future, the Government will continue to adopt a multi-pronged strategy to expand EV charging-enabling infrastructure across the territory and build a public charging network with FCs as the backbone through policy guidance and leveraging market forces. Our target is to increase the number of FCs to 4 000 by 2030, supporting around 200 000 EVs. By 2035, we expect to have about 10 000 FCs, supporting around 500 000 EVs. This will not only provide greater convenience to private car (PC) owners but also support the popularisation of e-CVs.

(2) As at the end of 2025, there were 148 337 registered EVs in Hong Kong, among which 2 674 were e-CVs. The percentage of each e-CV class in the total number of e-CVs and EVs is tabulated below:

Vehicle class	Number of registered EVs	Percentage in total number of registered e-CVs	Percentage in total number of registered EVs
Taxi	988	36.9%	0.7%
Franchised public bus	84	3.1%	<0.1%
Non-franchised public bus	66	2.5%	<0.1%
Private bus	11	0.4%	<0.1%
Public light bus	15	0.6%	<0.1%
Private light bus	11	0.4%	<0.1%
Light goods vehicle	1 347	50.4%	0.9%
Medium goods vehicle	37	1.4%	<0.1%
Heavy goods vehicle	4	0.1%	<0.1%
Special purpose vehicle	111	4.2%	<0.1%

Note 1: Government vehicles are not included as they need not be registered.
Note 2: The percentages may not add up to 100% due to rounding of figures.

(3) As analysed by the Updated Roadmap, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years, will soar to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled PCs in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuel-propelled vehicles will not change.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2466)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As announced in the Budget for 2026-27, the first registration tax (FRT) concession arrangement for electric private cars (e-PCs) under the "One-for-One Replacement" Scheme (the Scheme) will not be extended beyond its expiry at the end of March 2026. In this connection, will the Administration inform this Committee of the following:

(1) What are the numbers of cases granted the FRT concessions and the amount involved under the Scheme since the launch of the Scheme from 2018 to the end of February 2026;

(2) Since the implementation of the Scheme, the percentage of e-PCs in the first registered private cars (PCs) has soared from 24% in 2021 to over 70% in 2025. How does the Administration assess the actual role of the Scheme in driving this growth? To what extent can this increase be attributed to the effectiveness of the Scheme?

(3) Has the Administration assessed the impact of the expiry of the Scheme on the popularisation rate of electric vehicles, the second-hand vehicle market and any related industries in Hong Kong? If so, what are the preliminary results? If not, will any resources be allocated to conduct the relevant follow-up studies in the 2026-27?

(4) What specific supporting measures or alternative policies will be implemented in 2026-27 to encourage the public to continue choosing e-PCs?

(5) The FRT for electric commercial vehicles (e-CVs) and electric motor cycles will continue to be waived in full until the end of March 2028. What are the estimated numbers of e-CVs and electric motor cycles to be benefitted from this measure in 2026-27 respectively?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 31)

Reply:

(1) The Government launched the "One-for-One Replacement" Scheme (the Scheme) on 28 February 2018, which will expire on 31 March 2026. The number of first registered electric private cars (e-PCs) granted the first registration tax (FRT) concessions under the Scheme, as well as the amount involved in the FRT concessions in the past 5 years (starting from 2021 and to 28 February 2026) are tabulated below:

Year	E-PCs under the Scheme	
	Number	Total FRT concession amount ($ million)
2021	9 317	2,381
2022	19 365	5,295
2023	28 195	7,392
2024	32 460	6,938
2025	32 531	5,389
2026 (As at 28 February)	6 219	1,012

(2) to (4)

As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February this year, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure. The Scheme is one of the measures which aim at promoting the use of e-PCs, so it will be difficult to generalise the overall effectiveness of efforts to popularise electric vehicles (EVs) based on one single measure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuel-propelled vehicles will not change.

The Government will continue to expand EV charging-enabling infrastructure across the territory, to provide greater convenience to PC owners and support the popularisation of electric commercial vehicles (e-CVs). Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, we will continue to adopt a multi-pronged strategy, leverage market forces to build a public

charging network with fast chargers as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public fast chargers, converting petrol filling stations into fast charging stations (FCSs) or retrofitting them with chargers. We have also reserved space in the new development areas for the development of FCSs so as to fully support EV applications in Hong Kong. Our target is to increase the number of fast chargers to 4 000 by 2030. By 2035, we expect to have about 10 000 fast chargers, supporting around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

(5) Whether consumers decide to purchase vehicles or not depends on a number of factors, including the overall economic situation, personal and family or working needs, vehicle prices and supply, etc. It is therefore difficult for us to predict the numbers of e-CVs and electric motor cycles in the future. However, it is observed that the penetration rate of electric motor cycles (i.e. its proportion among first registration vehicles) has increased significantly in recent years, soaring from less than 1% in 2021 to approximately 6% in 2025. Looking ahead, the Government will strengthen the public's awareness of electric motor cycles, and continue to expand the public charging network to improve charging convenience, with the aim of further increasing the penetration rate of electric motor cycles. As for e-CVs, although the overall electrification is still at its early stage, certain e-CV vehicle types including franchised buses, taxis, light goods vehicles have achieved a relatively mature stage in market application and are better suited to operational requirements, and thus reaching a stage of large-scale application. We will take a pragmatic approach to progressively promote the application of these vehicle types in Hong Kong. As for e-CVs which have not yet reached the stage of large-scale application, we will establish a working group to create conditions for their future large-scale application, particularly by introducing more models suitable for local use, enhancing competition, and providing options to meet operational needs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0823)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specify

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

According to paragraph 207 of the Budget Speech, the Government will continue promoting the use of electric vehicles (EVs). Yet, the current first registration tax (FRT) concession arrangement for electric private cars (e-PCs) will not be extended beyond its expiry at the end of March this year. In this connection, please inform this Committee of:

i. the respective average utilisation rates of EV charging facilities in government and private car parking spaces at present, with a breakdown by district; and

ii. whether the Government expects an increase in the number of registered hybrid and fuel-propelled private cars in the market upon cancellation of the FRT concession arrangement for e-PCs.

Asked by: Hon LEE Wai-wang, Robert (LegCo internal reference no.: 18)

Reply:

i. As at December 2025, the Environmental Protection Department has implemented fee-paying charging services at 74 government car parks (with about 1 600 chargers) under the principle of marketisation with charging fees set at market rates based on energy consumption. Based on the data provided by the charging service operators, as at December 2025, the utilisation rate of the chargers at government car parks varied among different districts. Overall speaking, their average utilisation rate was approximately 12% [Note], with a breakdown by district as follows. We have no statistics on the utilisation rate of charging facilities outside government car parks.

District	Average utilisation rate
Central and Western	5%
Eastern	11%
Southern	11%
Wan Chai	20%
Kowloon City	2%
Kwun Tong	20%
Sham Shui Po	9%
Wong Tai Sin	8%
Yau Tsim Mong	3%
Kwai Tsing	10%
Tsuen Wan	5%
Sai Kung	11%
North	27%
Tai Po	25%
Sha Tin	9%
Yuen Long	6%
Tuen Mun	13%
Islands	16%

Note: The charger utilisation rate is calculated on the basis of 24 hours per day. The average utilisation rate of charging facilities in each district is the average of the charger utilisation rate at each car park in that district.

ii. Whether consumers decide to purchase vehicles or not depends on a number of factors, including the overall economic situation, personal and family or working needs, vehicle prices and supply, etc. It is therefore difficult for us to predict the numbers of registered hybrid and fuel-propelled private cars (PCs) in the future.

As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated in February this year, the penetration rate of new electric private cars (e-PCs) in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled PCs in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of EVs replacing fuelled-propelled vehicles will not change.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0009)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is announced in the Budget that the first registration tax (FRT) concession arrangement for electric private cars will not be extended beyond its expiry at the end of March this year, and the FRT for electric motor cycles will continue to be waived until end-March 2028. In this connection, will the Government inform this Committee of:

(1) the total number of first registered electric motor cycles, and the total amount of FRT waived for electric motor cycles each year since the implementation of such arrangement;

(2) the expected number of first registered electric motor cycles in each of the coming years prior to the expiry of such arrangement; and

(3) whether the Government will consider introducing more electric motor cycle models which meet the Chinese Mainland's safety standards and streamlining their certification and approval procedures so as to promote the popularisation of electric motor cycles and provide a wider variety of choices; if yes, the details and timetable; if no, the reasons?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 25)

Reply:

(1) The Government has been providing first registration tax (FRT) waiver for electric motor cycles since 1994. The number of first registered electric motor cycles and the total amount of FRT waived in the past 5 years (2021 to 2025) are tabulated as follows:

Year	Number	Total FRT waived ($ million)
2021	77	1.61
2022	159	3.53
2023	201	4.86
2024	304	6.54
2025	223	5.05

Note: Government vehicles are not included as they need not be registered.

(2) Whether consumers decide to purchase vehicles or not depends on a number of factors, including the overall economic situation, personal and family or working needs, vehicle prices and supply, etc. It is therefore difficult for us to predict the numbers of electric motor cycles in the future. However, it is observed that the penetration rate of electric motor cycles (i.e. its proportion among first registration vehicles) has increased significantly in recent years, soaring from less than 1% in 2021 to approximately 6% in 2025. Looking ahead, the Government will strengthen the public's awareness of electric motor cycles, and continue to expand the public charging network to improve charging convenience, with the aim of further increasing the penetration rate of electric motor cycles.

(3) As at the end of 2025, there are around 40 models of electric motor cycles available in Hong Kong that have been type approved by the Transport Department (TD), priced similarly to conventional petrol motor cycles after tax on average based on the 2025 first registration vehicle data. The Government welcomes the industry's introduction of more electric motor cycle models suitable for local use, with a view to promoting the wide use of electric motor cycles. As for approval procedures, the TD has always been approving vehicles in accordance with the requirements of the Road Traffic Ordinance (Cap. 374) and its subsidiary legislation. The TD has been accepting submissions of Guobiao (GB) from the industry to substantiate that vehicles or their components comply with the objective vehicle construction standards stipulated in the legislation. At the same time, the TD has established a vehicle type approval mechanism to simplify the vehicle approval process. The purpose of vehicle type approval is to assess the technical specification, design and construction of a sample vehicle of the same make and model, in order to facilitate the authorised dealer or distributor in importing and selling new mass-produced vehicles for first registration. Upon completion of documentary vetting and examination of a sample vehicle by the TD, the TD will issue a type approval certificate to confirm that such vehicle model is in compliance with the statutory requirements. Afterwards, the authorised dealer or distributor can directly proceed with the first registration of a new vehicle with the same manufacturer name and model, without the need for each vehicle to undergo approval and inspection.

The TD has been regularly reviewing and amending existing legislation and guidelines with reference to different national or regional standards to cope with the latest development of the automotive market. For example, with a view to supporting the introduction of different new energy vehicles, the TD issued guidelines on Vehicle

Construction Approval Requirements for Electric Vehicles in 2010 to elaborate in detail the technical and safety requirements for electric vehicles (EVs) in Hong Kong. Meanwhile, GB safety requirements for EVs and electric motor cycles have also been included in the guidelines. The latest version was released in May 2023, providing further guidance and specifications on the technical and safety requirements for EVs and facilitating the vehicle industry in providing relevant information on EVs to simplify applications for EV approval. The TD also updated the annex to the above guidelines in October 2025 with a view to accepting applications for vehicle type approval of EVs with battery swapping technology.

The TD will continue to maintain close communication with the industry and listen to the industry 's views, update technical guidelines and streamline the approval process in a timely manner to facilitate the introduction of more vehicle models by the industry, while ensuring that these vehicles meet the relevant technical requirements.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No.2780)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As announced in the Budget, the "One-for-One Replacement" Scheme (the Scheme) for electric private cars (e-PCs) will not be extended beyond its expiry at the end of March. In this connection, will the Government inform this Committee of the following:

(1) the total number of first registered e-PCs each year since the launch of the Scheme, and among them the number and percentage of vehicles having registered under the Scheme, as well as the vehicle age distribution of the old private cars scrapped under the Scheme;

(2) the total amount of the first registration tax concessions which the Government has granted under the Scheme since its launch?

(3) whether there is any assessment on how the growth rate of e-PC first registrations over the next 3 years will be affected upon discontinuation of the Scheme; and

(4) any measures to continue encouraging vehicle owners to switch to e-PCs upon discontinuation of the Scheme?

Asked by: Hon LEUNG Man-kwong (LegCo internal reference no.: 24)

Reply:

(1) The Government launched the "One-for-One Replacement" Scheme (the Scheme) on 28 February 2018, which will expire on 31 March 2026. The number of electric private cars (e-PCs) first registered in Hong Kong in the past 5 years (starting from 2021 to 2025), as well as the number and percentage of e-PCs approved under the Scheme are tabulated below. The Government does not maintain statistics on the vehicle age distribution of old private cars (PCs) scrapped under the Scheme.

Year	Number of first registered e-PCs	E-PCs under the Scheme	
		Number	Percentage in total number of first registered e-PCs
2021	9 583	9 317	97%
2022	19 795	19 365	98%
2023	28 541	28 195	99%
2024	33 206	32 460	98%
2025	37 467	32 531	87%

Note: Government vehicles are not included as they need not be registered.

(2) Over the past 5 years (starting from 2021 to 2025), the total amount of the first registration tax concessions granted under the Scheme is $27.4 billion.

(3) As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February this year, the penetration rate of new e-PCs in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled PCs in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of electric vehicles (EVs) replacing fuel-propelled vehicles will not change.

(4) The Government will continue to expand EV charging-enabling infrastructure across the territory, to provide greater convenience to PC owners and support the popularisation of electric commercial vehicles. Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be quick or fast chargers while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, we will continue to adopt a multi-pronged strategy, leverage market forces to build a public charging network with fast chargers as the backbone through policy guidance, including encouraging the private sector to utilise the $300 million Fast Charger Incentive Scheme to install public fast chargers, converting petrol filling stations into fast charging stations (FCSs) or retrofitting them with chargers. We have also reserved space in the new development areas for the development of FCSs so as to fully support EV applications in Hong Kong. Our target is to increase the number of fast chargers to 4 000 by 2030. By 2035, we expect to have about 10 000 fast chargers, supporting around 500 000 EVs.

By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0648)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is stated in paragraph 207 of the Budget Speech that given the maturity of technology, ample supply, more choices of vehicle models and reduced prices, the current FRT concession arrangement for electric private cars will not be extended beyond its expiry at the end of March this year. In this regard, will the Administration inform this Committee whether, following the discontinuation of the "One-for-One Replacement" Scheme (the Scheme), the first registration tax for electric private cars and conventional fuel-propelled private cars will become aligned, the discontinuation of this price incentive will affect the Government's target of reaching a popularisation of approximately 500 000 electric vehicles by 2035? Has the Administration conducted any assessment on the impact of discontinuation of the Scheme to the timetable for meeting this target?

Asked by: Hon NG Wun-kit (LegCo internal reference no.: 26)

Reply:

As analysed by the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Updated Roadmap) announced in February this year, the penetration rate of new electric private cars (e-PCs) in Hong Kong has continued to climb in recent years and soared to over 70% in 2025, which is attributed to the significant improvements in various factors that consumers of e-PCs focus on, including vehicle prices, model selection, vehicle performance and charging infrastructure.

At present, e-PCs outshine fuel-propelled private cars (PCs) in terms of both vehicle price and operating costs. For example, even after adjustments, their license fees remain lower than those for fuel-propelled PCs of the same type, not to mention that the charging costs are significantly lower than fuel expenses. Additionally, the e-PC technology has matured, making the trend towards popularisation of e-PCs irreversible. Private market forces have already dominated the green transition of PCs. Moving forward, the Government will focus on improving the supporting infrastructure for the charging network so as to bring convenience to e-PC owners. In the long term, the trend of electric vehicles replacing fuel-

propelled vehicles will not change, and the projection of approaching 500 000 e-PCs in Hong Kong by 2035, as set forth in the Updated Roadmap, remains unaffected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1160)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

As mentioned in the Budget, the Government will continue to conduct energy audits as well as retro-commissioning, implement energy-saving projects and install renewable energy systems in government buildings and infrastructure. In this connection, please inform this Committee of:

1. the respective numbers, types and audit effectiveness of government buildings and infrastructure which have completed energy audits over the past 3 years;

2. the projects requiring retro-commissioning, reasons for retro-commissioning and differences in findings before and after retro-commissioning;

3. the major energy wastage problems identified in the energy audits, the rectification measures specifically implemented for these problems and their effectiveness in energy-saving; and

4. the actual amount of funding injection, completion time and details of energy-saving outcomes achieved in respect of each energy-saving project.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 11)

Reply:

1. From 2020-21 to 2022-23, the Government conducted energy audits on about 250 government buildings, identifying more than 1 400 energy management opportunities. This initiative was completed in 2022-23. No additional expenditure was thus incurred over the past 3 years. The types of buildings participating in the energy audits include medical and healthcare facilities, office buildings, community facilities, municipal facilities, public safety facilities, mixed-use buildings, court houses, and primary and secondary school campuses. The amended Buildings Energy Efficiency Ordinance (the Ordinance) will take full effect in

September 2026, under which about 400 government buildings will be required to conduct energy audits according to the requirements stipulated in the Ordinance.

2. Retro-commissioning is a process involving the inspection and adjustment of a building's mechanical and electrical systems, with the aim of optimising the operational settings of these systems to achieve energy saving. To encourage the industry to conduct retro-commissioning for their buildings, the Government implemented retro-commissioning for 280 government buildings starting from 2019-20 and, which are completed in 2025-26. It is estimated that this initiative saves approximately 39 million kilowatt-hours (kWh) of electricity each year, equivalent to the annual electricity consumption of about 11 800 households.

3. and 4. The energy audits conducted from 2020-21 to 2022-23 identified 3 major categories of energy management opportunities on building energy consumption. The first category involves daily management, where the recommended improvement measures to be implemented require no investment cost, such as turning off unnecessary building equipment. The second category involves energy-saving measures with relatively lower investment cost, such as replacing low-efficiency lighting installations with light emitting diode (LED) lighting. The third category involves energy-saving measures with relatively higher investment costs and the implementation of larger-scale energy-saving work projects, such as replacing aging air-conditioning units with more energy-efficient models. As at the third quarter of 2025, among the 1 400 identified energy management opportunities, more than 1 060 have been implemented or completed. It is estimated that upon completion of all identified energy management opportunities, approximately 33 million kWh of electricity will be saved each year, which is equivalent to the annual electricity consumption of 10 000 households. As for the actual amount of funding injected, the completion time and the energy-saving outcome of individual projects, the Environment and Ecology Bureau is unable to provide the relevant information, as these projects are arranged and implemented by individual departments on their own.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1161)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government promulgated the Green Transformation Roadmap of Public Buses and Taxis and updated the Hong Kong Roadmap on Popularisation of Electric Vehicles in December 2024 and February 2026 respectively. In this regard, please inform this Committee of:

1. the respective numbers of applications and successful applications of buses and taxis so far regarding the financial support measures for the green transition introduced specifically for franchised bus operators and taxi owners;

2. the number of electric vehicles (EVs), hydrogen fuel cell vehicles, other new energy vehicles and conventional fuel-propelled vehicles among the franchised buses, non-franchised buses, taxis and public light buses which are in operation, and their percentages in the total number of public transport?

3. the numbers of newly-procured electric buses and other new energy buses put into operation by the 3 major franchised bus companies of Hong Kong in each of the 3 years and their total cumulative numbers, whether the scope of subsidies for replacing vehicles with electric ones under the New Energy Transport Fund will be expanded to non-franchised buses, public light buses, or other commercial vehicles in the future? If so, the details; and

4. the numbers of maintenance supporting facilities for EVs and other new energy vehicles in Hong Kong at present, such as the number of repair shops and maintenance equipment, as well as the number of relevant maintenance staff, whether the existing maintenance facilities and manpower are sufficient to meet the green transition needs of public transport and commercial vehicles in the future; if not, whether there are any specific enhancement plans.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 12)

Reply:

1. To further promote the use of electric taxis (e-taxis), the Government launched the e-Taxi Subsidy Scheme in December 2024 to subsidise taxi owners to procure 3 000 e-taxis. The subsidy level for each e-taxi is $45,000. Taxi owners participating in the e-Taxi Subsidy Scheme can at the same time apply for the Dedicated 100% Loan Guarantee Scheme for Battery e-Taxis (the Loan Scheme) to procure the same e-taxi. The Environmental Protection Department has issued 3 rounds of invitations since December 2024, inviting eligible taxi owners to participate in the e-Taxi Subsidy Scheme. As at end February 2026, a total of 1 633 taxi owners had accepted the subsidy quotas and submitted procurement documents within the specified deadlines. Among them, 739 e-taxis have been licensed and are eligible for obtaining the subsidies, involving a total of approximately $33 million. According to data from the Transport Department, among the cases which accepted the subsidy quotas, 590 e-taxi owners also applied for the Loan Scheme.

   As for the Electric Bus Subsidy Scheme (the e-Bus Subsidy Scheme), the Government has earmarked about $470 million under the New Energy Transport Fund (the NET Fund) to subsidise franchised bus operators' procurement of electric buses (e-buses). The subsidy for each new single-deck and double-deck e-bus are HK$400,000 and HK$800,000 respectively, or 25% of their respective capital cost, whichever is lower. Various franchised bus operators have confirmed their participation in the e-Bus Subsidy Scheme which involve about 600 e-buses. They are currently preparing for the tender exercises to procure the e-buses by end 2027, with vehicle delivery and registration to be completed by end 2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

2. As at the end of 2025, the numbers of licensed franchised buses, non-franchised buses, public light buses and taxies, and their percentages in the total number of public transport are tabulated by fuel type below:

Vehicle class	**Fuel type (Note 1) (the percentage in the total number of public transport)**					
	Petrol	**Diesel**	**Electrical (Note 2)**	**Liquefied petroleum gas**	**Hydrogen**	**Total**
Franchised bus	0 (0%)	5 711 (16.7%)	81 (0.2%)	0 (0%)	1 (<0.1%)	5 793 (16.9%)
Non-franchised bus	0 (0%)	6 667 (19.5%)	65 (0.2%)	0 (0%)	0 (0%)	6 732 (19.6%)
Public light bus	0 (0%)	845 (2.5%)	15 (<0.1%)	3 193 (9.3%)	0 (0%)	4 053 (11.8%)
Taxi	97 (0.3%)	0 (0%)	982 (2.9%)	16 616 (48.5%)	0 (0%)	17 695 (51.6%)
Total	97 (0.3%)	13 223 (38.6%)	1 143 (3.3%)	19 809 (57.8%)	1 (<0.1%)	34 273 (100%)

Note 1: Figures of hybrid vehicles have been incorporated into the table above in accordance with their respective fuel type.

Note 2: Pure electric vehicles (EVs).

3. The number of licensed electric franchised buses owned by franchised bus companies in Hong Kong over the past 3 years is tabulated as below:

Franchised bus companies	Number of licensed electric franchised buses		
	End of 2023	End of 2024	End of 2025
The Kowloon Motor Bus Company (1933) Limited	49	69	73
Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network)	6(Note 3)	5(Note 3)	5(Note 3)
Citybus Limited (Franchise for the Urban and New Territories Bus Network)	0	0	0
Long Win Bus Company Limited	4	2	0
New Lantao Bus Company (1973) Limited	4	4	4

Note 3: This includes 1 hydrogen fuel cell vehicle.

The Government has been encouraging the trade to trial and promote the use of various new energy transport technologies through the NET Fund. Following the announcement of the Green Transformation Roadmap of Public Buses and Taxis in December 2024, the Government has earmarked approximately HK$470 million and HK$135 million from the NET Fund for providing financial support to franchised bus operators and taxi owners respectively, with the target of introducing approximately 700 e-buses and around 3 000 e-taxis by the end of 2027. As for public light buses, we launched two rounds of the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) in November 2023 and August 2024 respectively. The Kwun Tong Yue Man Square and Kowloon Tong (Suffolk Road) Public Transport Interchanges (PTIs) have been adopted as the trial points for green minibus (GMB) operators operating at the aforementioned 2 PTIs to apply. Applications from 5 GMB operators for the trial of a total of 16 electric public light buses (e-PLBs) were approved under the 2 rounds of the Pilot Scheme, and the models of e-PLBs were chosen by the GMB operators based on their operational needs. Apart from 1 approved application which was withdrawn by the applicant due to manufacturer's production delay, the remaining 15 e-PLBs have commenced the trial. Under the Pilot Scheme, the Government provides a subsidy of 80% of the vehicle price for each e-PLB approved, with a total subsidy amount of about $18.83 million for the 15 e-PLBs.

As for other types of commercial vehicles (CVs), the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced by the Government in February this year pointed out that the overall electrification of CVs is still at its early stage, with technologies and vehicle models not sufficient for large-scale application yet. We will thus take a pragmatic approach to progressively promote the application of these vehicle types in Hong Kong. We are looking forward to introducing more models suitable for local use, enhancing competition, and providing options to meet operational needs. Besides, we will continue to adopt a multi-pronged strategy and leverage market forces to build a public charging network through policy guidance, including encouraging

the private sector to utilise the $300 million Fast Charger Incentive Scheme, so as to support the application of EVs in Hong Kong. Our target is to increase the number of fast chargers to 4 000 by 2030, supporting around 200 000 EVs. By 2035, we expect to have about 10 000 fast chargers, supporting around 500 000 EVs. This will not only provide greater convenience to private car owners but also support the popularisation of electric CVs.

4. To meet the local demand for EV maintenance services, the Government introduced EV maintenance services to the "Voluntary Registration Scheme for Vehicle Mechanics" and the "Voluntary Registration Scheme for Vehicle Maintenance Workshops" (the Registration Schemes) in July 2024. Under the Registration Schemes, EV maintenance services are categorised into 3 levels, namely elementary, low voltage and high voltage. So far, EV maintenance training programmes from 6 institutes have been endorsed by the Vehicle Maintenance Technical Advisory Committee. Registered vehicle mechanics will be qualified to carry out the corresponding EV maintenance services after completing the relevant training programmes. Moreover, registered vehicle maintenance workshops will receive an associated EV maintenance workshop identification signage after fulfilling the registration requirements for EV maintenance services. As at end of February 2026, there are around 1 300 registered EV mechanics and around 140 registered EV maintenance workshops under the Registration Schemes. It is anticipated that more mechanics and workshops could obtain EV maintenance qualifications to meet the future demand for EV maintenance services. The Government will maintain liaison with the trade and relevant training institutions regarding the training needs of the industry.

   For training on other new energy vehicles, the Government has also been proactively promoting the training of hydrogen technical professionals, and has facilitated the Vocational Training Council (VTC) in launching the inaugural "Certificate in Safety Awareness for Hydrogen Fuel Application" course in July 2025. The Government will continue to facilitate the development of VTC's "Certificate for Hydrogen Vehicle Mechanics" course to be launched in the second half of 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1162)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Controlling Officer's Report that the Environment and Ecology Bureau will continue to monitor and assist in the implementation of pilot projects for heavy vehicles through the Inter-departmental Working Group on Hydrogen Energy and the New Energy Transport Fund. In this regard, please inform this Committee of the following:

1. What are the specific trial projects for new energy heavy vehicles which have commenced or are under preparation? Please list the project titles, vehicle types, energy types, participating companies and project timetable;

2. Upon completion of the trial projects, will there be any funding policies in place to encourage the replacement of heavy vehicles by the new energy ones which are technically mature and efficient? If so, please specify the details.

3. What are the major challenges currently facing the trial projects for new energy heavy vehicles in terms of technology, cost, supporting infrastructure, etc.? What measures will the Government formulate to tackle these issues?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 13)

Reply:

(1) to (3)

To achieve Hong Kong's goal of achieving zero vehicular emissions before 2050, the Government is proactively promoting the popularisation of electric vehicles (EVs) and released the Updated Version of Hong Kong Roadmap on Popularisation of Electric Vehicles in February this year, outlining the updated strategies and measures adopted by the Government to promote the popularisation of EVs. At the same time, the Government keeps an open mind about other new energy vehicle technologies, such as hydrogen fuel cell (HFC) vehicles. HFC vehicles combine the environmental benefits of EVs, such as zero emissions

and low noise, with the characteristics of fast refuelling and long driving range, making them particularly suitable for long-distance transport and heavy-duty vehicle applications. However, HFC vehicle technology is still at the trial or early commercialisation stage, and the cost of hydrogen fuel and the price of HFC vehicles remain significantly higher than those of the traditional fuel-propelled vehicles. HFC vehicles therefore are not yet ready for large-scale promotion. Promoting trials of HFC heavy vehicles can foster the development of related markets and refuelling services, while facilitating their local application in a prudent manner.

The Inter-departmental Working Group on Using Hydrogen as Fuel has held a total of 9 meetings so far, and examined and given agreement-in-principle to 35 applications of hydrogen trial projects. Among them, 15 HFC vehicle trial projects have been commenced or are in preparation, and 1 trial project has been completed. Details are set out in the **Annex**.

To promote the trials of HFC heavy vehicles, the Government launched a funding scheme under the New Energy Transport Fund in December 2024 and earmarked $100 million in the first phase to subsidise local companies trialling HFC heavy vehicles for procuring HFC heavy vehicles, establishing hydrogen refilling facilities and covering hydrogen fuel expenses during the trial period.

In addition, the Government will continue to strengthen communication with manufacturers of HFC vehicles in the Chinese Mainland and overseas to explore the introduction of more HFC vehicle models suitable for conducting trial in Hong Kong. It will also continue to conduct exchanges with the relevant Mainland authorities on strategies for promoting the application of new energy vehicles, conducting technical studies and providing supporting facilities for cross-boundary vehicles through the established communication channels with the Government of the Guangdong Province, so as to explore opportunities for co-operation and jointly promote the implementation of more trial projects.

The Government will continue to proactively follow up on the progress of the trial projects, collect data and experience to assess the actual operational performance of HFC vehicles in local applications, explore the feasibility and promotion strategies for the widespread application of HFC heavy vehicles, thereby helping Hong Kong to achieve its goal of zero vehicular emissions before 2050.

Annex

Number	Applicants	Trial Project	Project Progress
1.	Citybus Limited	A hydrogen refuelling facility at its West Kowloon Depot	Commenced
2.	Citybus Limited	A HFC double-deck bus	
3.	Food and Environmental Hygiene Department	3 HFC street washing vehicles	
4.	China State Construction Engineering (Hong Kong) Limited, Hong Kong Nation-Synergy International Hydrogen Power Technology Co. Limited and Sinopec (Hong Kong) Limited	A 19-seater HFC minibus and a 55-seater HFC coach for providing shuttle service commuting the construction site for workers, and 3 HFC forklifts to be used at the construction site	Given agreement-in-principle and in preparation for commencement
5.	Kingroad Logistics Limited, Allenbus Automotive Technology Co. Limited and Hong Kong Hydrogen Fuel Cell Company Limited	A HFC medium goods vehicle for cross-boundary transport purposes	
6.	Sinopec (Hong Kong) Limited	A hydrogen fuel cell light goods vehicle for local transport purposes at its oil terminal in Tsing Yi	
7.	International New Energy Industry Alliance Limited, Wing Tat Cargo & Trading (HK) Limited, H2 Powertrains Limited and Ontime International Logistics (HK) Co. Limited	10 HFC goods vehicles for cross-boundary transport purposes	
8.	Kam Wai Tourist Bus (HK) Company Limited	2 HFC coaches for local passenger service purposes	

9	China Travel Tours Transportation Services HK Ltd., Allenbus Automotive Technology Co. Limited and REFIRE Hong Kong Limited	2 HFC coaches for cross-boundary passenger service purposes	
10.	Affluent Coach Services Company Limited	2 HFC coaches for local passenger service purposes	
11.	Bibicar International Trade Co. Limited	Display of 30 HFC goods vehicles for test driving and sales purposes	
12.	Sinopec (Hong Kong) Limited	2 HFC commercial vehicles for the purpose of daily transport of personnel and equipment	
13.	Guangdong Yiyun Logistics Supply Chain Company Limited	5 HFC cold chain goods vehicles for cross-boundary transport purposes	
14.	G.D-H.K Traveller Plus Limited	2 HFC vehicles for cross-boundary vehicle towing service purposes	
15.	Sinopec (Hong Kong) Limited, Maxim's Caterers Limited and HYPERVIEW (Hong Kong) Technology Co. Limited	2 HFC cold chain goods vehicles for cross-boundary transport purposes	
16.	MTR Corporation Limited	A hydrogen fuelled light rail vehicle in Tuen Mun as a non-revenue train	Completed

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2596)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in the Budget that the Government will promote the development of renewable energy (RE) in the private sector, including the implementation of measures to facilitate the installation of solar energy generation systems at open car parks. In this connection, please advise this Committee on:

1. the number of applications received by the Government for implementing RE projects by the private sector, the number of projects successfully applied, the amount of funding involved and the effectiveness with a breakdown by project in the past 3 years;

2. the percentage of local private enterprises adopting RE in the total number of local private enterprises in the past 3 years, and whether there will be any relevant targets to be set for further promoting the application of RE; if yes, the details; and

3. whether the Government plans to set phased targets for the development of RE in the private sector; if yes, the details; if no, the reasons for that.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 7)

Reply:

(1) to (3)
The Government encourages and supports the development of renewable energy (RE) by the private sector on their land and properties. This includes the introduction of a series of facilitation measures in April 2022 to assist the private sector in installing solar energy generation systems at open car parks.

Over the past 3 years, the Environment and Ecology Bureau (EEB) has received a total of 10 proposals from private organisations. Amongst, 2 projects located at The Chinese University of Hong Kong and the Hong Kong Financial Data Center in Tseung Kwan O respectively were completed in 2025; and 3 projects located at the HKEx Data Centre in

Tseung Kwan O, the car park building at Wan Tau Tong Estate in Tai Po, and Kau Lung Hang Village in Tai Po respectively are expected to be completed in 2026. It is estimated that all the projects with policy support obtained can generate around 1.05 million kilowatt-hours of electricity per annum upon commissioning.

As for other measures of facilitating the development of RE by the private sector, the Government introduced legislative amendments in 2020 to exempt the requirement to apply for business registration arising from the participation in the Feed-in Tariff (FiT) Scheme, and to exempt the payment of profits tax in respect of the FiT payments received. The Inland Revenue Department received a total of over 300 applications for concessionary tax deductions in relation to environmental protection installations in the past 3 years of assessment (from 2021-22 to 2023-24), involving a total deduction amount of around $2.294 billion.

Notwithstanding that the EEB does not maintain statistics on the percentage of local private enterprises adopting RE, we have been collaborating with the Electrical and Mechanical Services Department (EMSD) in carrying out promotion and publicity work. For example, activities such as seminars and briefings are regularly organised which introduce RE facilities and the FiT Scheme to the relevant stakeholders so as to encourage various sectors to make optimal use of their premises for RE development. In the past 3 years, the EMSD organised and participated in over 60 public and trade briefings/seminars, attracting a total of around 7 700 participants. Furthermore, a hotel in Sheung Wan adopted the building-integrated photovoltaics technology by erecting a glass curtain wall during renovation in a bid to enhance RE efficiency and reduce carbon emissions. The hotel was officially open in early 2026. The EEB and the EMSD will continue to liaise with the industry and to support private organisations to further utilise RE.

With the collaboration between the Government and various sectors in taking forward various projects, the share of RE in the fuel mix for electricity generation has more than doubled since 2021 (increasing from about 0.3% in 2021 to about 0.8% in 2024). The Government will continue to press ahead with the above work, with a view to striving to achieve the goal of increasing the share of RE in the fuel mix for electricity generation to 7.5% to 10% by 2035.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2652)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Environmental Protection Department will continue to promote the use of new energy vehicles including electric vehicles (EVs), enhance the charging network for EVs, and continue to promote the market development of public charging services, including the conversion of petrol filling stations into fast charging stations and the marketisation of charging services. Will the Administration inform this Committee of:

1. the numbers and percentages of various types of chargers in Hong Kong at present (please list out the figures in tabular form);

2. the distribution of fast chargers (FCs) in each district;

3. whether there will be any measures or incentives in place to encourage large private properties such as shopping malls to install FCs, thereby facilitating the use of EVs by the public; and

4. the ways to enhance the EV charging network and marketise the charging services, as well as the relevant estimated expenditure involved?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 8)

Reply:

1. and 2.

As at the end of December 2025, there were a total of 16 435 public chargers provided by the Government and private sectors in Hong Kong. The numbers and percentages of various types of chargers are listed as follows:

Numbers of various types of public chargers (Percentages in the total number of public chargers)				
Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
3 111 (18.9%)	10 671 (64.9%)	2 581 (15.7%)	72 (0.4%)	16 435 (100%)

Note : Standard chargers (using household-style 13A socket, with a rated output power of 2.8 kilowatts (kW));
Medium chargers (with a rated output power of above 2.8 kW and below 20 kW);
Quick chargers (QCs) (with a rated output power of above 20 kW and below 100 kW); and
Fast chargers (FCs) (with a rated output power of 100 kW or above).

The distribution of QCs and FCs by district is tabulated as follows:

District	**Number of QCs**	**Number of FCs**	**Sub-total**
Central and Western	132	4	136
Eastern	126	2	128
Southern	117	0	117
Wan Chai	107	8	115
Kowloon City	85	3	88
Kwun Tong	243	0	243
Sham Shui Po	100	4	104
Wong Tai Sin	158	0	158
Yau Tsim Mong	219	1	220
Kwai Tsing	125	12	137
Tsuen Wan	129	2	131
Sai Kung	177	7	184
North	70	5	75
Tai Po	69	0	69
Sha Tin	340	14	354
Yuen Long	192	6	198
Tuen Mun	91	4	95
Islands	101	0	101
Total	2 581	72	2 653

3. and 4.

As mentioned in the Updated Version of the Hong Kong Roadmap on Popularisation of Electric Vehicles announced in February this year, the Government will continue to expand electric vehicle (EV) charging-enabling infrastructure across the territory, to provide greater convenience to private car owners and support the popularisation of electric commercial vehicles (e-CVs). Our target is to increase the total number of parking spaces with charging facilities in Hong Kong from more than 140 000 to about 200 000 by mid-2027. This includes around 20 000 public chargers, of which over 4 000 will be QCs or FCs while approximately 16 000 will be standard/medium chargers. The total capacity will support over 300 000 EVs. Looking forward, we will continue to adopt a multi-pronged strategy, leverage market forces to build a public

charging network with FCs as the backbone through policy guidance. Major measures include:

- encouraging the private sector to install 3 000 FCs by the end of 2028, supporting an additional 160 000 EVs through the $300 million Fast Charger Incentive Scheme (the FCIS) launched in July 2025;

- launching a fast charger scheme dedicated for commercial vehicles to encourage the trade to install chargers with a rated output power of at least 240 kW for e-CVs to support the popularisation of e-CVs. We are making reference to the experience of the FCIS to draft the framework for the new scheme. Upon consultation with the relevant stakeholders, we will finalise the details and arrangements, and aim to announce the details of the new scheme by end of 2026;

- converting petrol filling stations (PFSs) into fast charging stations (FCSs) progressively, 8 PFS sites have been identified across the territory for developing as FCSs. These sites can provide a total of over 150 chargers, which is expected to support about 8 000 EVs; and

- encouraging the retrofitting of existing PFSs with charging facilities. Starting from 2026, it is anticipated to provide up to about 180 FCs at around 60 existing PFSs progressively, which is expected to support nearly 10 000 EVs.

[Note: The 2 PFS-related measures will be taken forward through adjustments to the terms of land leases on PFSs and land sales, respectively, and therefore no government subsidies will be involved.]

Our target is to increase the number of FCs to 4 000 by 2030. By 2035, we expect to have about 10 000 FCs, supporting around 500 000 EVs. By that time, it is estimated that approximately 270 000 to 300 000 public and private parking spaces with charging facilities will be available, collectively supporting the charging needs of around 800 000 EVs.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1496)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Countryside Conservation Funding Scheme provides financial support to local non-profit-making organisations and villagers for organising diverse and innovative conservation activities or projects in countryside areas in an interactive and co-operative approach. Please advise this Committee on:

(1) the application projects, funding and effectiveness of attracting tourists in respect of countryside areas of the Northern Metropolis (NM) since the launch of the scheme in 2019;

(2) the number of applications received so far, ways to assess the effectiveness and whether there will be more facilitation measures in the future since the Government set up an inter-departmental task force last year and introduced facilitation measures to assist guesthouse and food business licence applications in countryside areas; if yes, the details; and

(3) the specific implementation timetable and scope of eligible applications in view of the allocation of $200 million to set up the NM Urban-rural Integration Fund in the Budget to take forward rural tourist facilities; whether there will be any overlap between the scope of the scheme and the fund; how can both of them complement each other to further foster urban-rural symbiosis.

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 1)

Reply:

(1) The Countryside Conservation Office (CCO) has made use of the HK$500 million earmarked by the Government to set up the Countryside Conservation Funding Scheme (Funding Scheme), which provides financial support for local non-profit-making organisations to organise diverse and innovative conservation and revitalisation projects with villagers of remote countryside through an interactive and co-operative approach. The projects cover, excluding those located on the Lantau Island, private land in priority

sites, country park enclaves or country parks, as well as some 90 remote villages. The projects funded include nature conservation, restoration of built-heritage and cultural revitalisation. As at end of 2025, a total of 81 applications under the Funding Scheme involved the Northern Metropolis (NM) area, of which 42 projects were approved with a total funding of $230 million. These funded projects organised over 2 500 events and attracted more than 755 000 participants, successfully drawing both the public and the visitors to the countryside and promoting the revitalisation of remote rural areas.

(2) Due to the special setting of countryside villages, guesthouse and food business licence applications in countryside areas may involve addressing the planning and land matters arising from licensing requirements. In this connection, CCO published the Guide to Guesthouse and Food Business Licence Applications in Countryside Areas ("the Guide") in December last year. The Guide covers aspects such as planning, land and building safety, and aims to streamline licence applications for existing Old Village Houses of about 90 remote countryside villages in the New Territories without vehicular access.

At present, 11 guesthouses in Lai Chi Wo, 1 takeaway shop in Yim Tin Tsai, and 1 restaurant in Kuk Po have successfully obtained the relevant business licences under the streamlined procedure. The Government will continue to review the relevant arrangements, with a view to formulating more streamlined measures to facilitate the trade. As stipulated in Chief Executive's 2025 Policy Address, the Government will put forward the following additional streamlined measures: Home Affairs Department will issue a new "Guide to Licence Application for Guesthouse in Village House" to facilitate the operation of home-stay lodgings in rural areas; Development Bureau will explore measures to facilitate the transformation of village houses into guesthouses or restaurants, so as to further promote countryside revitalisation; and Food and Environmental Hygiene Department will further simplify food business licence application process and enhance the applications for Outdoor Seating Accommodation of restaurants.

(3) The NM Urban-rural Integration Fund Pilot Scheme (Pilot Scheme) is planned and operated by the Development Bureau. Upon consultation with the Development Bureau, projects under the Pilot Scheme will align with the promotion of rural tourism or themes established by the Government to comply with the promotion of Urban-rural Integration. They will mainly support infrastructure upgrade, such as village improvement works, road repairs and installation of streetlights and signages, etc. They may also provide initial start-up capital for some operational projects. The Development Bureau plans to brief the Panel on Development of the Legislative Council (LegCo) in mid-year on the ideas to further promote Urban-rural Integration in the NM, including details of the proposed Pilot Scheme, and will subsequently seek funding approval from the Finance Committee of the LegCo to set up the NM Urban-rural Integration Fund (Fund).

The Pilot Scheme aims to support approximately 200 or so existing villages situated within the NM but not covered by the Funding Scheme. Both the Funding Scheme and the Fund therefore will not overlap in scope and may even complement each other geographically and functionally, creating synergies to jointly promote urban-rural symbiosis.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1499)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

At the end of last year, the Government extended the validity end date of unused subsidy/relief balances under the Electricity Charges Subsidy Scheme and the Electricity Charges Relief Scheme by 1 year to 31 December 2026. As stated in the expenditure analysis parts of the Controlling Officer's Report, the Government will oversee the distribution of electricity charges relief to eligible residential electricity accounts to alleviate the increase in electricity tariff during the transitional period in moving to a lower carbon future. In this connection, please advise this Committee on:

(1) the respective numbers of residential electricity accounts with unused balances as well as the balance distribution under the 2 schemes;

(2) whether the residential electricity accounts with unused balances will be expected to use them up in the coming year, and whether the Government will consider further extending the validity end date of the unused balances; and

(3) the schemes help grassroots families, the elderly and the disadvantaged groups relieve their financial burden and encourage them to save energy. Will the Government consider implement them again? If yes, provide the details; if no, state the reasons.

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 9)

Reply:

(1)

As at end-February 2026, the total unused balance of the Electricity Charges Subsidy Scheme and Electricity Charges Relief Scheme and the number of eligible residential electricity accounts concerned are tabulated as below. The Government does not maintain any information on the unused subsidy/relief balance of individual electricity account.

	Total unused balance ($million)	Number of eligible residential electricity accounts concerned
Electricity Charges Subsidy Scheme (Note 1)	Around 538	Around 190 000
Electricity Charges Relief Scheme	Around 56	Around 124 000

Note 1: This scheme is included under Head 147 "Government Secretariat: Financial Services and the Treasury Bureau (The Treasury Branch)".

(2) and (3)
The above schemes are time-limited measures. The Government must prudently consider the need for each expenditure item to ensure the precise allocation of public resources. The Government will review, as appropriate, whether a further extension of the validity period of the unused subsidy/relief balances is warranted. Additionally, the Government will continue to promote energy saving and make use of innovative technologies, such as selecting energy efficient products and developing a green living style, to reduce or stabilise electricity expenses.

The two power companies have been providing energy saving rebates and concessionary tariff schemes to encourage energy saving and assist those in need in reducing their electricity expenses. The two power companies will also continue to provide appropriate support through their Community Energy Saving Funds to various disadvantaged groups by collaborating with social welfare organisations, including providing financial support for electricity expenses and replacement of energy efficient electrical appliances.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1432)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The estimated financial provision for 2026-27 has substantially increased to nearly $240 million (95% higher than the revised estimate for 2025-26). In this regard, will the Government inform this Committee of:

(1) the specific reasons for the substantial increase in the financial provision, including the areas and contents involved in the increase, such as publicity and promotion, planning studies and project expenditure, and whether the increase represents a change in long-term policy directions;

(2) the work plans due to the substantial increase in the financial provision, including the new and ongoing projects, along with their objectives, timetables, and expected outcomes; and

(3) whether the staff establishment is required to expand or re-deploy so as to support the new projects due to the increase in the financial provision?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 7)

Reply:

(1) and (2)

The provision for 2026-27 is higher than the revised estimate for 2025-26. This is due to the increased cash flow requirement for the non-recurrent items (namely the New Energy Transport Fund (the NET Fund) and the Fast Charger Incentive Scheme (the Incentive Scheme), which is used to subsidise the trade in purchasing electric buses and taxis as well as carrying out trial projects for hydrogen fuel cell (HFC) heavy vehicles, and disburse subsidies for installing fast chargers (FCs).

All funding schemes under the NET Fund and the Incentive Scheme are ongoing non-recurrent items. Regarding the e-Taxi Subsidy Scheme, we have issued 3 rounds of

invitations since December 2024 to eligible taxi owners based on vehicle age. As at end-February 2026, a total of 1 633 taxi owners accepted the subsidy quotas and submitted procurement documents within the specified deadlines. Among them, 739 e-taxis have been licensed. We will continue to invite eligible owners to join the scheme based on vehicle age to achieve the goal of putting 3 000 e-taxis into service by end-2027.

To promote the trials of HFC heavy vehicles, the Government launched a funding scheme under the NET Fund in December 2024 and earmarked HK$100 million in the first phase to subsidise local companies trialling HFC heavy vehicles for procuring HFC heavy vehicles, establishing hydrogen refilling facilities and covering hydrogen fuel expenses during the trial period. The NET Fund Secretariat receives enquiries regarding applications for the funding scheme from time to time. As at early March 2026, a total of 2 formal applications were received. We are currently reviewing the applications and will then submit them to the NET Fund Steering Committee for consideration.

As for the Electric Bus Subsidy Scheme, the franchised bus operators are currently preparing for the tender to procure about 600 electric buses (e-buses) by end-2027, with vehicle delivery and registration to be completed by end-2029. The first batch of e-buses is expected to be registered and gradually come into service in 2027.

The $300 million Incentive Scheme aims at encouraging private sector to install 3 000 FCs by end-2028, thereby supporting an additional 160 000 electric vehicles. Following its launch on 25 July 2025, the Incentive Scheme has received positive market feedback. As at February 2026, we have received applications for over 1 000 FCs. Among them, applications for 489 FCs have been approved, of which 20 FCs have come into service.

(3)
The implementation of the various funding schemes under the NET Fund and the Incentive Scheme is part of the Environment and Ecology Bureau's overall work and the manpower for implementation of the schemes will be undertaken within its existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2910)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding overseeing the administration of electricity charges relief, will the Government inform this Committee of:

(1) the staff establishment and the related expenditure involved in the administration of electricity charges relief in each of the past 2 years;
(2) the total expenditure incurred for the distribution of electricity charges relief in the past 2 years; and
(3) the number of eligible residential households benefitted?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 2)

Reply:

(1)
As the above-mentioned work is part of the duties of the Financial Monitoring Division of the Environment and Ecology Bureau, there is no breakdown on the manpower and expenditure involved.

(2) and (3)
In order to alleviate the impact of using greener fuel for electricity generation on the electricity tariffs of residential households, the Government provided each eligible residential electricity account in Hong Kong with a maximum electricity charges relief of $1,200 over 24 months (i.e. $50 per month) from January 2024 to December 2025.

During the period from 1 January 2024 to 31 December 2025, over 2.9 million eligible residential electricity accounts have been benefitted from the Electricity Charges Relief Scheme (2024-25), with the total expenditure of about $ 3.39 billion.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2915)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The financial provision for 2026-27 has been substantially reduced to $700 million (which is 95.6% lower than the original estimate for 2025-26.). In this regard, will the Government inform this Committee of:

(1) the specific reasons for the substantial reduction in the financial provision, including the areas and aspects affected by the reduction, such as staff establishment, publicity and promotion, planning studies and capital works; and whether the reduction is a one-off adjustment or reflects a change in long-term policy direction;

(2) whether the relevant works which have been terminated or suspended are due to the reduction in the provision; if so, please list the works which has been terminated or suspended;

(3) whether the Government has formulated alternative measures or re-deploy other resources to ensure that core works will not be affected; and

(4) the overall planning for renewable energy projects in the coming year, including the new projects, ongoing projects and trial schemes?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 5)

Reply:

(1) to (3)

The provision for Power under Programme (2) for 2026-27 is approximately $1.52 billion (-95.6%) lower than the original estimate for 2025-26. This is mainly due to the expiry of the Electricity Charges Relief Scheme (2024-2025) in end-2025, and the validity end date of the unused relief balances under the scheme has been extended by 1 year to 31 December 2026,

and the cash flow requirement for meeting the unused relief balances will be approximately $1.51 billion lower than the original estimate for 2025-26.

(4)
The Government has earmarked a total of $3 billion to install small-scale renewable energy (RE) systems at government premises since 2017-18. As at December 2025, about $2.4 billion have been approved for over 280 projects, including the installation of solar energy generation systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs and pedestrian links, etc. as well as the installation of waste-to-energy and hydropower systems at sewage treatment plants. Of the approved projects, 237 have been completed. In 2026, 13 projects have commenced or are expected to commence, with the approved project estimates of approximately $156 million. The remaining approved projects are in progress as scheduled.

Furthermore, the Government is implementing the Pilot Scheme on Building-Integrated Photovoltaics at the Electrical and Mechanical Services Department (EMSD) Headquarters to explore photovoltaic technology applications on the facades of buildings as well as the supply of RE to buildings. The relevant works were completed in July 2025. The EMSD is collecting data of 1 year for subsequent evaluation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2059)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned in paragraph 202 of the Budget Speech that the Government will implement the Hong Kong Sustainability Disclosure Standards, and the Accounting and Financial Reporting Council will conduct consultation on the proposed regulatory framework for assurance. With the tightening of ESG requirements, the costs of carbon audits and consultancy for small and medium enterprises (SMEs) have become exorbitant. In this regard, will the Administration inform this Committee of the following:

(a) What were the number of SMEs successfully granted green funding by the Government and the total amount of funding in the past 3 years;

(b) For the carbon audits and ESG reports conducted by SMEs, how much consultancy matching services were provided in the past 3 years;

(c) While promoting the Hong Kong Sustainability Disclosure Standard", will a Green Transformation Fund for SMEs be set up to subsidise initial carbon audits and provide tax deductions for eligible ESG expenses?

Asked by: Hon WONG Wing-wai, Ray (LegCo internal reference no.: 18)

Reply:

(a), (b), (c)

Upon consulting the Commerce and Economic Development Bureau, we provide our response as follows:

As a collaborative partner and steadfast supporter of Hong Kong's small and medium enterprises (SMEs), the Government has introduced a number of measures to assist SMEs in their business development related to Environmental, Social, and Governance (ESG). For example, the Environment and Conservation Fund (the ECF) under the Environment and

Ecology Bureau has, since its establishment in 1994, been providing funding for non-profit making educational, research, and other projects and activities related to environmental protection and nature conservation. The SME associations that are locally registered non-profit making organisations may apply to the ECF for funding for ESG projects to organise publicity and education, practice and action, or research and development projects, thereby assisting SMEs in understanding carbon audits and ESG reporting requirements. The ECF does not maintain a separate breakdown of the manpower and expenditure involved specifically for the SME projects.

On the other hand, the Dedicated Fund on Branding, Upgrading and Domestic Sales (BUD Fund) under the Trade and Industry Department now provides more targeted funding support for enterprises to implement green transformation projects. Fundable project measures include conducting carbon audits for developing new products to enter target markets, upgrading production lines or applying new technologies to meet the environmental standards or legal requirements of target markets, etc. The funding ceiling per approved application is $800,000. In addition, the Trade and Industrial Organisation Support Fund (TSF) provides financial support to non-profit-distributing organisation, such as trade and industrial organisations, professional bodies, and research institutes, etc., to implement projects which aim at enhancing the competitiveness of Hong Kong enterprises in general or in specific industries, including assisting SMEs across various sectors in assessing and disclosing their carbon footprints and managing carbon emissions, thereby addressing the challenges posed by climate change. The beneficiaries of the BUD Fund and the TSF are non-listed enterprises and non-profit-distributing organisations respectively. We do not maintain a separate statistical of the number of SME cases with elements of green transformation or the relevant funding amounts.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0587)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

It is mentioned that since the establishment of the Green Tech Fund, the Government has injected a total of $400 million into the fund and approved a number of projects, and some technology has been promoted to the Greater Bay Area (GBA) and the Yangtze River Delta Region. In this connection, will the Government inform this Committee of:

1. the overall use of the injection of $400 million, the total number of projects approved so far, the average amount of funding per project, and their distribution by research area;

2. the ways to monitor project progress and deliverables, and ensure effective commercialisation and practical application value of the research and development (R&D) outcomes;

3. the number of specific exemplars of applying the industrial wastewater treatment technology which has promoted to the GBA and the Yangtze River Delta Region, and the quantifiable data on the efficiency; and

4. whether the fund will further expand its capital or optimise its funding mechanism to expedite the application of more R&D projects related to green technology and promote them to the world?

Asked by: Hon WU Yingpeng (LegCo internal reference no.: 26)

Reply:

1. Since the Green Tech Fund (GTF) was open for application in December 2020, 39 research and development (R&D) projects have been approved so far, including 30 from local universities, 1 from a public research institute, and 8 from private enterprises. The approved projects cover multiple areas, including technologies relevant to the production and storage of hydrogen fuel, invention of aqueous batteries for electric vehicles and manufacture of noise-absorbing materials from recycled plastics, involving a total amount of funding of approximately $171 million. Among the 39 R&D projects, the

amount of funding ranges from around $2.5 million to around $9 million. Funding for a majority of the approved projects ranged from around $2.5 million to around $5 million. The distribution of the research areas for the projects since the establishment of the GTF is tabulated below:

Research area	**Number of projects approved**
Decarbonisation	7
Zero-carbon energy	6
Energy saving and efficiency	3
Green transport	5
Waste management and reduction	16
Air quality	2
Total	**39**

2. The GTF's Guide to Applicants (the Guide) has set out the mechanism for reviewing the effectiveness of funded projects. According to the Guide, the Recipient Organisations are required to submit their progress reports and final reports within the specified periods. The Environment and Ecology Bureau (EEB), along with the relevant government departments, will assess the projects' effectiveness based on the content of the reports, including whether the projects have achieved the intended objectives and contribution to decarbonisation and environmental protection as stated in the proposals. Upon completion of their projects, the Recipient Organisations are also required to submit a summary and presentation slides on the project deliverables for publication on the GTF website. Moreover, upon 1 year and 3 years from project completion respectively, they are required to report through the GTF website their efforts in publicising the project deliverables and assisting in technology transfer, and to provide quantitative measurement on the adoption of the project results by the industry. The EEB will take into account the outcomes of the R&D work and the post-project evaluation in considering funding applications from the same Recipient Organisation or the same project coordinator in the future.

3. Among the 39 R&D projects funded by the GTF, 1 of the university research teams has 2 core patents, and plans to promote its newly-developed industrial wastewater treatment technology to the Greater Bay Area and the Yangtze River Delta Region. The relevant technology effectively enhances wastewater biodegradability, thereby reducing operational cost for wastewater treatment.

4. As mentioned above, the Government has injected a total of $400 million into the GTF. As at March 2026, the GTF has approved a total amount of funding of approximately $171 million. There is no need to further expand its capital for the time being. The maximum amount of funding for each approved R&D project conducted by local public research institutes and R&D centres is $30 million, and $20 million for local companies. In view of the amount of funding for the approved projects, the current funding ceiling set by the GTF is sufficient.

To expedite the application and promotion of more green R&D technologies, the Government will make use of the GTF website, the Eco Expo Asia or other suitable platforms to share the deliverables of the completed projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2929)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: Not Specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

With regard to the mention of achieving the dual carbon targets in the Budget, please inform this Committee of the total expenditure relating to green technology for the 2026-27 financial year, and whether the increase compared with the 2025-26 financial year is sufficient to support the objective of building a Green City.

Asked by: Hon YIM Kong, Erik (LegCo internal reference no.: 7)

Reply:

As for green technology, since the establishment of the Green Tech Fund (GTF) in 2020, the Government has injected a total of $400 million into the GTF to support research and development (R&D) projects in the priority areas including net-zero electricity generation, energy saving and green buildings, green transport, waste reduction, etc.

As at March 2026, 39 R&D projects have been approved by the GTF, including 30 from local universities, 1 from a public research institute and 8 from private enterprises. The approved projects cover multiple areas, including technologies relevant to the production and storage of hydrogen fuel, invention of aqueous batteries for electric vehicles and manufacture of noise-absorbing materials from recycled plastics. The GTF has so far approved a total funding of approximately $171 million, and there is no need to further expand its capital for the time being.

In the fifth round of applications in 2025, the GTF approved a total of 6 projects, involving a total funding of approximately $24 million. In the sixth round of applications in 2026, a total of 131 project proposals were received, which the GTF Secretariat is currently reviewing, with the results pending announcement. The GTF has no prescribed limit on the number of projects funded or amount of funding disbursed in each year. The GTF

Assessment Committee will continue to review each application based on its specific circumstances. Therefore, the annual funding amount will depend on the assessment results.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0730)

Head: (137) Government Secretariat: Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

1. Please inform the staff establishment and estimated expenditure for countryside conservation and supervision of the Countryside Conservation Office (CCO) in 2026-27.

2. Please tabulate the projects funded under the Countryside Conservation Funding Scheme and the Minor Improvement Works in the Countryside administered by the CCO and their balances.

3. Will the Administration consider including eco-tourism promotion requirement in the above scheme and works, so as to encourage different conservation projects to craft unique eco-tour products under the principle of sustainable development?

4. What plans does the Administration have to foster strong partnership with the tourism industry, so as to promote the development of rural tourism?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 13)

Reply:

1. In 2026-27, the staff establishment of the Countryside Conservation Office (CCO) will comprise 20 civil service posts. The estimated expenditure of the CCO is approximately $83.97 million, mainly for grants to approved projects under the Countryside Conservation Funding Scheme (Funding Scheme) and for the operational expenses of the CCO.

2. The CCO set up the $500 million Funding Scheme in 2018 to provide financial support for local non-profit-making organisations to organise diverse and innovative conservation and revitalisation projects with villagers of remote countryside through an interactive and co-operative approach, covering scopes such as nature conservation, restoration of built-heritage, cultural revitalisation, etc. As at end-2025, a total of 57 projects had been approved under the Funding Scheme, involving a total funding of over $340 million. The

types of the projects are categorised as below:

Type of funded projects	**Number of approved projects**
Nature Conservation Management Agreement Projects	18
Formulation of Proposals on Restoration of Built Heritage	7
Cultural Rehabilitation/Revitalisation Projects	7
Research Activities on Countryside Conservation and Revitalisation	23
Proactive Conservation	2

The CCO is utilising a further $500 million earmarked by the Government to implement the minor improvement works in the countryside, with Lai Chi Wo and Sha Lo Tung serving as pilot sites, and is gradually expanding to neighboring areas such as Mui Tsz Lam and Kuk Po. To date, a total of 9 projects are either underway or in the preliminary study phase, involving approximately $52 million. The details are tabulated as follows:

Location	**Number of projects[1]**	**Project details**
Lai Chi Wo	5	Construction of Eco-Smart Public Toilet, Restoration of Trail[2], Countryside Trail Signage[3], Drainage Improvement, etc.
Sha Lo Tung	2	Construction of Eco-Smart Public Toilet and Restoration of Trail
Mui Tsz Lam	3	Restoration of Trail[2], Countryside Trail Signage[3] and Water Supply System for Eco-Smart Public Toilet
Kuk Po	2	Countryside Trail Signage[3] and Improvement of Trail

Note: [1] Some projects involve multiple locations.
[2] Trail connecting Lai Chi Wo, Mui Tsz Lam and Kop Tong
[3] Countryside Trail in Lai Chi Wo, Mui Tsz Lam and Kuk Po

3. The projects under the Funding Scheme and the minor improvement works aim to promote the conservation and revitalisation of remote villages in the New Territories, while showcasing the natural scenery and traditional culture of the countryside and its villages to the public and visitors from various perspectives. These projects promote rural tourism directly or indirectly. For example, the projects under the Funding Scheme include revitalising the abandoned terraced farmland into campsites, organising ecological guided tours and eco-tours, promoting rural cultural assets through traditional Chinese festive activities, hosting traditional Hakka culinary experience events, and compiling a rural eco-cultural tourism reference guide. Regarding the minor improvement works, they include establishing the Smart Countryside Trail and refurbishing trails and public toilets.

4. The CCO is committed to achieving the target of revitalising remote villages through various means. In addition to the Funding Scheme and the minor improvement works, the CCO also organised the Countryside Harvest Festival in Kuk Po and Lai Chi Wo in 2025 and 2026 respectively, combining countryside ecology, village culture as well as

music and performing arts to provide the public with in-depth eco-tourism experience. Moreover, the Government also published the guides on licence applications to facilitate applicants in applying for guesthouse and food business licences in remote villages last year. As a result, guesthouses, a takeaway shop and a restaurant in Lai Chi Wo, Yim Tin Tsai and Kuk Po have been granted business licences respectively.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1584)

Head: (168) Hong Kong Observatory

Subhead (No. & title): (-)

Programme: (1) Weather Services

Controlling Officer: Director of the Hong Kong Observatory (Dr CHAN Pak-wai)

Director of Bureau: Secretary for Environment and Ecology

Question:

The number of telephone enquiries answered manually decreased by approximately 12.8% between 2024 and 2025. With the expanding coverage of mobile applications, it is believed that public demand for telephone enquiry service will remain a declining trend. In this connection, please advise on:

1. the expenditure and staffing arrangements for answering telephone enquiries over the past year;

2. the estimated expenditure and staffing arrangements for the coming year; and

3. whether there are any plans to review the staffing arrangements in this area to align with the demand trend.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 19)

Reply:

(1)&(2)

The Dial-a-Weather service of the Hong Kong Observatory (HKO) provides automatic telephone answering service on weather information. Members of the public may contact the HKO's Weather Service Officers through this system for weather information as and when necessary.

Under normal circumstances, there is no HKO staff dedicated for answering telephone enquiries only. Weather Service Officers who handle telephone enquiries are also required to compile and issue weather bulletins and weather maps as well as assist forecasters in monitoring and processing information from various sources, including other government departments, special users and other meteorological organisations. In 2025, the number of telephone enquiries answered manually accounted for about 0.3% of the total number of telephone enquiries handled by the Dial-a-Weather system.

When a tropical cyclone warning signal is in force, the HKO will temporarily deploy a scientific assistant from other non-duty sections to support the telephone enquiry service. The expenditure for this arrangement has been subsumed under the establishment of and regular provision for the HKO. A breakdown in this respect is not available. As most of the telephone enquiries have been handled by the automated Dial-a-Weather system, the expenditure and staffing arrangements for manually answering telephone enquiries by the HKO in the coming year will be similar to those in 2024 to 2025.

(3)
The HKO regularly reviews the use of its various weather information dissemination channels, including the Dial-a-Weather system. While the HKO recognises the growing trend in recent years of accessing weather information through websites and the mobile application "MyObservatory", it also appreciates that many users still use the Dial-a-Weather service. For example, it is more convenient for some of the elderly people or those with visual impairment to use the Dial-a-Weather service than mobile applications to check weather information. To optimise the service, the HKO is studying the incorporation of smart features (such as speech recognition function) into the automated system. The HKO will continue to keep in view public needs and take into account the specific needs of different user groups (including the elderly) and review the staffing arrangements as appropriate. Meanwhile, it will continue to provide essential weather information services to help the community cope with the increasingly frequent extreme weather events, thereby achieving the purpose of disaster prevention and mitigation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0380)

Head: (168) Hong Kong Observatory

Subhead (No. & title): (-)

Programme: (1) Weather Services

Controlling Officer: Director of the Hong Kong Observatory (Dr CHAN Pak-wai)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the provision of weather information to the public by the Hong Kong Observatory (HKO), will the Government inform this Committee:

1) of the number of visits to the HKO website, its operating expenses and the manpower involved over the past 3 years;

2) of the number of downloads and average usage of the mobile application "MyObservatory", as well as the expenditure and manpower involved over the past 3 years;

3) of the total number of enquiries received and processed by the Dial-a-Weather system, as well as the manpower and operating expenses involved over the past 3 years; and

4) given the prevalence of smartphones and that most people access weather information online or via the mobile application "MyObservatory", whether the Government has reviewed the effectiveness of the Dial-a-Weather system; if yes, of the details; if no, of the reasons.

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 35)

Reply:

1. The number of visits to the Hong Kong Observatory (HKO) website over the past 3 years (2023-2025) is set out below:

	No. of visits to the HKO website (billion) ^
2023	163
2024	169
2025	154

^ Figures measured in page views refer to the number of visits to the HKO websites, including thematic websites, the "Weather Wizard" and the mobile application "MyObservatory".

The HKO operates its website, including routine system maintenance as well as content and function updates, with its existing manpower and resources. The relevant manpower and expenditure have been subsumed under the establishment of and regular provision for the HKO. No relevant breakdown is available.

2. The number of downloads and visits (page views) of "MyObservatory" over the past 3 years (2023-2025) is set out below:

	"MyObservatory"	
	No. of downloads ('000)	No. of visits (billion)
2023	920	135
2024	640	141
2025	740	120

The HKO operates the mobile application "MyObservatory", including routine system maintenance as well as content and function updates, with its existing manpower and resources. The relevant manpower and expenditure have been subsumed under the establishment of and regular provision for the HKO. No relevant breakdown is available.

3. The Dial-a-Weather system handled 4.1 million, 3.8 million and 3.7 million telephone enquiries in 2023, 2024 and 2025 respectively. The Dial-a-Weather service is an interactive voice response system which provides automatic telephone answering service on weather information. The system runs automatically and no manual operation is required. As the expenditure on system maintenance has been subsumed under the regular provision for the HKO, no relevant breakdown is not available.

4. The HKO regularly reviews the use of its various weather information dissemination channels, including the Dial-a-Weather system. While the HKO recognises the growing trend in recent years of accessing weather information through websites and the mobile application "MyObservatory", it also appreciates that many users still use the Dial-a-Weather service. For example, it is more convenient for some of the elderly people or those with visual impairment to use the Dial-a-Weather service than mobile applications to check weather information. To optimise the service, the HKO is studying the incorporation of smart features (such as speech recognition function) into the automated system.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1984)

Head: (168) Hong Kong Observatory

Subhead (No. & title): (-)

Programme: (1) Weather Services; (3) Time Standard and Geophysical Services

Controlling Officer: Director of the Hong Kong Observatory (Dr CHAN Pak-wai)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the various duties and work plans of the Hong Kong Observatory (HKO), please advise on the following:

1. One of the matters requiring special attention under Programme (1) include putting on trial a weather service platform to support the implementation of low-altitude economy regulatory sandbox pilot projects. Does this platform involve instrument procurement, software development and additional manpower? If yes, what are the respective estimates for these items? Can the trial platform transition to an official one in the future to provide long-term support for the development of low-altitude economy?

2. It is stated in the matters requiring special attention under Programme (3) that the HKO will enhance its earthquake monitoring and intensity analysis, as well as tsunami warning capability. Does the work on this front involve instrument procurement or additional manpower? If yes, what are the respective estimates for these items?

3. As inclement weather is becoming more common, has the HKO drawn up any work plans to ensure that more members of the public, including employers and employees, understand the risks associated therewith in order to reduce casualties caused by inclement weather?

Asked by: Hon WONG Kwok, Kingsley (LegCo internal reference no.: 26)

Reply:

1. To support the implementation of the low-altitude economy (LAE) regulatory sandbox pilot projects, the Hong Kong Observatory (HKO) will put on trial a weather service platform. This platform provides one-stop weather information related to LAE, primarily via an online portal, to assist users in carrying out risk assessment. The HKO will continuously evaluate and enhance the platform to achieve the goal of supporting LAE development in the long run. The manpower and estimated expenditure required for the development of the weather service trial platform have been subsumed under the

establishment of and regular provision for the HKO. No relevant breakdown is available.

2. In 2026-27, the expenditure on updating the earthquake monitoring and data analysis system as well as the manpower and estimated expenditure for system tuning and capacity building in tsunami forecasting have been subsumed under the establishment of and regular provision for the HKO. No relevant breakdown is available.

3. To help the public understand the risks posed by inclement weather and minimise casualties, the HKO continues to carry out public promotion and education to raise public awareness of disaster preparedness. At the same time, it also continuously strengthens the dissemination of information to enable the public to make early preparation and enhance their ability to respond to inclement weather.

To raise public awareness of the risks and potential impacts of inclement weather, the HKO has been stepping up its efforts in public education and outreach efforts to enhance community understanding of inclement weather and its impacts through a wide range of activities. These include attending relevant seminars and activities for employers and employees, organising training courses and seminars, holding press briefings, participating in radio programmes and producing television weather programmes and related educational materials. Meanwhile, the HKO also makes active use of the social media services to establish weather information channels on various platforms and broadcast self-produced educational short videos under the "Cool Met Stuff" series to promote awareness of disaster prevention and mitigation. Through its dedicated Facebook Page and Instagram account, the HKO briefs the public on various weather phenomena using infotainment such as images, videos and computer animations, thereby enriching public understanding of meteorology and the potential risks of inclement weather.

The HKO also provides information on potential inclement weather to the public as early as possible through various channels, such as the HKO website, the mobile application "MyObservatory", the Dial-a-Weather service, newspapers, radio and television broadcasts and social network platforms, allowing more time for the general public to prepare for and cope with the risk posed by inclement weather. These channels include the issue of "Weather Notes" to provide early alerts to the public of potential inclement weather in the next few days or longer to help them plan ahead for future activities. If Hong Kong is likely to be affected by inclement weather soon, the HKO will issue "Special Weather Tips". In addition to the mass media, "Special Weather Tips" and weather warnings will be pushed directly to users of the mobile application "MyObservatory", enabling the public to take immediate action in response to the inclement weather. When Tropical Cyclone Warning Signal No. 8 or above, or the Black Rainstorm Warning Signal is in force, the HKO will hold hourly press briefings to provide the general public with the latest weather information, allowing them to take appropriate actions promptly.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0782)

Head: (168) Hong Kong Observatory

Subhead (No. & title): (-)

Programme: (3) Time Standard and Geophysical Services

Controlling Officer: Director of the Hong Kong Observatory (Dr CHAN Pak-wai)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding Hong Kong's earthquake and tsunami risks and emergency preparedness and response, please inform this Committee of:

1. the total number of locally felt earth tremor reports received by the Hong Kong Observatory (HKO) and the number of public reports in the past year; whether the felt earth tremor frequency is on an increasing trend; how the HKO assesses the potential impact of earthquakes and tsunamis in neighbouring regions (e.g. Guangdong, Taiwan and the South China Sea) on Hong Kong;
2. given the small but non-zero chance of severe earthquakes in Hong Kong and the risk of the South China Sea tsunami sources, whether the Government has regularly reviewed and updated its emergency response plans specifically for earthquakes and tsunamis (including reviewing the Contingency Plan for Natural Disasters, the operation of the Emergency Monitoring and Support Centre, cross-departmental co-ordination mechanism, the criteria for issuing tsunami warning and evacuation guidelines); and when the emergency response plans were last reviewed;
3. whether the Government requires or encourages schools, organisations, communities and members of the public across Hong Kong to conduct regular earthquake and tsunami drills; if so, the coverage and effectiveness of relevant drills or promotional activities in the past 2 years; and
4. whether the Government will step up public education, promote self-help knowledge about earthquakes/tsunamis, and include earthquake/tsunami drills into regular school curricula or district disaster prevention plans in the future.

Asked by: Hon YIU Ming (LegCo internal reference no.: 24)

Reply:

1. In the past year (2025), Hong Kong recorded 7 locally felt earth tremors, with a total of 2 241 reports received from the public. Details are as follows:

Report on locally felt earth tremor	Date	Time	Epicentre location	No. of reports from the public
1	10 January	14:40	Over the sea south of Shanwei, Guangdong	85
2	21 January	00:17	Jiayi, Taiwan	183
3	29 May	13:17	Heyuan, Guangdong	64
4	11 June	19:00	Over the sea east of Taiwan	34
5	23 June	18:48	Qingyuan, Guangdong	1 548
6	15 July	10:38	Luzon, Philippines	56
7	27 December	23:05	Over the sea east of Yilan, Taiwan	271

The number of felt earth tremors in Hong Kong may vary considerably from year to year. Trend analysis should be based on data covering a relatively long period of time. As seen from the data over the past 4 decades or so, the number of felt earth tremors does not show a significant upward trend. The long-term annual average remains at a normal level.

Hong Kong is situated on the southern coast of Mainland China. The location is within the Eurasian plate but not on the edge of a tectonic plate. The well-known Circum-Pacific seismic belt where major tectonic plates meet runs through Japan, Taiwan and the Philippines. Hong Kong is quite far away from this active seismic belt, approximately 600 kilometres from the nearest point. Therefore, the seismic risk in Hong Kong is much lower than in regions like Japan, Taiwan and the western United States, which lie close to the more seismically active zones along the tectonic plate boundaries.

Earth tremors felt in Hong Kong mainly occur in areas such as Taiwan, the South China Sea, Guangdong, the border area between Guangdong and Fujian, and the Beibu Wan. The likelihood of these earthquakes causing direct damage to Hong Kong is relatively low. Since records began, a vast majority of felt tremors were of intensity V(5) or below on the Modified Mercalli Intensity Scale. The strongest felt tremor on record occurred in 1918, with an intensity of VI (6) to VII (7). It was caused by a magnitude 7.3 earthquake occurred near Shantou, some 300 kilometres away from Hong Kong.

Most tsunamis are generated by submarine earthquakes. According to past records (1952-2025), Hong Kong recorded 10 very minor sea level anomalies triggered by tsunamis, most of which originated from the Pacific Ocean. While there is a potential risk of tsunamis in the South China Sea, the probability of occurrence is relatively low. Should a major earthquake occur along the Manila Trench, the Littoral Fault Zone or the Continental Slope Fault Zone, Hong Kong may still be affected by tsunami waves coming directly from these sources. However, records show that Hong Kong has never been impacted by a significant tsunami (i.e. a tsunami with a height of 0.5 metre or more above the normal tide level), nor has any tsunami warning [Note 1] ever been issued in the territory.

2. According to the information provided by the Security Bureau (SB), the Government will review and optimise the Contingency Plan for Natural Disasters and the operation of the Emergency Monitoring and Support Centre in a timely manner to ensure that resources are effectively coordinated and prompt actions are taken to safeguard the lives and properties of the public in the event of natural disasters. The Contingency Plan for Natural Disasters has been updated in 2024. The criteria for issuing tsunami warnings and the relevant precautionary measures set out in the Plan remain valid. No update is required.

3. The Hong Kong Observatory (HKO) supports the Security Bureau in co-ordinating cross-departmental tsunami exercises within the Government. These exercises are primarily intended to test the notification mechanism under the Hong Kong's Contingency Plan for Natural Disasters and for the relevant Government departments to test their corresponding emergency procedures. In the event of an earthquake or a significant tsunami occurring in Hong Kong, the HKO will issue earthquake or tsunami warning to the public through various channels, including the mobile application "MyObservatory", the HKO website, social media dedicated page and the Government News and Media Information System to remind members of the public to take precautionary measures.

4. Although the likelihood of a severe earthquake or tsunami in Hong Kong is relatively low, the HKO will continue to actively promote knowledge about earthquakes, tsunamis and basic safety guidelines to members of the public, especially teachers and students, through talks, the HKO website [Note 2] and the "Cool Met Stuff" [Note 3] video series. These efforts aim to remind the public of the precautions and the response measures to take in case of an earthquake or a tsunami, enhance public awareness and disaster preparedness, as well as equip them with the skills to cope with disasters. The HKO also collaborates with the Education Bureau (EDB) in organising seminars for secondary school geography teachers to share with them the knowledge about earthquakes and tsunamis as well as disaster prevention, preparedness and response measures, with a view to enhancing teachers' understanding of these topics.

On the other hand, it has been the practice of EDB to require schools to draw up school-based contingency plans for handling emergency situations (including outbreak of communicable diseases and natural disasters, etc.) and take responsive actions. The plans should be sufficiently comprehensive to cover all likely situations pertaining to schools in emergency situations. They should be worked out in consultation with relevant stakeholders such as teachers and parents, and endorsed by the incorporated management committee or school management committee in advance. Schools may also arrange drills and exercises for various natural disasters in line with their own needs.

Note 1: If a severe earthquake in the South China Sea or the Pacific Ocean is expected to generate a tsunami resulting in a significant tsunami (i.e. a tsunami with a height of 0.5 metre or more above the normal tide level) in Hong Kong and the estimated time of arrival of the tsunami at Hong Kong is within 3 hours, the HKO will issue a Tsunami Warning to alert members of the public to take precautions.

Note 2: HKO webpages on geophysics and educational resources:
Earthquake and Tsunami Knowledge
https://www.hko.gov.hk/en/gts/equake/earthquake_tsunami_knowledge_need_to_know.html;

Safety Rules for Earthquake
https://www.hko.gov.hk/en/education/infoGraphic/earthquake-precautions.html;

Precautionary Measures to be taken when there is a Tsunami Warning
https://www.hko.gov.hk/en/education/infoGraphic/tsunami-precautions.html

Note 3: "Cool Met Stuff" videos (in Cantonese) related to earthquakes and tsunamis:
Decoding Tsunamis (https://youtu.be/FnOIxLAoKVA);

Will Hong Kong have strong earthquakes? Can earthquakes be predicted?
(https://youtu.be/WdWSFjlJ0p0)

- End -