Index Page

Replies to initial written questions raised by Legislative Council Members in examining the Estimates of Expenditure 2025-26

Director of Bureau : Secretary for Environment and Ecology
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Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)001	3117	CHAN Chun-ying	22	(2) Nature Conservation and Country Parks
EEB(E)002	3118	CHAN Chun-ying	22	(2) Nature Conservation and Country Parks
EEB(E)003	0395	CHAN Kapui, Judy	22	(2) Nature Conservation and Country Parks
EEB(E)004	0129	CHAN Yuet-ming	22	(2) Nature Conservation and Country Parks
EEB(E)005	0143	CHAN Yuet-ming	22	(2) Nature Conservation and Country Parks
EEB(E)006	3268	CHENG Wing-shun, Vincent	22	(2) Nature Conservation and Country Parks
EEB(E)007	3269	CHENG Wing-shun, Vincent	22	(2) Nature Conservation and Country Parks
EEB(E)008	1702	CHU Kwok-keung	22	(2) Nature Conservation and Country Parks
EEB(E)009	2698	CHU Kwok-keung	22	(2) Nature Conservation and Country Parks
EEB(E)010	2732	HO Chun-yin, Steven	22	(-) -
EEB(E)011	2740	HO Chun-yin, Steven	22	(-) -
EEB(E)012	3251	HO Chun-yin, Steven	22	(2) Nature Conservation and Country Parks
EEB(E)013	1125	KWOK Ling-lai, Lillian	22	(2) Nature Conservation and Country Parks
EEB(E)014	2303	KWOK Wai-keung	22	(2) Nature Conservation and Country Parks
EEB(E)015	0793	LEE Tsz-king, Dominic	22	(2) Nature Conservation and Country Parks
EEB(E)016	2096	LEUNG Hei, Edward	22	(2) Nature Conservation and Country Parks
EEB(E)017	3174	LI Sai-wing, Stanley	22	(2) Nature Conservation and Country Parks
EEB(E)018	0197	SHIU Ka-fai	22	(2) Nature Conservation and Country Parks
EEB(E)019	2559	YIU Pak-leung	22	(2) Nature Conservation and Country Parks
EEB(E)020	0164	CHEUNG Yu-yan, Tommy	39	(2) Sewage Services
EEB(E)021	2049	TIEN Puk-sun, Michael	39	(2) Sewage Services
EEB(E)022	3119	CHAN Chun-ying	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)023	3230	CHOW Ho-ding, Holden	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)024	1109	LOONG Hon-biu, Louis	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)025	0207	SHIU Ka-fai	42	(1) Energy Supply; Electrical, Gas and Nuclear Safety
EEB(E)026	3052	TSE Wai-chuen, Tony	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)027	3120	CHAN Chun-ying	44	(4) Water
EEB(E)028	1772	CHAN Hak-kan	44	(1) Waste
EEB(E)029	1773	CHAN Hak-kan	44	(1) Waste
EEB(E)030	1774	CHAN Hak-kan	44	(1) Waste
EEB(E)031	1775	CHAN Hak-kan	44	(1) Waste
EEB(E)032	1777	CHAN Hak-kan	44	(2) Air
EEB(E)033	1778	CHAN Hak-kan	44	(2) Air
EEB(E)034	1779	CHAN Hak-kan	44	(1) Waste
EEB(E)035	1780	CHAN Hak-kan	44	(1) Waste
EEB(E)036	1781	CHAN Hak-kan	44	(1) Waste
EEB(E)037	3106	CHAN Hak-kan	44	(1) Waste
EEB(E)038	3172	CHAN Hak-kan	44	(1) Waste
EEB(E)039	3283	CHAN Hak-kan	44	(1) Waste
EEB(E)040	0470	CHAN Han-pan	44	(2) Air
EEB(E)041	0039	CHAN Hoi-yan	44	(1) Waste
EEB(E)042	0040	CHAN Hoi-yan	44	(1) Waste
EEB(E)043	0067	CHAN Hoi-yan	44	(1) Waste
EEB(E)044	0498	CHAN Hok-fung	44	(1) Waste
EEB(E)045	0509	CHAN Hok-fung	44	(2) Air
EEB(E)046	1319	CHAN Hok-fung	44	(2) Air
EEB(E)047	0375	CHAN Kapui, Judy	44	(1) Waste
EEB(E)048	0376	CHAN Kapui, Judy	44	(1) Waste
EEB(E)049	0377	CHAN Kapui, Judy	44	(1) Waste
EEB(E)050	0378	CHAN Kapui, Judy	44	(1) Waste (2) Air
EEB(E)051	2054	CHAN Siu-hung	44	(2) Air
EEB(E)052	2055	CHAN Siu-hung	44	(2) Air
EEB(E)053	2063	CHAN Siu-hung	44	(1) Waste
EEB(E)054	2064	CHAN Siu-hung	44	(1) Waste
EEB(E)055	2065	CHAN Siu-hung	44	(4) Water
EEB(E)056	2066	CHAN Siu-hung	44	(2) Air
EEB(E)057	2067	CHAN Siu-hung	44	(1) Waste
EEB(E)058	2074	CHAN Siu-hung	44	(1) Waste
EEB(E)059	0141	CHAN Yuet-ming	44	(1) Waste
EEB(E)060	0142	CHAN Yuet-ming	44	(1) Waste
EEB(E)061	0168	CHEUNG Yu-yan, Tommy	44	(1) Waste
EEB(E)062	0172	CHEUNG Yu-yan, Tommy	44	(1) Waste
EEB(E)063	0184	CHEUNG Yu-yan, Tommy	44	(1) Waste
EEB(E)064	0784	CHIU Duncan	44	(1) Waste
EEB(E)065	2715	HO Chun-yin, Steven	44	(1) Waste
EEB(E)066	2730	HO Chun-yin, Steven	44	(4) Water
EEB(E)067	3281	HO King-hong, Adrian Pedro	44	(1) Waste
EEB(E)068	1145	HO Kwan-yiu, Junius	44	(1) Waste

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)069	1306	IP LAU Suk-yee, Regina	44	(1) Waste
EEB(E)070	1307	IP LAU Suk-yee, Regina	44	(1) Waste
EEB(E)071	2927	KAN Wai-mun, Carmen	44	(1) Waste
EEB(E)072	1273	KONG Yuk-foon, Doreen	44	(2) Air
EEB(E)073	2298	KWOK Wai-keung	44	(-) -
EEB(E)074	2299	KWOK Wai-keung	44	(-) -
EEB(E)075	2300	KWOK Wai-keung	44	(1) Waste
EEB(E)076	2301	KWOK Wai-keung	44	(1) Waste
EEB(E)077	2302	KWOK Wai-keung	44	(1) Waste
EEB(E)078	2304	KWOK Wai-keung	44	(1) Waste
EEB(E)079	1005	LAM Kin-fung, Jeffrey	44	(1) Waste
EEB(E)080	1017	LAM Kin-fung, Jeffrey	44	(1) Waste
EEB(E)081	1022	LAM Kin-fung, Jeffrey	44	(1) Waste
EEB(E)082	0314	LAM Shun-chiu, Dennis	44	(2) Air
EEB(E)083	0516	LAM Siu-lo, Andrew	44	(1) Waste
EEB(E)084	1858	LAU Chi-pang	44	(1) Waste
EEB(E)085	3166	LAU Ip-keung, Kenneth	44	(1) Waste
EEB(E)086	2547	LAU Kwok-fan	44	(1) Waste
EEB(E)087	2550	LAU Kwok-fan	44	(1) Waste
EEB(E)088	2551	LAU Kwok-fan	44	(1) Waste
EEB(E)089	2457	LEE Hoey Simon	44	(2) Air
EEB(E)090	2460	LEE Hoey Simon	44	(1) Waste
EEB(E)091	0792	LEE Tsz-king, Dominic	44	(2) Air
EEB(E)092	0798	LEE Tsz-king, Dominic	44	(1) Waste
EEB(E)093	0808	LEE Tsz-king, Dominic	44	(4) Water
EEB(E)094	0689	LEE Wai-king, Starry	44	(1) Waste
EEB(E)095	1838	LEE Wai-wang, Robert	44	(1) Waste
EEB(E)096	2092	LEUNG Hei, Edward	44	(1) Waste
EEB(E)097	2113	LEUNG Hei, Edward	44	(1) Waste
EEB(E)098	3195	LEUNG Hei, Edward	44	(1) Waste
EEB(E)099	3025	LEUNG Mei-fun, Priscilla	44	(4) Water
EEB(E)100	1738	LEUNG Tsz-wing, Dennis	44	(1) Waste
EEB(E)101	1945	LI Sai-wing, Stanley	44	(2) Air
EEB(E)102	0029	LO Wai-kwok	44	(1) Waste
EEB(E)103	0079	LO Wai-kwok	44	(1) Waste
EEB(E)104	1103	LOONG Hon-biu, Louis	44	(1) Waste
EEB(E)105	1104	LOONG Hon-biu, Louis	44	(2) Air

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)106	1105	LOONG Hon-biu, Louis	44	(4) Water
EEB(E)107	1106	LOONG Hon-biu, Louis	44	(4) Water
EEB(E)108	1107	LOONG Hon-biu, Louis	44	(1) Waste
EEB(E)109	2002	LUK Hon-man, Benson	44	(1) Waste
EEB(E)110	2003	LUK Hon-man, Benson	44	(2) Air
EEB(E)111	2004	LUK Hon-man, Benson	44	(2) Air
EEB(E)112	0969	NGAN Man-yu	44	(1) Waste
EEB(E)113	2777	QUAT Elizabeth	44	(1) Waste
EEB(E)114	2778	QUAT Elizabeth	44	(1) Waste
EEB(E)115	2779	QUAT Elizabeth	44	(1) Waste
EEB(E)116	2780	QUAT Elizabeth	44	(2) Air
EEB(E)117	2782	QUAT Elizabeth	44	(2) Air
EEB(E)118	0208	SHIU Ka-fai	44	(2) Air
EEB(E)119	2022	TIEN Puk-sun, Michael	44	(1) Waste
EEB(E)120	2023	TIEN Puk-sun, Michael	44	(2) Air
EEB(E)121	3151	TSE Wai-chuen, Tony	44	(1) Waste
EEB(E)122	2751	TSE Wai-chun, Paul	44	(1) Waste
EEB(E)123	2752	TSE Wai-chun, Paul	44	(1) Waste
EEB(E)124	1358	YANG Wing-kit	44	(1) Waste
EEB(E)125	1359	YANG Wing-kit	44	(1) Waste
EEB(E)126	1232	YICK Chi-ming, Frankie	44	(2) Air
EEB(E)127	1487	YUNG Hoi-yan	44	(1) Waste
EEB(E)128	2987	ZHANG Xinyu, Gary	44	(1) Waste
EEB(E)129	0450	CHAN Han-pan	60	(1) Capital Projects
EEB(E)130	1776	CHAN Hak-kan	137	(4) Environmental Protection
EEB(E)131	1789	CHAN Hak-kan	137	(6) Climate Change
EEB(E)132	1790	CHAN Hak-kan	137	(2) Power
EEB(E)133	2058	CHAN Siu-hung	137	(4) Environmental Protection
EEB(E)134	2073	CHAN Siu-hung	137	(4) Environmental Protection
EEB(E)135	0144	CHAN Yuet-ming	137	(4) Environmental Protection (5) Nature Conservation
EEB(E)136	0145	CHAN Yuet-ming	137	(4) Environmental Protection
EEB(E)137	0785	CHIU Duncan	137	(-) -
EEB(E)138	1544	CHOW Man-kong	137	(4) Environmental Protection
EEB(E)139	1704	CHU Kwok-keung	137	(2) Power
EEB(E)140	2710	HO Chun-yin, Steven	137	(5) Nature Conservation
EEB(E)141	1156	HO Kwan-yiu, Junius	137	(4) Environmental Protection
EEB(E)142	2926	KAN Wai-mun, Carmen	137	(4) Environmental Protection
EEB(E)143	2305	KWOK Wai-keung	137	(3) Sustainable Development
EEB(E)144	1015	LAM Kin-fung, Jeffrey	137	(2) Power
EEB(E)145	0428	LAM San-keung	137	(-) -
EEB(E)146	2402	LAM So-wai	137	(-) -
EEB(E)147	2404	LAM So-wai	137	(-) -
EEB(E)148	2548	LAU Kwok-fan	137	(2) Power

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)149	2549	LAU Kwok-fan	137	(5) Nature Conservation
EEB(E)150	2552	LAU Kwok-fan	137	(4) Environmental Protection
EEB(E)151	2458	LEE Hoey Simon	137	(-) -
EEB(E)152	0797	LEE Tsz-king, Dominic	137	(4) Environmental Protection
EEB(E)153	2089	LEUNG Hei, Edward	137	(4) Environmental Protection
EEB(E)154	3045	LEUNG Mei-fun, Priscilla	137	(-) -
EEB(E)155	1948	LI Sai-wing, Stanley	137	(4) Environmental Protection
EEB(E)156	0023	LO Wai-kwok	137	(6) Climate Change
EEB(E)157	0024	LO Wai-kwok	137	(4) Environmental Protection
EEB(E)158	0025	LO Wai-kwok	137	(2) Power (3) Sustainable Development (4) Environmental Protection (6) Climate Change
EEB(E)159	0028	LO Wai-kwok	137	(4) Environmental Protection
EEB(E)160	0030	LO Wai-kwok	137	(2) Power
EEB(E)161	2255	LUK Chung-hung	137	(2) Power
EEB(E)162	2256	LUK Chung-hung	137	(2) Power
EEB(E)163	2257	LUK Chung-hung	137	(2) Power
EEB(E)164	2258	LUK Chung-hung	137	(4) Environmental Protection
EEB(E)165	2268	LUK Chung-hung	137	(4) Environmental Protection
EEB(E)166	2773	QUAT Elizabeth	137	(2) Power
EEB(E)167	2774	QUAT Elizabeth	137	(2) Power
EEB(E)168	2775	QUAT Elizabeth	137	(4) Environmental Protection
EEB(E)169	2776	QUAT Elizabeth	137	(2) Power
EEB(E)170	2781	QUAT Elizabeth	137	(5) Nature Conservation
EEB(E)171	2821	QUAT Elizabeth	137	(2) Power
EEB(E)172	1604	SO Cheung-wing	137	(2) Power
EEB(E)173	1605	SO Cheung-wing	137	(2) Power
EEB(E)174	2199	TANG Ka-piu	137	(2) Power
EEB(E)175	2040	TIEN Puk-sun, Michael	137	(2) Power
EEB(E)176	0069	TSE Wai-chuen, Tony	137	(6) Climate Change
EEB(E)177	1230	YICK Chi-ming, Frankie	137	(4) Environmental Protection
EEB(E)178	1231	YICK Chi-ming, Frankie	137	(4) Environmental Protection
EEB(E)179	2585	YIU Pak-leung	137	(5) Nature Conservation
EEB(E)180	2988	ZHANG Xinyu, Gary	137	(4) Environmental Protection
EEB(E)181	2998	ZHANG Xinyu, Gary	137	(4) Environmental Protection
EEB(E)182	2743	HO Chun-yin, Steven	168	(1) Weather Services
EEB(E)183	2119	LEUNG Hei, Edward	168	(1) Weather Services
EEB(E)184	2008	LUK Hon-man, Benson	168	(1) Weather Services
EEB(E)185	3430	CHAN Siu-hung	22	(2) Nature Conservation and Country Parks
EEB(E)186	3768	HO Chun-yin, Steven	22	(-) -
EEB(E)187	3452	LEUNG Hei, Edward	22	(2) Nature Conservation and Country Parks
EEB(E)188	3831	KAN Wai-mun, Carmen	42	(3) Energy Efficiency and Conservation, and Alternative Energy
EEB(E)189	4010	CHAN Hak-kan	44	(1) Waste
EEB(E)190	3428	CHAN Siu-hung	44	(1) Waste

Reply Serial No.	Question Serial No.	Name of Member	Head	Programme
EEB(E)191	3783	HO Chun-yin, Steven	44	(4) Water
EEB(E)192	3784	HO Chun-yin, Steven	44	(1) Waste
EEB(E)193	3785	HO Chun-yin, Steven	44	(4) Water (5) Environmental Assessment and Planning
EEB(E)194	3786	HO Chun-yin, Steven	44	(4) Water
EEB(E)195	3435	LEUNG Hei, Edward	44	(1) Waste
EEB(E)196	3448	LEUNG Hei, Edward	44	(2) Air
EEB(E)197	3449	LEUNG Hei, Edward	44	(5) Environmental Assessment and Planning
EEB(E)198	3450	LEUNG Hei, Edward	44	(2) Air
EEB(E)199	3482	LEUNG Hei, Edward	44	(1) Waste
EEB(E)200	3778	HO Chun-yin, Steven	100	(3) Local Services
EEB(E)201	3459	LEUNG Hei, Edward	100	(2) Port Services
EEB(E)202	3429	CHAN Siu-hung	137	(2) Power
EEB(E)203	3936	CHAN Siu-hung	137	(4) Environmental Protection
EEB(E)204	3980	CHAN Yuet-ming	137	(5) Nature Conservation
EEB(E)205	3977	CHOW Ho-ding, Holden	137	(6) Climate Change
EEB(E)206	3991	HO King-hong, Adrian Pedro	137	(4) Environmental Protection
EEB(E)207	3905	KONG Yuk-foon, Doreen	137	(4) Environmental Protection
EEB(E)208	3445	LEUNG Hei, Edward	137	(4) Environmental Protection
EEB(E)209	3495	LEUNG Hei, Edward	168	(1) Weather Services
EEB(E)210	3395	CHAN Hak-kan	194	(-) -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. **EEB(E)001**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3117)

Head: (22) Agriculture, Fisheries and Conservation Department

Subhead (No. & title): (610) Minor recreational facilities and roadworks in country parks (block vote)

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:

Provision of $30,300,000 under Subhead 610 is for minor works such as construction of fire lookouts, shelters, water filling stations and roads, and for procurement of building materials for recreational facilities such as barbecue pits, information boards, shelters and outdoor furniture. The provision for 2025-26 represents an increase of 24.2% over the revised estimate for 2024-25. Please list out the minor works projects and their expenditures under that Subhead for the years 2024-25 and 2025-26 and explain the reasons for the increased estimate.

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 4)

Reply:

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 country park services, the Agriculture, Fisheries and Conservation Department has planned to carry out various enhancement works projects in 2025-26, including renovation works of Aberdeen Tree Centre, renovation works of Volcano Discovery Centre as well as installation works of a new surveillance and public address system at the carpark of Lions Nature Education Centre at Tsiu Hang, Sai Kung. Thus, the estimate has increased as compared with that for 2024-25. A breakdown of the provision under Subhead 610 and the estimated expenditure for 2024-25 and 2025-26 are tabulated as follows:

Works projects	**Revised estimate for 2024-25 ($ million)**
Procurement of materials for minor recreational facilities in country parks and related works (including works projects such as repair of hiking trails, enhancement of recreational facilities, etc.)	11.6

Works projects	Revised estimate for 2024-25 ($ million)
Construction and improvement works of mountain bike trails in country parks	1.6
Enhancement works of educational and visitor information facilities in country parks	1.0
Installation works of automatic people counters in country parks	2.0
Minor slope works	2.0
Repair works of shelters in country parks	1.7
Repair works of forest tracks in country parks	4.0
Renovation works of Volcano Discovery Centre	0.5
Total expenditure	**24.4**

Works projects	Estimated expenditure for 2025-26 ($ million)
Procurement of materials for minor recreational facilities in country parks	3.8
Repair projects of hiking trails in country parks	6.0
Enhancement works of recreational facilities in country parks	4.5
Enhancement works of fire lookouts	1.2
Construction and improvement works of mountain bike trails in country parks	1.2
Enhancement works of visitor information in tree walks	0.8
Installation works of automatic people counters in country parks	1.8
Minor slope works	0.6
Repair works of shelters in country parks	3.2
Repair works of forest tracks in country parks	3.6
Renovation works of Volcano Discovery Centre	1.2
Renovation works of Aberdeen Tree Centre	1.0
Installation works of a surveillance and public address system for the carpark at Lions Nature Education Centre at Tsiu Hang, Sai Kung	1.4
Total expenditure	**30.3**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3118)

Head: (22) Agriculture, Fisheries and Conservation Department

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

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 Matters Requiring Special Attention in 2025-26 include taking forward the establishment of the Sam Po Shue Wetland Conservation Park and carrying out the management and operation of the new North Lantau Marine Park. Please advise of the following:

1. the manpower and estimated expenditure involved;
2. whether it has earmarked any resources for carrying out eco-education and promotion activities for conservation; if yes; what are the details; if not, what are the reasons?

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 5)

Reply:

1. In 2025-26, the manpower and estimated expenditure of the Agriculture, Fisheries and Conservation Department (AFCD) for taking forward the establishment of the Sam Po Shue Wetland Conservation Park are 5 staff members and $4.9 million respectively.

   As for the newly established North Lantau Marine Park, the AFCD will manage and operate it together with the adjoining Sha Chau and Lung Kwu Chau Marine Park and The Brothers Marine Park, as well as the nearby Southwest Lantau Marine Park and the South Lantau Marine Park. In 2025-26, the manpower and estimated expenditure for the above 5 marine parks are 25 staff members and about $17.7 million. The AFCD does not have a breakdown of the manpower and estimated expenditure for each of the above 5 marine parks.

2. The AFCD always attaches great importance to the education, promotion and publicity work on nature conservation, and continues to raise public awareness on respecting and caring for nature. Through the organisation of different publicity and educational activities, such as nature and marine excursions, ecological conservation exhibitions and workshops, public and school talks, school visits, orienteering, as well as volunteer/marine parks ambassador services, the AFCD aims to allow members of the public to enjoy the nature and engage them in the nature conservation work so as to foster an attitude of caring for the nature and knowledge of the relevant legislation. In 2025-26, the relevant estimated expenditure is about $48 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0395)

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:

Please advise this Committee of the following over the past 5 years:

(1) the number of wild pigs in Hong Kong; the manpower and expenditure involved in handling wild pigs each year; its proportion in the total expenditure of the Department;
(2) the number of wild pig capture operations conducted each year; the details of each operation, including the date and location of operation;
(3) the number of wild pigs handled under the pilot Capture and Contraception/Relocation Programme each year;
(4) the number of wild pigs captured and humanely dispatched each year;
(5) the details and expenditure of appealing to the public to stop feeding wild animals each year; its proportion in the total expenditure of the Department; and
(6) the number of reports received regarding illegal feeding of wild animals (including but not limited to feral pigeons) and successful prosecutions each year, broken down by the type of animals; the number of persons arrested and convicted in each case, and the penalties imposed.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 21)

Reply:

(1) Since 2019, the Agriculture, Fisheries and Conservation Department (AFCD) has launched a study to estimate the number of wild pigs. By using infrared camera and spatial analysis models, the population density of wild pigs in the countryside is estimated for the projection of the number of wild pigs across the countryside in Hong Kong, with a view to monitoring the population trend in the long term. Over the past 5 years, the number of wild pigs across the countryside in the territory is tabulated below:

Year	Number of wild pigs across the countryside in the territory
2020	About 1 700
2021	About 2 000
2022	About 1 830
2023	About 1 360
2024	About 900

The manpower and expenditure involved in the work in relation to wild pig management by the AFCD and its percentage in the overall expenditure of the Department over the past 5 years are tabulated as follows:

Year	Manpower (number of staff)	Expenditure ($ million)	Percentage of the overall departmental expenditure (%)
2020-21	32	17.8	0.9
2021-22	32	19.2	1.0
2022-23	34	22.3	1.1
2023-24	33	21.8	1.1
2024-25 (revised estimate)	33	22.8	1.1

(2) The AFCD implemented the Capture and Contraception/Relocation Programme (CCRP) for wild pigs between late 2017 and November 2021. However, the AFCD's investigations revealed that the effectiveness of the relevant operations was far from catching up with the reproduction rate of wild pigs. Moreover, after wild pigs are accustomed 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. To effectively control the wild pig nuisance in Hong Kong, safeguard public safety and maintain public hygiene, the AFCD has implemented a new measure since November 2021 to capture wild pigs which pose potential danger or cause nuisance to members of the public, to replace the CCRP. During wild pig capture and humane dispatch operations, veterinary officers will use dart guns on wild pigs and dispatch them humanely by the injection of drug.

The number of wild pig capture operations conducted by the AFCD over the past 5 years with a breakdown by month is tabulated as follows:

Year / Month	2020-21	2021-22	2022-23	2023-24	2024-25 (as at Feb 2025)
Apr	11	13	12	12	16
May	14	16	7	21	24
Jun	16	13	6	11	29
Jul	4	17	11	16	33
Aug	6	21	13	32	31
Sep	16	30	24	20	32
Oct	22	16	28	38	40
Nov	22	22	20	46	33
Dec	14	11	19	28	31
Jan	13	19	10	45	21
Feb	16	8	20	20	25
Mar	24	5	17	18	Data not yet available
Total	**178**	**191**	**187**	**307**	**315**

The number of wild pig capture operations conducted by the AFCD over the past 5 years with a breakdown by district is tabulated as follows:

Year / District	2020-21	2021-22	2022-23	2023-24	2024-25 (as at Feb 2025)
Islands	0	1	0	0	0
Kwai Tsing	4	4	4	1	0
North	8	10	3	9	11
Sai Kung	27	23	28	39	28
Sha Tin	16	13	17	23	34
Tai Po	16	16	10	29	31
Tsuen Wan	4	7	6	22	17
Tuen Mun	2	1	3	20	20
Yuen Long	4	3	1	5	16
Kowloon City	2	0	0	0	0
Kwun Tong	1	0	6	4	6
Sham Shui Po	0	2	3	11	9
Wong Tai Sin	3	1	4	3	6
Yau Tsim Mong	0	1	0	1	0
Central and Western	19	26	23	37	32
Eastern	24	31	31	27	39
Southern	39	45	40	50	41
Wan Chai	9	7	8	26	25
Total	**178**	**191**	**187**	**307**	**315**

(3) and (4) The numbers of wild pigs captured, administered with contraceptive vaccine or surgically sterilised, and humanely dispatched over the past 5 years are tabulated respectively as follows:

Year	Number of wild pigs		
	Captured	Administered with contraceptive vaccine or surgically sterilised	Humanely dispatched*
2020-21	344	165	26
2021-22	370	109	105
2022-23	378	The CCRP has ceased.	361
2023-24	540		525
2024-25 (as at Feb 2025)	643		630

* Including wild pigs humanely dispatched due to injury.

(5) The AFCD has all along been striving to promote to members of the public of different age groups about preventing wild animal nuisance and no-feeding of wild

animals, including providing eco-educational activities and guided tours at kindergartens, primary and secondary schools, centres for the elderly and communities near feeding black spots, uploading promotional and educational information on social media, and placing advertisements on public transport and at stations. Since the first quarter of 2024, the AFCD has further launched a series of publicity and education activities with the theme of "All For No Feeding", including extensive advertisements, release of promotional videos, setting up of education booths, display of banners and posters and distribution of leaflets at feeding black spots, so as to inform the public about the latest feeding ban regulations and the negative impacts of feeding animals. The expenditure on the relevant publicity and education by the AFCD over the past 5 years and its percentage in the overall expenditure of the Department are tabulated as follows:

Year	**Expenditure ($ million)**	**Percentage of the overall departmental expenditure (%)**
2020-21	3.2	0.2
2021-22	5.0	0.3
2022-23	11.2	0.6
2023-24	9.6	0.5
2024-25 (revised estimate)	8.6	0.4

(6) The Feeding Ban Area designated under the Wild Animals Protection Ordinance (Cap. 170) was only limited to the 7 specific locations in Hong Kong before 31 December 2022, and was expanded to cover the entire territory thereafter. Besides, the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into effect on 1 August 2024, expanding the territory-wide prohibition on feeding of wild animals to cover feral pigeons, increasing the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, introducing a fixed penalty of $5,000, and expanding the categories of enforcement officers to cover appointed officers of the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD), in addition to officers of the AFCD and police officers under the original arrangement.

The numbers of reports received regarding illegal feeding of wild animals and feral pigeons over the past 5 years are tabulated as follows:

Year	Numbers of reports received regarding illegal feeding of animals			
	Monkeys	Wild pigs	Wild birds/ feral pigeons[a]	Others[b]
2020-21	25	0	0	7
2021-22	48[c]	6[c]	0	0
2022-23	45	28	35[d]	1
2023-24	56	81	54[d]	4
2024-25 (as at Feb 2025)	55[e]	143[e][f]	2 016[f]	23

[a] Cases of illegal feeding of feral pigeons often also involve illegal feeding of wild birds, and vice versa, hence a breakdown by feral pigeon and wild bird is not available.

[b] Including cases of illegal feeding of other wild animals or cases involving non-specified wild animal type.

[c] In 2021-22, 6 cases concurrently involved illegal feeding of monkeys and wild pigs.

[d] Only cases of illegal feeding of wild birds were involved.

[e] In 2024-25, 2 cases concurrently involved illegal feeding of monkeys and wild pigs.

[f] In 2024-25, 1 case concurrently involved illegal feeding of wild pigs and wild birds.

The numbers of prosecutions instituted and successful prosecutions against illegal feeding of monkeys, wild pigs and wild birds, and the penalties imposed over the past 5 years are tabulated by animal type as follows:

Year	Illegal feeding of monkeys		
	Number of prosecutions instituted[1][2]	Number of successful prosecutions[2]	Fine ($)
2020-21	50	31	300 to 2,000
2021-22	120[3]	90	200 to 1,500
2022-23	95[3]	77[4]	300 to 1,500
2023-24	135[3]	128[4]	250 to 3,000
2024-25 (as at Feb 2025)	27[3]	71[4]	400 to 5,000

Year	Illegal feeding of wild pigs		
	Number of prosecutions instituted[(1)(2)]	**Number of successful prosecutions[(2)]**	**Fine ($)**
2020-21	0	0	Not applicable
2021-22	1[(3)]	0	Not applicable
2022-23	12[(3)]	3[(4)]	300 to 800
2023-24	23[(3)]	19[(4)]	450 to 1,000
2024-25 (as at Feb 2025)	5[(3)]	13[(4)]	300 to 5,000

Year	Wild birds (excluding feral pigeons)[(5)]		
	Number of prosecutions instituted[(1)(2)]	**Number of successful prosecutions[(2)]**	**Fine ($)**
2020-21	0	0	Not applicable
2021-22	0	0	Not applicable
2022-23	0	0	Not applicable
2023-24	7	1	500
2024-25 (as at Feb 2025)	1	5	300 to 5,000

(1) Some of the prosecutions instituted in the year might be processed in the following year.

(2) Each prosecution involved 1 person.

(3) In 2021-22, 2022-23, 2023-24 and 2024-25, 1, 1, 2 and 3 cases concurrently involved illegal feeding of monkeys and wild pigs respectively.

(4) In 2022-23, 2023-24 and 2024-25, 1, 3 and 3 cases concurrently involved illegal feeding of monkeys and wild pigs respectively.

(5) Since the territory-wide prohibition on feeding of wild animals was expanded to cover feral pigeons starting from 1 August 2024 and the relevant departments mainly issued fixed penalty notices for cases of illegal feeding of feral pigeons after the relevant regulation came into operation, no summonses were issued for the purpose of prosecution for illegal feeding of feral pigeons over the past 5 years.

Besides, during the period from the commencement of the Amendment Ordinance on 1 August 2024 to February 2025, the relevant law enforcement departments have issued 194 fixed penalty notices in relation to illegal feeding, 45 of which involved feeding of monkeys, 20 involved feeding of wild pigs, 33 involved feeding of wild birds and 96 involved feeding of feral pigeons.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0129)

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:

Development of Culture, Sports and Tourism in the Northern Metropolis

The Government officially inaugurated Robin's Nest Country Park (RNCP) in November 2024 and exempts those who take minibus route 59K to Lin Ma Hang Village from applying for a closed area permit with effect from January 2025. In this connection, would the Government inform this Committee of the following:

1. the maintenance works expenditure and operating expenditure of the RNCP since its inauguration;
2. the change in daily visitor flow in the RNCP before and after the exemption of those who take minibus route 59K from applying for a closed area permit, and whether the Government has made any adjustment to ancillary facilities in response to the change in visitor flow; and
3. there are views that preliminary cultural, sports and tourism effects have been brought about in the peripheral of the RNCP. In response to such cultural, sports and tourism effects brought about by the RNCP, its positioning in the Blue and Green Recreation, Tourism and Conservation Circle of the Northern Metropolis and whether its functions will be enhanced/new functions will be added?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 4)

Reply:

1. Since the establishment of the Robin's Nest Country Park (RNCP) in March 2024, the Agriculture, Fisheries and Conservation Department (AFCD) has continued to carry out management work and enhancement works, including the construction and maintenance of hiking trails and recreational facilities, hill fire prevention, implementation of nature conservation measures, cleansing and litter collection. The AFCD performs the above duties by deploying existing human resources and engaging service contractors. The expenditure for 2024-25 is about $8.7 million.

2. Starting from 24 January 2025, the Government opened the specified section of road within the Frontier Closed Area (FCA) near Lin Ma Hang Village (Wang Lek to the

entrance of the Lin Ma Hang Village). Visitors travelling to and from Lin Ma Hang Village and the RNCP directly by green minibus through the abovementioned section of road within the FCA are exempted from the requirement to apply for a Closed Area Permit. According to the AFCD's statistics between 25 January and 2 March 2025, the number of visitors was clearly higher on weekends (about 530) than on weekdays (about 220), but the figures were not significantly different from the average number of visitors on weekends (about 530) and weekdays (about 290) during the period between 2 November 2024 and 19 January 2025 (i.e. the period after the opening ceremony for the RNCP but before the opening of the above road section by the Government). AFCD will continue to monitor the number of visitors and liaise with relevant departments in a timely manner to facilitate visitors' visits.

3. Located in the eastern part of the Northern Metropolis, the RNCP is part of the Blue and Green Recreation, Tourism and Conservation Circle of the Northern Metropolis. In addition to its beautiful natural landscape and rich biodiversity, Robin's Nest also hosts an array of historic and cultural elements and has the potential for low-density and high-quality recreation and tourism development. The AFCD has provided facilities such as two hiking trails, as well as notice boards, shelters and viewing points, at the RNCP, and has progressively enhanced other recreational facilities. The Lin Ma Hang Lead Mine Cave Revitalisation Project was opened to the public in end-2024, showcasing the mining history, wartime history and bat ecology to the public and enriching the experience of visitors to the country park. The AFCD will continue to work with relevant departments to make use of the rich eco-tourism resources in Robin's Nest and its peripheral areas (such as Sha Tau Kok, Mirs Bay/Yan Chau Tong) and develop sustainable tourism in the light of the circumstances of the local community and the environment.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0143)

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:

Hong Kong-Shenzhen ecological corridor

Wutong Mountain in Shenzhen and Robin's Nest in Hong Kong are going to form the Hong Kong-Shenzhen ecological corridor. Robin's Nest Country Park (RNCP) has also been established. Would the Government inform this Committee of the following:

1 given that the North East New Territories Landfill Extension project is being carried out at a distance of 150 metres from the RNCP and it is expected that the ecological corridor will be affected by the operation of the landfill for a number of years, whether the power of the Country and Marine Parks Authority (the Authority) allows effective monitoring so as to minimise the pollution of the country park caused by the landfill;

2 as it is learnt that the hiking trail and lead mine works projects are involved in the RNCP, the annual project expenditures so far, the overall progress of the works projects in the park and their completion time;

3 given that there are views relaying that workers of works projects in the park have to carry the materials, weighing 45 kg, uphill on their own strength, whether the Government will consider using technology or giving appropriate assistance to them;

4 as there are dedicated management staff and docents in the RNCP at present, please give a brief account of their establishment and how they perform their regular duties, as well as the related staff expenditure;

5 further to the above, the channels through which members of the public can inform the dedicated staff or the Authority if they detect problems in the RNCP?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 18)

Reply:

1 North East New Territories Landfill Extension – Feasibility Study and Environmental Impact Assessment (EIA) Report has been approved in accordance with the Environmental Impact Assessment Ordinance. According to the EIA Report, upon implementation of the mitigation measures, the impacts of the landfill extension project during its construction and operation on the environment (including the natural environment in the vicinity of Robin's Nest) will be at an acceptable level. The

contract of the landfill extension project has also included clauses relating to various requirements of the EIA and the environmental permit, and will ensure the effectiveness of the various mitigation measures according to the environmental monitoring and audit programmes proposed in the EIA Report. The Agriculture, Fisheries and Conservation Department (AFCD) is co-operating with the management authority of the Shenzhen Wutong Mountain Scenic Area on the jointly enhancement of the cross-boundary ecological corridor. Since there is a considerable distance from the landfill and its extension to the area of Wutong Mountain (Shenzhen) - Robin's Nest (Hong Kong) Ecological Corridor, it is expected that the operation of the landfill will not affect the aforesaid work. The AFCD will also check for any changes in Robin's Nest Country Park (RNCP) and its ambient environment during daily inspections, and will maintain liaison with the relevant departments for appropriate follow-up.

2 To prepare for the designation of the RNCP, the AFCD has progressively constructed hiking trails and basic recreational facilities in the past few years. Currently, 2 hiking trails, namely Robin's Nest Country Trail and Lin Ma Hang Country Trail, are open, and the information boards, viewing points, a rain shelter and interpretation panels have also been installed along the hiking trails to facilitate hiking and appreciation of the nature and cultural heritage. In addition, the works to revitalise the Lin Ma Hang Lead Mine into an open museum were completed in late 2024 and the mine relic is open to the public. The expenditures on the construction of the trails and recreational facilities in the RNCP and the lead mine revitalisation project by the AFCD over the past 3 years are tabulated as follows:

Year	**Expenditure on the construction of trails and recreational facilities ($ million)**	**Expenditure on the lead mine revitalisation project ($ million)**
2022-23	1.9	0.9
2023-24	3.5	12.1
2024-25 (revised estimate)	3.7	17.0

The AFCD will continue to review the needs of the RNCP visitors and further enhance the facilities in the RNCP.

3. The AFCD has all along attached great importance to the occupational safety and health of its staff, and will protect their safety by carrying out risk assessment and implementing appropriate mitigation measures in its daily work. As there is no proper vehicular access in the RNCP, the AFCD and the relevant departments will, wherever possible, arrange a helicopter to lift the materials and provide suitable mechanical aids and equipment such as trolleys to assist with the transportation when it is necessary to transport overweight or massive construction materials. The AFCD will continue to proactively study the use of technology to assist its staff with the transportation of heavy objects.

4. The daily management work of the RNCP is undertaken by Hok Tau Management Centre under the Country Parks Management Division of the AFCD. The management work includes construction and maintenance of trails and recreational facilities,

prevention of hill fires, implementation of nature conservation measures, cleansing and litter collection, etc. The Management Centre is also responsible for the daily management of Pat Sin Leng Country Park and Plover Cove Country Park. In 2024-25, there were 22 staff members in the Management Centre. The manpower expenditure incurred by the RNCP calculated on a pro-rata basis was about $5.9 million. In addition, the AFCD also provides docent services in the RNCP by hiring a service contractor. The expenditure involved was about $900,000 in 2024-25.

5. In case members of the public detect problems in the RNCP, they may contact the AFCD through the existing channels (such as 1823, email, etc.) for appropriate follow-ups.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3268)

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 Government will promote public education and publicity on nature conservation and compatible use of country parks and marine parks. In this connection, would the Government inform this Committee of the following:

1. the expenditure on trail maintenance for long distance hiking trails, country trails, nature trails and family walks in Hong Kong over the past 3 years in tabulated form;
2. the number of artisans under the Agriculture, Fisheries and Conservation Department who assisted in trail maintenance over the past 3 years; the number of vacancies concerned; and the expenditure on the relevant training;
3. the expenditure on public education and publicity work for the promotion of trail conservation over the past 3 years;
4. whether the Government has any plan to allocate additional resources to strengthen education work on hiking etiquette and safety in view of the increasing popularity of hiking tours; if yes, what are the details; if not, what are the reasons?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 38)

Reply:

1. The Agriculture, Fisheries and Conservation Department (AFCD) provides various visitor facilities in country parks for public use, including various hiking trails (long distance hiking trails, country trails, family walks and nature trails, etc.), picnic sites, barbecue areas, rain shelters, viewing points, etc., and will conduct regular inspections as well as maintenance and repairs. As the construction and maintenance of hiking trails is part of the regular facility management work for country parks, the AFCD does not have a breakdown of the expenditure involved. The recurrent expenditure on the construction, inspection, repair and maintenance of the various visitor facilities mentioned over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)
2022-23	76.7
2023-24	84.4
2024-25 (revised estimate)	89.1

2. The construction and maintenance of hiking trails and other recreational facilities in country parks is mainly carried out by frontline staff at different ranks, including Field Assistant, Artisan, Workman I and II, etc. The establishment of relevant frontline staff and the related job vacancies over the past 3 years is tabulated as follows:

Year	Staff establishment	Number of vacancies in staff establishment
2022-23 (as at 31 Mar 2023)	503	208
2023-24 (as at 31 Mar 2024)	502	204
2024-25 (as at 28 Feb 2025)	485	171

Besides, in view of the relatively large number of vacancies in the establishment at present, the AFCD has also employed staff to carry out the above work through the Non-Civil Service Contract Staff Scheme and the Post-retirement Service Contract (PRSC) Scheme. As at February 2025, a total of 52 contract staff have been employed. To ensure that the staff engaged in construction and maintenance of trail can master the skills, frontline staff will receive relevant in-house training. Such training does not involve additional expenditure, and staff employed through the PRSC Scheme can help transfer their experience.

3. Trail conservation is one of the themes of the promotional and educational programmes for country parks. The AFCD does not have a breakdown of the expenditure on the individual publicity programmes. The expenditure involved in promoting nature conservation in country parks and educational programmes by the AFCD over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)
2022-23	21.8
2023-24	33.4
2024-25 (revised estimate)	31.9

4. The AFCD continues to promote messages of hiking etiquette and safety to the public through various channels. In recent years, the AFCD has been promoting the messages of "Respect Nature", "Hike Safely", "Reduce Waste", "Take Your Litter Home", etc. under the theme of "Hiking Etiquette", by publicising through social media and organising diversified nature education activities, including nature interpretations, booth activities, etc., with a view to promoting proper outdoor etiquette and practice during hiking. The AFCD will consistently review the publicity and promotional strategies and make appropriate adjustments when necessary. The AFCD will also continue to

disseminate messages of hiking etiquette and safety through diversified channels, ensuring that the public and tourists can have quality and safe countryside experience.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3269)

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 there were 22 hill fires attended to in 2024, and the Fire Services Department often publishes figures on hill fire reports. In this connection, would the Government inform this Committee of the following:

1. the number of fire reports involving country parks and hiking trails over the past 3 years with a break down by districts;
2. regarding the 22 hill fires attended to in 2024, a detailed account of the locations of fire, fire alarm levels and causes of fires, and whether any people were injured;
3. as more and more people are using the hiking trails, whether the Government has any plan to rollout fire safety publicity campaigns for hiking trails, if yes, what are the details?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 39)

Reply:

1. Over the past 3 years, there were 65 reports of hill fires inside or posing potential threats to country parks (CPs) and special areas. Relevant information by district is tabulated as follows:

District^	Number of hill fires happened or posing potential threats (number of cases)		
	2022	**2023**	**2024**
Islands	5	2	6
North	2	1	1
Sai Kung	4	3	0
Sha Tin	4	3	2
Southern	0	1	0
Tai Po	1	2	2
Tsuen Wan	1	1	1
Tuen Mun	1	6	2
Yuen Long	3	3	8
Total	**21**	**22**	**22**

Remark: ^Over the past 3 years, there were no hill fires inside CPs and special areas in the Central and Western, Eastern, Kwai Tsing, Sham Shui Po, Wan Chai and Wong Tai Sin Districts, while there were no CPs and special areas in the other districts.

2. Unlike the system of fire alarm levels for the urban areas, hill fires in CPs are divided into 3 levels. The total of 22 hill fires recorded in 2024 were all level 1 alarm fires with the minimal impact and were fought mainly by the AFCD fire crews. The location of each hill fire and the area of CPs and special areas affected are tabulated as follows:

Serial number	CP or special area affected	Location of hill fire	Area affected (hectares)
1	Tai Lam CP	Tai Tong, Yuen Long	1.8
2	Lantau North CP	Cheung Shan, Tai O	2.0
3	Tai Mo Shan CP	Lin Au, Tai Po	1.7
4	Lion Rock CP	Tsok Pok Hang, Sha Tin	2.6
5	Lantau North CP	Cheung Shan, Tai O	26.0
6	Tai Lam CP	Shap Pat Heung, Yuen Long	2.2
7	Tai Mo Shan CP	Lin Au, Tai Po	2.0
8	Lantau North CP	Cheung Shan, Tai O	54.0
9	Robin's Nest CP	Tam Shui Hang Village, Sha Tau Kok	0#
10	Tai Lam CP	Cheung Po, Yuen Long	0#
11	Tai Lam CP	Tai Wo Tsuen, Yuen Long	0#
12	Lam Tsuen CP	Wang Toi Shan, Yuen Long	34.0
13	Tai Lam CP	Tseng Tau Sheung Tsuen, Tuen Mun	1.8
14	Lantau North (Extension) CP	Tung Wan Tau, Mui Wo	0.2
15	Lion Rock CP	Tsok Pok Hang, Sha Tin	0.1
16	Lantau North CP	Sze Shan, Tai O	3.9
17	Tai Mo Shan CP	Fu Yung Shan, Tsuen Wan	0#

18	Lantau South CP	Shek Lam Chau, Lantau Island	0.5
19	Tai Lam CP	Tai Tong, Yuen Long	1.1
20	Tai Lam CP	Tai Tong, Yuen Long	1.3
21	Lam Tsuen CP	Fung Kat Heung, Yuen Long	0.9
22	Tai Lam CP	Wong Nai Tun Reservoir, Yuen Long	82.0

Remark: #The location of fire was near a CP and a special area, which were not affected after the fire had been attended to.

After each hill fire, the AFCD staff would visit the fire scene to assess the area affected by the fire and conduct an investigation into the cause of the hill fire. However, the causes of the tabulated hill fires could not be ascertained. The AFCD has not learnt of any people injured as a result of the tabulated hill fires.

3. The AFCD has been promoting the message of care for the nature and hill fire prevention to the public through various channels, such as publicising through social media and organising diversified nature education activities, including nature interpretations and booth activities, so as to raise the public awareness of fire prevention. Besides, during the Chung Yeung and Ching Ming Festivals, the department will educate the public on the preventive measures for hill fires through different media, such as press releases, Announcements in the Public Interest and press conferences, social media, publicity leaflets, etc. and will hand out metal containers to grave sweepers to burn offerings at suitable locations in country parks, as well as patrol and distribute fire safety leaflets at some hotspots for grave sweeping and at the road junctions of major cemetery areas with the relevant departments (e.g. the Fire Services Department and the Civil Aid Service) to appeal to grave sweepers and hikers to be mindful of fire and safety.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1702)

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 seedlings produced and planted, would the Government inform this Committee of the following:

1. the average cost of producing each seedling;
2. the ratio of seedlings which had to be replanted due to withering over the past 5 years; and
3. the average cost of each tree transplanted from other projects?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 16)

Reply:

1. The average cost for the Agriculture, Fisheries and Conservation Department (AFCD) to produce seedlings at the Tai Tong Forest Nursery is about $37 per seedling.

2. The AFCD has been carrying out tree planting and afforestation in country parks to provide a vegetation cover at barren hillsides for the improvement of landscape and the prevention of soil erosion, and for enhancing the ecological value of the woodlands. After considering factors such as water and soil conditions of the planting site, seedling survival rate etc., the AFCD will apply a sufficient quantity of seedlings in afforestation to achieve satisfactory outcome. Replanting of seedlings is not required under normal circumstances, except for impacts of unforeseen events (e.g. hill fires) where large-scale tree planting is necessary for restoration of woodland. Therefore, the AFCD does not have information on replanting of seedlings due to withering.

3. When carrying out afforestation work, the AFCD has used seedlings produced by the Tai Tong Forest Nursery under its purview and has not transplanted the trees from other projects. Therefore, information on the cost of tree transplantation is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2698)

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 feeding of wild animals and feral pigeons continues, and the environmental and hygiene problem has affected residents in many districts. Since the Government amended the legislation to impose heavier penalties and actively carried out publicity, many people have conveyed that the problem remains serious. In this connection, would the Government inform this Committee of the following:

(1) the number of fixed penalty notices issued or convictions for feeding feral pigeons, wild pigs and other animals since the newly amended legislation came into effect, broken down by the 18 administrative districts;

(2) the measures the Government plans to take in places where large numbers of feral pigeons congregate in order to improve the cityscape of such places and reduce the breeding of feral pigeons;

(3) further measures the Government will take to combat the ongoing situation of serious illegal feeding of wild animals and feral pigeons?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 29)

Reply:

(1) The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into effect on 1 August 2024, expanding the territory-wide prohibition on feeding of wild animals to cover feral pigeons, increasing the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, and introducing a fixed penalty of $5,000, with a view to further combating illegal feeding activities, thereby mitigating the problems of ecological imbalance and environmental hygiene so caused. To strengthen effective law enforcement, the Amendment Ordinance also expanded the categories of enforcement officers, covering appointed officers of the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD), in addition to officers of the Agriculture, Fisheries and Conservation Department (AFCD) and police officers under the original arrangement.

The relevant departments adopt a risk-based enforcement strategy. Enforcement officers will take resolute enforcement action against any person violating the feeding ban during routine patrols of venues under their purviews or public places. Besides, relevant departments conduct patrols and corresponding enforcement actions against illegal feeding activities at different locations across the territory based on intelligence and public reports received, and will arrange joint enforcement operations when necessary.

The number of fixed penalty notices (FPNs) issued by the relevant departments and convictions by summons in respect of illegal feeding of wild animals and feral pigeons during the period from the commencement of the Amendment Ordinance to February 2025 with a breakdown by district are tabulated below:

District	**Number of FPNs**	**Number of convictions by summons**
Islands	6	0
Kwai Tsing	1	0
North	3	0
Sai Kung	11	0
Sha Tin	56	0
Tai Po	15	0
Tsuen Wan	8	0
Tuen Mun	0	1
Yuen Long	26	0
Kowloon City	13	0
Kwun Tong	4	0
Sham Shui Po	3	0
Wong Tai Sin	6	0
Yau Tsim Mong	10	0
Central and Western	3	0
Eastern	2	0
Southern	5	0
Wan Chai	22	0
Total	**194**	**1**

(2) The Government has enhanced the deterrent effect to curb illegal feeding of feral pigeons through legislative amendments. Since the commencement of the Amendment Ordinance, the AFCD has strengthened co-operation with members of the local communities, including participating in publicity and educational activities in various districts with members of the Legislative Council and District Councils, so as to reach out to a wider range of the public across different age groups, and educate the public on the negative impacts of feeding wild animals and feral pigeons from the perspectives of disease control, ecology and animal welfare, etc., as well as explain to the public the latest feeding ban requirement and the related penalties. Besides, the AFCD has been setting up "Mission P." education booths at feral pigeon congregation

spots throughout the territory to educate the public on the proper concept of not feeding feral pigeons

The AFCD will continue to provide suggestions on bird prevention to the affected persons and the related property management agents or departments, and to work with the relevant departments to prevent and control the nuisance and environmental hygiene problems arising from congregation of feral pigeons. The AFCD has also commenced a survey on feral pigeon population and will analyse complaint figures related to feral pigeon nuisance, so as to continuously monitor the effectiveness of the relevant measures in alleviating feral pigeon nuisance and make timely adjustments to the relevant management measures.

(3) The AFCD, in collaboration with the FEHD, the LCSD, and the HD, has established an inter-departmental working group on feeding ban enforcement (the Working Group). Through regular meetings, the Working Group reviews and enhances enforcement strategies and implementation of the feeding ban, with a view to continuously enhancing the effectiveness of law enforcement. The various departments will maintain close liaison and arrange joint enforcement operations when necessary, for example, at feeding black spots under multiple departments' purviews, or areas where feeding situation is relatively severe or complicated.

On the other hand, the AFCD has proactively adopted technologies to aid in enhancing the effectiveness of law enforcement, with a view to further combating illegal feeding activities. For instance, surveillance cameras have been installed at various illegal feeding black spots to detect activities of illegal feeding to help collect information and plan for enforcement operations. In addition, the AFCD has installed closed-circuit television systems equipped with artificial intelligence technology at individual black spots to identify whether illegal feeding activities are involved in human-wildlife interactions. The AFCD is actively exploring the extension of the surveillance system to other feeding black spots.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2732)

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 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; and
c. the Government's plan and measures for giving full play to the values of the marine parks and country parks (such as whether feasibility studies on suitably allowing additional economic activities have been conducted), the expenditure and manpower involved and the corresponding quantifiable objectives with a breakdown by location.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 26)

Reply:

a. The operational expenditure of country parks incurred by the Agriculture, Fisheries and Conservation Department (AFCD) over the past 3 years is tabulated as follows:

Year	Operational expenditure of country parks ($ million)
2022-23	392.4
2023-24	428.7
2024-25 (revised estimate)	432.0

Major expenditure items of country parks included cleansing, greening and vegetation management, construction and maintenance of facilities, enforcement and patrol, and promotion of nature conservation and education programmes.

The operational expenditure of marine parks and marine reserve incurred by the AFCD over the past 3 years is tabulated as follows:

Year	Operational expenditure of marine parks and marine reserve ($ million)
2022-23	71.6
2023-24	76.1
2024-25 (revised estimate)	72.0

Note: South Lantau Marine Park and North Lantau Marine Park were established in June 2022 and November 2024 respectively.

Major expenditure items of marine parks and marine reserve included coastal cleansing, enforcement and patrol, management and maintenance of facilities, ecological monitoring and enhancement, and promotion of conservation and education programmes.

b. The establishment of marine parks facilitates marine conservation, educational and recreational activities. The AFCD regularly implements ecological monitoring and enhancement measures in various marine parks to conserve important marine life in Hong Kong waters, including Chinese White Dolphins and corals. According to the ecological monitoring conducted by the AFCD, abundant marine resources and biodiversity have been maintained in each marine parks and marine reserve in recent years.

In addition, to further enhance the educational and recreational value of marine parks, the AFCD established Hoi Ha Visitor Centre near Hoi Ha Wan Marine Park (HHWMP) in 2021, which is the first visitor centre in Hong Kong with the theme of promoting marine conservation. The AFCD also launched different recreational, educational and docent activities by phases, as recommended in a consultancy study report, which include organising "Hoi Ha Festival" to promote participation and awareness of marine conservation by the fisheries sector and community and launching Citizen Scientist Programme for conserving marine life such as corals and fishes. At the same time, the AFCD has promoted sustainable water sports at marine parks, 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 to promote conservation and safety etiquette such as "Kayaking Etiquette", "Snorkelling Etiquette" and "Sustainable Recreational Water Activities Etiquette", etc. The AFCD regularly organises different educational activities for schools and the public on a regular basis, including guided eco-tours in various areas, field studies and seminars, to educate the next generation about marine conservation and marine parks. Results of the surveys showed that the aforesaid activities were well-received by the participants. The number of participants between 2022 and 2024 were 11 000, 14 000 and 11 000 respectively.

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

Year	Expenditure ($ million)
2022-23	8.7
2023-24	14.4
2024-25 (revised estimate)	12.4

c. To enhance the values of country parks, the AFCD commissioned a consultancy study on enhancing the recreation and education potential of country parks and special areas in 2017 to explore opportunities for enhancing the recreation and education potential of country parks and special areas, enriching visitors' experience and meeting the demand for countryside recreation from the public, as well as collect views from the public so as to put forth enhancement proposals. The study was completed in 2019 and the expenditure incurred was $2.68 million.

The AFCD is progressively implementing a number of projects in country parks as recommended in the report, which include providing more campsites, viewing platforms and water filling stations; improving hiking trails using natural materials; enhancing physically handicapped and able-bodied sites and supporting facilities; introducing an advance booking system for popular campsites and organising more thematic guided tours, etc. Moreover, the Government has set aside a provision of $500 million in the 2021-22 Budget for implementing various enhancement works for country park facilities. The AFCD is taking forward the projects in phases with the relevant works departments. The expenditures involved and the planned completion dates are set out in **Table 1**.

Table 1 List of Enhancement Projects for Country Park Facilities

Name of project	Estimated expenditure ($ million)	Progress	Completion/ planned completion date
Public toilets			
Reconstruction of the public toilet at Bride's Pool Road within Pat Sin Leng Country Park	23.8	In progress	1st half of 2026
Provision of a new public toilet at Pak Kung Au within Lantau South Country Park	24.3	In progress	1st half of 2026
Reconstruction of the public toilet at Tai Tam Tuk within Tai Tam Country Park	26.6	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	47.4	In progress	1st half of 2026

Name of project	Estimated expenditure ($ million)	Progress	Completion/ planned completion date
Provision of a new public toilet at Long Ke Wan Campsite within Sai Kung East Country Park	29.8	Pre-construction preparatory works in progress	2nd half of 2026
Provision of a new public toilet at Twisk Campsite within Tai Lam Country Park	29.4	Pre-construction preparatory works in progress	1st half of 2027
Reconstruction of the public toilet at Lau Shui Heung within Pat Sin Leng Country Park	24.8	Pre-construction preparatory works in progress	2nd half of 2027
Provision of a new public toilet at Tung Lung Chau Campsite within Tung Lung Fort Special Area	25.0	Pre-construction preparatory works in progress	2nd half of 2027
Reconstruction of the public toilet at Hok Tau Campsite within Pat Sin Leng Country Park	25.5	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	29.7	Pre-construction preparatory works in progress	2nd half of 2027
Provision of a new public toilet at Quarry Bay Tree Walk within Tai Tam (Quarry Bay Extension) Country Park	28.0	Pre-construction preparatory works in progress	1st 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	12.3	Completed	2nd half of 2024
Revitalisation of Lin Ma Hang Lead Mine Cave within Robin's Nest Country Park	34.1	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	15.0	In progress	1st half of 2026

Name of project	Estimated expenditure ($ million)	Progress	Completion/ planned completion date
Provision of an outdoor free exploration field at Lions Nature Education Centre within Tsiu Hang special area, Sai Kung	26.4	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	26.5	Pre-construction preparatory works in progress	1st half of 2028
Provision of centre for historical relics interpretation in Shing Mun Country Park	27.5	Pre-construction preparatory works in progress	1st half of 2028
Historical relics conservation works of Shing Mun Redoubt in Shing Mun Country Park	28.7	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	29.4	Pre-construction preparatory works in progress	2nd half of 2028

Regarding the values and economic activities of marine parks and marine reserve, 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" in 2019 and 2021 respectively, and consulted the Marine Parks Committee with the aim of enhancing 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 studies were completed in 2021 and 2023 respectively and the total expenditure incurred was $2.6 million. The AFCD has implemented the recommendations of the studies (see part b above for details), and will continue to implement relevant education and publicity programmes, including expanding the Citizen Scientist Programme to other marine parks and organising a series of promotional activities for marine parks and marine conservation. In addition, the AFCD will continue to conduct various ecological monitoring and implement enhancement measures, including coral restoration studies, deployment of artificial reefs and restocking exercises to continue to enhance the ecological resources of marine parks.

The above tasks form part of the AFCD's regular operational work. Apart from the expenditure of individual projects listed above, the AFCD does not keep a separate breakdown for the manpower and expenditure of other individual projects.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2740)

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 (2022-23 to 2024-25);

(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 (2022-23 to 2024-25);

(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 (2022-23 to 2024-25);

(d) the expenditure and manpower dedicated to the pilot programme on the contraception/relocation of wild pigs, hunting teams and the work in relation to wild pigs over the past 3 years (2022-23 to 2024-25);

(e) the number of arrests made and successful prosecutions instituted in relation to illegal feeding of wild pigs over the past 3 years (2022-23 to 2024-25) 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 (2022-23 to 2024-25), 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.: 34)

Reply:

(a) The Agriculture, Fisheries and Conservation Department (AFCD) has launched a study to estimate the number of wild pigs since 2019. By using infrared camera and spatial analysis models, the population density of wild pigs in the countryside is estimated for the projection of the number of wild pigs across the countryside in Hong Kong, with a view to monitoring their population trend in the long term. Over the past 3 years, the

number of wild pigs across the countryside in the territory decreased from about 1 830 in 2022 to about 1 360 in 2023 and about 900 in 2024.

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

Year	Number of reports on wild pig sightings or nuisance
2022-23	1 183
2023-24	1 093
2024-25 (as at Feb 2025)	1 033

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

(c) The AFCD suspended the operations of the civilian hunting teams in 2017 and formally terminated the wild pig hunting operations in 2019. The AFCD carried out the Capture and Contraception/Relocation Programme (CCRP) for wild pigs from late 2017 to November 2021. However, the AFCD's investigation revealed that the effectiveness of these operations was far from catching up with the reproduction rate of wild pigs. Moreover, after wild pigs are accustomed to being fed by people, they will return to the urban or residential areas relentlessly to seek food even after being relocated to countryside. To effectively control wild pig nuisance issue in Hong Kong, safeguard public safety and maintain public hygiene, the AFCD has implemented a new measure since November 2021 to capture wild pigs which pose potential danger or cause nuisance to members of the public to replace the CCRP for wild pigs. During the relevant operations, veterinary officers will use dart guns on wild pigs and dispatch them humanely by the injection of drug.

The numbers regarding the CCRP for wild pigs and 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*
2022-23	The CCRP has ceased	187	378	361
2023-24		307	540	525
2024-25 (as at Feb 2025)		315	643	630

* 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 over the past 3 years are tabulated as follows:

Year	Manpower (number of staff)	Expenditure on management work ($ million)
2022-23	34	22.3
2023-24	33	21.8
2024-25 (revised estimate)	33	22.8

As mentioned above, the AFCD formally terminated the wild pig hunting operations in 2019 and the CCRP for wild pigs in November 2021, hence there is no relevant expenditure over the past 3 years.

(e) Intentional feeding is the main cause of the wild pig nuisance issue. To step up the efforts in curbing wild pig feeding activities and resolve the wild pig nuisance issue at source, 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.

The AFCD will arrange patrols at wild animal feeding black spots from time to time and take prosecution actions against anyone who has fed wild animal 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 ($)
2022-23	12	3	300 to 800 (Average: 633)
2023-24	23	19	450 to 1,000 (Average: 621)
2024-25 (as at Feb 2025)	5	13	300 to 5,000 (Average: 1,439)

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

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

Besides, since the $5,000 fixed penalty system came into operation on 1 August 2024 to February 2025, the AFCD issued a total of 20 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 (2022-23 to 2024-25) is tabulated as follows:

Year	Number of wild pig carcasses[@]
2022-23	523
2023-24	757
2024-25 (as at Feb 2025)	852

[@] 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) amending the licensing conditions of rearing pigs to include testing arrangements for dead pigs and the key biosecurity requirements of local pig farms into the conditions of the Livestock Keeping Licence for local pig farms;
(ii) strengthening the testing arrangements for ASF prior to the sale of pigs for early detection of positive cases;
(iii) organising talks and providing training for the pig rearing industry on ASF cases and related follow-up matters, as well as advising on preventive and control measures against ASF, with a view to assisting pig farms in implementing biosecurity measures applicable to their farms as soon as possible to curb the spread of ASF in local pig farms;
(iv) collaborating with international veterinary experts in conducting epidemiological investigations on outbreaks of ASF in local pig farms, as well as providing the guidelines on biosecurity measures to local pig farms;
(v) launching the Guidelines for Reporting ASF Cases to enhance pig farmers' understanding of the symptoms of ASF and assist them in detecting suspected cases for early identification and reporting of abnormality of pig and appropriate follow-up actions;
(vi) installing surveillance cameras to strengthen monitoring of wild pig activities in the vicinity of local pig farms, and setting up cage traps to capture wild pigs as necessary;

(vii) continue working with the FEHD on a regular surveillance programme for ASF in local wild pig carcasses; for early detection of potential cases, collecting samples from humanely dispatched wild pigs for ASF testing under the programme;
(viii) distributing sampling materials, rapid antigen test kits for ASF virus and protective clothing to all local pig farms in a timely manner to assist pig farmers in stepping up prevention of the disease; and
(ix) maintaining close liaison with pig farmers via SMS groups to disseminate the latest information on ASF;

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. 3251)

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 conservation and management of wetland, please advise of the following:

(a) over the past 3 years (2022-23 to 2024-25), the number of complaints received by the Government about alleged illegal bird prevention measures taken by fish farmers and farmers, the average and longest time taken to handle such cases, the number of prosecutions instituted for the contravention of the Wild Animals Protection Ordinance (Cap. 170), and the number of convictions thereof;

(b) over the past 3 years (2022-23 to 2024-25), regarding farmers who have installed bird preventive netting or other measures, the number of applications for low-interest loans from loan funds and the Farm Improvement Scheme grants under the Sustainable Agricultural Development Fund received by the Agriculture, Fisheries and Conservation Department (AFCD), and the amount so involved in the applications;

(c) over the past 3 years (2022-23 to 2024-25), how the AFCD assisted farmers and fish farmers in reducing their loss due to bird predation in farmland and fish ponds;

(d) over the past 3 years (2022-23 to 2024-25), the amount of funding granted to the management agreement projects under the Environment and Conservation Fund and the number of participating fish farmers as well as the figure and percentage of the fish ponds taken up in the total area of fish ponds in the Ramsar Site; and

(e) over the past 3 years (2022-23 to 2024-25), whether the Government has estimated the quantity of fish preyed on by birds in fish ponds and the production value involved; please list by fish ponds engaged and not engaged in the Nature Conservation Management Agreement Projects.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 37)

Reply:

(a) According to the Wild Animals Protection Ordinance (Cap. 170) (the Ordinance), any person without authorisation shall not wilfully disturb or hunt any protected wild animal, including all wild birds. Over the past 3 years (as at February 2025), the Agriculture, Fisheries and Conservation Department (AFCD) prosecuted a total of 432 cases for contravening the ordinance and a total of 434 cases were convicted. As the processing of some cases straddled across years, the total numbers of cases prosecuted and

convicted may be different over the same period. During the same period, the AFCD received 13 complaints about suspected use of illegal bird prevention measures by farmers or fish farmers. It usually took 3 to 6 months to process these cases.

(b) Over the past 3 years (as at February 2025), the AFCD received 12 applications for the Farm Improvement Scheme (FIS) grants under the Sustainable Agricultural Development Fund (SADF) related to installing bird preventive netting and bird repellers to protect their crops from birds. The amount requested was around $460,000 in total. No applications for low-interest loans for installing bird preventive netting or other measures were received.

(c) The AFCD understood the concern of farmers and fish farmers over their loss due to predation by birds in farmland and fish ponds. It aimed to strike a balance between supporting the agriculture and fisheries industries as well as conservation of wild birds, and assist farmers and fish farmers in taking appropriate measures to reduce predation by birds in their farmland and fish ponds without causing harm to them.

Regarding farmers, the AFCD regularly organised talks and farmland visits where technical advice on bird prevention was provided to assist farmers in taking appropriate measures to reduce bird predation in farmland. Farmers who were interested in installing bird preventive netting or other measures could apply for low-interest loans from loan funds administered by the AFCD or the FIS grants under the SADF to purchase the necessary materials.

Regarding fish farmers, the AFCD regularly organised talks and workshops on general fish farming guidelines and good aquaculture practices, including the methods on prevention of predation by birds, such as pond wiring and hanging of reflective materials, to reduce loss of fish produce. Fish farmers could also apply for low interest loans from fisheries loan funds administered by the AFCD should they need any financial assistance, or grants under the Equipment Improvement Project of the Sustainable Fisheries Development Fund to purchase the necessary materials.

Besides, the AFCD published 2 pamphlets, namely "Methods of Preventing Bird Predation in Farmland" and "Methods of Preventing Bird Predation in Fish Ponds" for the reference of farmers and fish farmers respectively. According to the AFCD's observation, many farmers and fish farmers adopted the AFCD's recommendations to reduce the risk of bird predation in their farmland and fish ponds.

(d) In the past 3 years, there were 2 Nature Conservation Management Agreement projects conducted in the Ramsar Site and Deep Bay Wetland outside Ramsar Site respectively with funding from the Countryside Conservation Funding Scheme (CCFS). During the period, each of the projects was funded to undertake two phases of the project for 2021-23 and 2023-25. Details of these projects are tabulated as follows:

Project period	Mar 2021 to Feb 2023	Mar 2023 to Feb 2025
(1) Ramsar Site		
Total approved budget ($)	9,706,158	10,685,870
Number of fish pond operators engaged	82	85
Area of fish ponds engaged (hectares)	268	274
Total area of eligible fish ponds (hectares)*	293	279
Percentage of area of fish ponds engaged in total area of eligible fish ponds (%)	91	98
(2) Deep Bay Wetland outside Ramsar Site		
Total approved budget ($)	9,347,368	10,296,020
Number of fish pond operators engaged	107	89
Area of fish ponds engaged (hectares)	309	255
Total area of eligible fish ponds (hectares)*	403	303
Percentage of area of fish ponds engaged in total area of eligible fish ponds (%)	77	84

* Eligible fish ponds are those registered under the AFCD's Voluntary Registration Scheme, subject to their actual circumstances.

(e) The AFCD does not keep information on the quantity of fish preyed on by birds in fish ponds and the production value involved. After participating in the CCFS, fish farmers operating at Deep Bay could continue to fish farming operations. They only needed to drain-down their fish ponds for around 7 days after harvesting the fish of commercial value to provide shallow water habitats for waterbirds to feed on the remaining lower-value of trash fish and invertebrates in the ponds. Other measures (including complete pond drain-down and pond profiling) facilitating feeding and roosting of waterbirds were also taken after the harvest. Based on the past experience gained in co-operating with participating organisations and fish farmers of CCFS, as these measures were taken after the harvest, the impact of CCFS on the production of the fish ponds was insignificant.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1125)

Head: (22) Agriculture, Fisheries and Conservation Department

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

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 aim of the Agriculture, Fisheries and Conservation Department is to conserve flora, fauna and natural habitats; designate and manage country parks, special areas, marine parks and marine reserve; and regulate international trade in endangered species of animals and plants in Hong Kong. In this connection, would the Government inform this Committee of the following:

1. the manpower for managing the Hong Kong Wetland Park and the Long Valley Nature Park and the maintenance costs incurred over the past 5 years;
2. further to the above question, whether the Government has studied the changes and trends in the related expenditure and whether it has formulated related long-term plans to save costs;
3. how the Government will enhance public awareness of nature conservation and relevant legislation, and the expenditure involved?

Asked by: Hon KWOK Ling-lai, Lillian (LegCo internal reference no.: 20)

Reply:

1. and 2. The manpower for managing the Hong Kong Wetland Park (HKWP) and the Long Valley Nature Park (LVNP) and the repair and maintenance costs incurred over the past 5 years are tabulated below:

Year	Manpower for management (Number of staff)	Repair and maintenance costs ($ million)
HKWP		
2020-21	54	11.5
2021-22	54	12.8
2022-23	54	13.3
2023-24	54	14.7
2024-25 (revised estimate)	54	14.1

LVNP		
2020-21	13	0.7
2021-22	17	1.2
2022-23	25	2.4
2023-24	27	3.8
2024-25 (revised estimate)	30	6.2

The HKWP has a 60-hectare wetland reserve and a 10 000 square-metre visitor centre, providing various facilities (such as Bird Hides, Butterfly Garden, Mangrove Boardwalk and Viewing Pavilion) for visitors to appreciate and learn about wetland. The repair and maintenance costs over the past few years were roughly the same.

The construction works for the LVNP commenced in 2020. Upon completion of the works in phases, it was gradually handed over to the Agriculture, Fisheries and Conservation Department (AFCD) for management. The LVNP was officially open for public use in November 2024. Thus, the manpower for management and the repair and maintenance costs have been increasing over the past few years.

In the long run, the AFCD will review factors including the repair and maintenance costs, ecological environment and facility conditions of the HKWP and LVNP as well as the visitors' needs, etc., to enhance work efficiency and achieve savings in expenditure by optimising the operation mode and work flow, redeploying resources and applying technology, etc.

3. The AFCD always attaches great importance to the education, promotion and publicity work on nature conservation, and continues to raise public awareness on respecting and caring for nature. In this regard, apart from promoting the message of nature conservation to the public through different channels (such as social media, online video clips, advertisement, educational booths, etc.), the AFCD will organise different publicity and educational activities, such as nature and marine guided tours, ecological conservation exhibitions and workshops, public and school talks, school visits, orienteering, as well as volunteer/marine parks ambassador services to allow members of the public to enjoy nature and participate in the nature conservation work. The relevant estimated expenditure for 2025-26 is about $48 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2303)

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 Hong Kong's natural ecology and environment, would the Government provide the following information:

(a) the manpower and expenditure involved in nature conservation work over the past 3 years?

(b) whether the Government has assessed prosecution efforts in relation to endangered species; whether they are effective in protecting endangered species; if yes, the details; if not, the reasons?

(c) the outcomes of implementing the feeding ban on wild animals and feral pigeons since the legislation came into effect; the number of relevant enforcement actions taken; and the number of successful prosecutions?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 27)

Reply:

(a) In the Controlling Officer's Report of the Agriculture, Fisheries and Conservation Department (AFCD), the aim of Programme (2): Nature Conservation and Country Parks is to conserve flora, fauna and natural habitats; designate and manage country parks, special areas, marine parks and marine reserve; and control international trade in endangered species of animals and plants in Hong Kong. The manpower and expenditure of the AFCD involved in implementing the above work over the past 3 years are tabulated as follows:

Year	Manpower	Expenditure ($ million)
2022-23	1 365	901.5
2023-24	1 365	981.8
2024-25 (revised estimate)	1 354	1,039.0

(b) The Protection of Endangered Species of Animals and Plants Ordinance (Cap. 586) (the Ordinance) is the local legislation that gives effect to the Convention on International

Trade in Endangered Species of Wild Fauna and Flora (CITES) in Hong Kong. Under the Ordinance, the import, export, re-export or possession of endangered animals and plants, including their parts and/or derivatives, is subject to control under a licensing system. Since 1 May 2018, the Government has significantly increased the penalties for contravening the Ordinance. Any person who contravenes the Ordinance commits an offence and is liable to a maximum fine of $10 million and imprisonment for 10 years upon conviction and the specimens will also be forfeited. When handling serious cases, the AFCD will include conservation information of the endangered species concerned and an account of the impact of the case on the species concerned in the relevant brief facts, so as to help the court to fully understand the case and its severity. In previous cases heard in the District Court, the court often cited the conservation information of the species concerned and reiterated the importance of protecting endangered species in sentencing. Besides, in recent years, the sentences imposed by the court for smuggling endangered species have also significantly increased and have a deterrent effect. For example, in a case of illegal import of 50 kilograms of pangolin scales, the sentence was 21 months' imprisonment, whereas in another case of illegal import of 21 live reptiles, the sentence was 30 months' imprisonment.

The AFCD and the relevant law enforcement departments will also consider the feasibility of applying for an enhancement of sentence for serious cases under the Organized and Serious Crimes Ordinance (Cap. 455). The AFCD successfully invoked Cap. 455 to appeal to the court for enhanced sentences in two cases of illegal export of incense trees, increasing the sentences in the two cases by 25% from 24 to 30 months of imprisonment. Meanwhile, the AFCD has stepped up its publicity work, issuing press releases on major seizure cases and the sentences imposed, and reporting the relevant information on social media platforms to strengthen public understanding of the determination of the Government to combat wildlife crimes, as well as the serious consequences they would face for contravening the Ordinance.

With increased prosecution efforts and heavier sentences, the number of smuggling cases involving some of the highly endangered species which were more common in the past (e.g. elephants, pangolins and rhinos) has dropped significantly. Since 2021, Hong Kong has not intercepted any major smuggling cases of ivory or pangolin scales, while there has been only 1 case involving 6.3 kilograms of rhino horns over the past 5 years, which demonstrates the effectiveness of the relevant work.

(c) The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation on 1 August 2024, expanding the territory-wide prohibition on feeding of wild animals to cover feral pigeons, increasing the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, introducing a fixed penalty of $5,000, and expanding the categories of enforcement officers to cover appointed officers of the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD), in addition to officers of the AFCD and police officers under the original arrangement.

During the period from the commencement of the Amendment Ordinance to February 2025, relevant departments have conducted a total of 5 062 times of patrol and enforcement actions in response to reports of illegal feeding, in addition to regular patrols of venues or public places under their purviews. As at February 2025, a total

of 194 fixed penalty notices were issued by the relevant departments regarding illegal feeding, 45 of which involved feeding of monkeys, 20 involved feeding of wild pigs, 33 involved feeding of wild birds, and 96 involved feeding of feral pigeons. In addition, during the same period, the AFCD successfully prosecuted 1 case involving illegal feeding of wild birds by summons and the person concerned was fined $5,000.

As far as the effectiveness is concerned, through the combatting illegal feeding and the capture and humane dispatch operations on wild pigs that pose potential danger or cause nuisance to members of the public, the wild pig nuisance issue in Hong Kong has gradually improved in recent years. The number of wild pig nuisance black spots was 15 by the end of 2024, a decrease of about 64% from 42 in 2022; and the number of injury cases caused by wild pigs was 7 in 2024, a significant drop of about 80% from 36 in 2022.

As for feral pigeon congregation, before the Amendment Ordinance came into operation, the AFCD, in consultation with the FEHD, the LCSD and the HD, listed 42 locations across the 18 districts in Hong Kong as monitoring points of feral pigeon congregation for indicative reference, in accordance with factors including complaints on feral pigeon nuisance received in the past, number of feral pigeons congregating and environmental hygiene conditions, etc. The AFCD conducted inspection of the abovementioned 42 monitoring points of feral pigeon congregation in August 2024, and reviewed again the latest conditions of the 42 monitoring points in December 2024. The preliminary assessments found that the number of feral pigeons in more than half of these locations had decreased and the overall environmental hygiene of most of these locations was generally satisfactory. To further monitor and evaluate the effectiveness of the feeding ban in alleviating feral pigeon nuisance, the AFCD has commenced a survey of feral pigeon population since 2025.

Wild animals (such as wild pigs and monkeys) and feral pigeons can forage for food on their own, but they may require time to look for and adapt to new habitats and foraging areas. More time is required to observe the effectiveness of the Amendment Ordinance in reducing the nuisance caused by wild animals and feral pigeons. The Government will assess the effectiveness of the feeding ban by monitoring the population of wild animals and feral pigeons, evaluating the latest situations of feeding black spots, and analysing the number of relevant complaints. The Government will also report to the Panel on Environmental Affairs of the Legislative Council on the implementation of the feeding ban regulations in the second half of this year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0793)

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 management of country parks and hiking trails, would the Government inform this Committee of the following:

1. the number of visitors to country parks and hiking trails in each of the past 3 years;
2. the manpower and expenditure on the repair and maintenance of country parks and hiking trails incurred by the Government in each of the past 3 years; the estimated manpower and expenditure for this year;
3. the expenditure incurred by the Government on the installation and maintenance of water filling stations in each of the past 3 years; whether it has any plan to increase the number of water filling stations this year; if yes, the relevant details and expenditure;
4. the volume of litter collected in country parks and hiking trails each month in each of the past 3 years; the manpower and expenditure on cleansing of country parks and hiking trails each year; the estimated manpower and expenditure for this year;
5. the number of enforcement actions taken by the Government against littering in country parks and hiking trails and the number of related prosecutions over the past 3 years;
6. the measures taken by the Government to promote messages of hiking etiquette and nature conservation; the related expenditure in each of the past 3 years; the estimated expenditure for this year?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 7)

Reply:

1. The number of visitors to country parks over the past 3 years is tabulated as follows:

Year	Number of visitors (million)
2022	12
2023	13
2024	11

2. The Agriculture, Fisheries and Conservation Department (AFCD) provides various visitor facilities in country parks, including hiking trails, picnic sites, barbecue areas,

rain shelters, viewing points, etc., and will conduct regular inspections, maintenance and repair work of such facilities for public use. The AFCD's expenditure on the repair and maintenance of the relevant facilities and hiking trails over the past 3 years and the estimated expenditure for 2025-26 is tabulated as follows:

Year	Expenditure ($ million)
2022-23	76.7
2023-24	84.4
2024-25 (revised estimate)	89.1
2025-26 (estimated expenditure)	80.2

Currently, there are about 540 staff members at the various ranks under the AFCD whose duties involve the daily management of country parks, including the construction and maintenance of hiking trails and recreational facilities, prevention of hill fires, tree care, litter disposal, cleansing, etc. The AFCD does not have a breakdown of the staff establishment for repairing and maintaining the facilities only.

3. Currently, the AFCD has installed a total of 37 water filling stations in different country park areas. The expenditure on the installation and maintenance of water filling stations over the past 3 years is tabulated as follows:

Year	Expenditure ($ million)
2022-23	0.8
2023-24	0.2
2024-25	0.3

The AFCD will continue to review the operation of water filling stations and visitor demand. We will identify suitable sites and discuss with the relevant departments on the installation of water filling stations on the condition of stable supply of drinking water and electricity, with a view to encouraging countryside visitors to bring their own water bottles.

4. The AFCD is responsible for daily cleansing work in country parks. Such work is executed by the AFCD staff members and cleansing service contractors, and includes collecting litter from AFCD-managed barbecue areas, campsites, picnic sites, hiking trails, toilets, etc. As the duties of such departmental staff include not only cleansing services, but also the construction and maintenance of hiking trails and recreational facilities, hill fire prevention and control, tree care, etc., the AFCD is not able to provide a breakdown of the departmental staff establishment for handling litter only. On the other hand, there are about 140 to 180 cleansing workers engaged under service contracts and the number of workers may vary based on the manpower requirement in different seasons, and on weekdays or weekends. The total amount of litter collected in country park areas and the expenditure involved over the past 3 years are tabulated as follows:

Table 1: Total amount of litter collected in country park areas

Year	Total amount of litter (tonnes)
2022	2 054
2023	2 700
2024	2 309

Table 2: Expenditure and estimated expenditure involved in litter management and environmental hygiene work in country parks

Year	Expenditure ($ million)
2022-23	80.7
2023-24	79.9
2024-25(revised estimate)	87.8
2025-26 (estimated expenditure)	79.0

5. According to the Country Parks and Special Areas Regulations (Cap. 208A), littering in country park or special area is not allowed. Any person who contravenes the requirement commits an offence and is liable to prosecution. The number of prosecutions instituted by the AFCD for the above offence over the past 3 years is tabulated as follows:

Year	Number of prosecutions
2022	14
2023	8
2024	7

6. The AFCD continues to promote messages of hiking etiquette and care for nature to the public through various channels. In recent years, the AFCD has been promoting the messages of "Respect Nature", "Hike Safely", "Reduce Waste", "Take Your Litter Home", etc. under the theme of "Hiking Etiquette", by publicising through social media and organising diversified nature education activities, such as nature interpretations, excursion tours, experiential activities, etc., with a view to promoting proper outdoor etiquette and practice during hiking.

The expenditure involved in the promotion of nature conservation and education programmes for country parks by the AFCD over the past 3 years and the estimated expenditure for 2025-26 are tabulated as follows:

Year	Expenditure ($ million)
2022-23	21.8
2023-24	33.4
2024-25(revised estimate)	31.9
2025-26 (estimated expenditure)	30.4

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2096)

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 August 2024, the legislative amendment which expands the prohibition on feeding of wild animals to cover feral pigeons came into operation in Hong Kong. In addition to police officers and officers of the Agriculture, Fisheries and Conservation Department (AFCD), appointed officers of the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD) can issue fixed penalty notices (FPNs). In this connection, will the Government advise this Committee of the following:

1. the number of FPNs issued by the above departments throughout the territory from the commencement of the legislative amendment in August 2024 to end-February 2025;
2. the respective numbers of appointed officers of the FEHD, LCSD and HD who can enforce the aforesaid legislation throughout the territory at present;
3. apart from police officers and AFCD officers, whether officers of the other departments had to receive relevant training on law enforcement before they were appointed to enforce the legislation, and the details?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 24)

Reply:

1. The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation on 1 August 2024, expanding the territory-wide prohibition on feeding of wild animals to cover feral pigeons, increasing the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, introducing a fixed penalty of $5,000, and expanding the categories of enforcement officers to cover appointed officers of the Food and Environmental Hygiene Department (FEHD), the Leisure and Cultural Services Department (LCSD) and the Housing Department (HD), in addition to officers of the Agriculture, Fisheries and Conservation Department (AFCD) and police officers under the original arrangement. During the period from the commencement of the Amendment Ordinance to February 2025, the number of fixed penalty notices (FPNs) issued by the relevant departments is tabulated below:

Department	Number of FPNs issued
AFCD	97
FEHD	74
LCSD	4
HD	19

In addition, during the same period, the AFCD successfully prosecuted 1 case involving illegal feeding of wild birds by summons and the person concerned was fined $5,000.

2. As at 1 March 2025, the number of officers of the FEHD, the LCSD and the HD appointed to enforce the feeding ban on wild animals and feral pigeons under the Amendment Ordinance is as follows:

Department	Number of appointed officers
FEHD	About 3 000
LCSD	About 1 400
HD	About 2 800

3. Before the Amendment Ordinance came into operation, the AFCD already jointly formulated enforcement guidelines with relevant departments, which will be updated and enhanced from time to time to ensure consistent enforcement standards. The AFCD has also provided a total of 9 training sessions to frontline law enforcement officers of the relevant departments, and will continue to arrange training on a regular basis to help enhance enforcement efficiency. In addition, the AFCD has set up an inter-departmental working group on feeding ban enforcement with the relevant departments to review and discuss enhancement of enforcement operations against illegal feeding on a regular basis, and will arrange joint enforcement operations when necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3174)

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. Since the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation, a) regarding the prohibition on feeding wild animals and feral pigeons, has the Government conducted joint-departmental enforcement operations? If yes, please provide the following data: i) the total number of actual enforcement operations; ii) the number of enforcement operations conducted by various departments (e.g. the Agriculture, Fisheries and Conservation Department, the Food and Environmental Hygiene Department, the Police, etc.); iii) the distribution of enforcement operations in different areas (e.g. Hong Kong Island, Kowloon, New Territories, etc.). b) Is there any plan to introduce more high-tech means to assist law enforcement in future, such as surveillance cameras, drone patrols, etc.? If yes, please specify the concrete plan and the relevant arrangement of expenditure.
2. Regarding the series of publicity and education activities with the theme of "All For No Feeding", what was the amount of funding allocated? What were the specific expenditure items? How can the effectiveness of these publicity and education activities be evaluated? Have relevant quantitative indicators been set?
3. Since the Amendment Ordinance came into operation, how much has the number of illegal feeding of wild animals and feral pigeons decreased as compared with before, and has the expected reduction target been achieved? Regarding reducing the nuisance of wild animals and feral pigeons to the public and improving public hygiene, are there any specific figure to prove the effectiveness of the existing measures? For areas with serious situation of feral pigeons congregation, what are the changes in the number and distribution of feral pigeons at present? Is there any long-term monitoring plan to continue to track the situation?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 40)

Reply:

1a. Since the Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation on 1 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 an inter-departmental working group on feeding ban enforcement. Through regular meetings, the Working Group reviews and enhances enforcement strategies and implementation of the feeding ban, with a view to enhancing the effectiveness of law enforcement. The relevant departments have been maintaining close liaison and will arrange joint enforcement operations when necessary (for example, at feeding black spots under multiple departments' purviews, or areas where feeding situation is relatively serious or complicated).

From the commencement of the Amendment Ordinance to February 2025, the relevant law enforcement departments have conducted 23 joint enforcement operations against illegal feeding. The details are tabulated as follows:

Region	**Number of joint enforcement operations[#]**	**Participating departments (Number of times for which the department participated in joint enforcement operations[#])**
Hong Kong Island	3	AFCD (3 times) FEHD (3 times)
Kowloon	14	AFCD (12 times) FEHD (11 times) LCSD (4 times) HD (3 times)
New Territories	6	AFCD (5 times) FEHD (6 times) LCSD (1 time) HD (1 time)

[#] Joint enforcement operations were operations in which two or more departments participated together.

1b. Regarding the use of technology to aid law enforcement, the AFCD has installed surveillance cameras at various illegal feeding black spots to detect activities of illegal feeding, facilitating the collection of information and planning for enforcement operations. At the same time, the AFCD has also installed closed-circuit television systems equipped with artificial intelligence at individual black spots to identify whether human-wildlife interactions involve illegal feeding activities, with a view to arranging corresponding enforcement operations. The AFCD is actively exploring the extension of the relevant surveillance system to other illegal feeding black spots. The relevant estimated expenditure for 2025-26 is $880,000.

2. In the first quarter of 2024, the AFCD launched a series of publicity and education activities with the theme of "All For No Feeding", which publicised the adverse impacts of feeding wild animals and feral pigeons and explained the latest feeding ban regulations and the relevant penalties through online and offline channels to engage people of different age groups. The AFCD's total expenditure for the two years 2023-24 and 2024-25 was $10.6 million, which was used for producing publicity materials; placing advertisements on various types of platforms, including means of transport, television, radio and online platforms; setting up educational booths, displaying banners and distributing publicity materials in various districts (including illegal feeding black

spots); as well as organising talks at schools and centres for the elderly, etc. According to a survey conducted by the AFCD, over 80% of the respondents said that they were aware of the feeding ban regulations.

3. Wild animals and feral pigeons can forage for food on their own, but they may require time to look for and adapt to new habitats and foraging areas. As it has been just over half a year since the commencement of the Amendment Ordinance, more time is required to observe its effectiveness in reducing the nuisance of wild animals and feral pigeons. The Government will assess the effectiveness of the feeding ban regulations by regularly monitoring the numbers of wild animals (including monkeys and wild pigs) and feral pigeons, evaluating the latest situations of the feeding black spots, and analysing the relevant complaint figures. The Government also plans to report the implementation of the feeding ban regulations to the Panel on Environmental Affairs of the Legislative Council in the second half of this year.

To monitor the congregation of feral pigeons, before the Amendment Ordinance came into operation, the AFCD, in consultation with the FEHD, the LCSD and the HD, listed 42 locations across the 18 districts in Hong Kong as monitoring points of feral pigeon congregation for indicative reference, in accordance with factors including complaints on feral pigeon nuisance received in the past, number of feral pigeons congregating and environmental hygiene conditions, etc. The AFCD conducted inspections of the abovementioned 42 monitoring points of feral pigeon congregation in August 2024, and reviewed again the latest conditions of the 42 monitoring points in December 2024. The preliminary assessments found that the number of feral pigeons in more than half of these locations had decreased and the overall environmental hygiene of most of these locations was generally satisfactory.

To monitor and evaluate the effectiveness of the feeding ban regulations in alleviating feral pigeon nuisance, the AFCD has commenced a survey of feral pigeon population since 2025. At the same time, the AFCD will continue to review the latest conditions of each monitoring point of feral pigeon congregation, including regularly deploying staff to monitor the congregation of feral pigeons and the environmental hygiene condition, and review the complaint figures, and will make appropriate adjustments to the relevant management measures as necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0197)

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 will strengthen the control of trade in endangered species and combat their illegal trade and smuggling. Would the Government advise of the following:

1. the number of travellers who were found carrying endangered species (by species) at the immigration control points, the number of persons prosecuted and penalties imposed on the convicted in each of the past 3 years; and
2. whether publicity efforts targeted at the relevant trade members and tourists have been strengthened to prevent them from unwittingly violating the law over the past 3 years; if yes, what are the details and the breakdown of the expenditure?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 1)

Reply:

1. Over the past 3 years, the numbers of travellers intercepted for carrying endangered species at the immigration control points were 135, 252 and 341 respectively. The number of travellers involved is tabulated by the species they carried as follows:

Species group involved	Number of travellers involved		
	2022	2023	2024
American ginseng	61	155	102
Orchids	28	58	187
Other plants	5	10	13
Mammals	25	16	26
Birds	2	0	4
Reptiles	10	10	20
Fish	12	13	8
Corals	3	1	0
Other animals	0	5	1

As some of the travellers involved were carrying specimens from more than one species group, the sum of travellers involved in all individual species groups is greater than the total number of travellers involved that year.

The relevant figures on prosecution against travellers intercepted for carrying endangered species at the immigration control points over the past 3 years are tabulated as follows:

	2022	**2023**	**2024**
Number of persons prosecuted	24	30	26
Maximum term of imprisonment	6 weeks (suspended for 18 months)	30 months	39 months
Maximum fine ($)	3,000	10,000	12,000

As it takes time to conduct investigation and seek legal advice, some prosecution cases were not initiated in the year of seizure. In addition, some cases of first and minor offences were given warnings instead of prosecution upon seeking legal advice.

2. Over the past 3 years, the Agriculture, Fisheries and Conservation Department (AFCD) has been issuing circular letters to and organising briefing sessions about the control on the import and export of endangered species for the relevant industry practitioners such as the traders, and maintaining communication with the relevant industry practitioners through regular meetings.

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 also distributed leaflets, displayed posters and broadcast at boundary control points, as well as placing advertisement on electronic panels at control points in the Mainland, with a view to strengthening publicity and education for travellers.

The AFCD also organised other public education activities on endangered species, including visits and open day at the Endangered Species Resource Centre, education talks and public exhibitions.

The expenditures on publicity and education regarding endangered species over the past 3 years are tabulated as follows:

Year	**Expenditure ($ million)**
2022-23	1.0
2023-24	0.7
2024-25 (revised estimate)	0.8

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2559)

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 Culture, Sports and Tourism

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 planned use of the $500 million provision in the past and in future.
2. Please provide the progress and implementation time of the projects of provision of open museums on historical relics, tree top adventure facilities and new type of camping facilities.
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 2024 (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 2025-26 to support the development of eco-tourism as stated in the Development Blueprint for Hong Kong's Tourism Industry 2.0?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 25)

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. Information about the projects including the expenditure and progress is tabulated in **Table 1**.

Table 1 List of Enhancement Projects for Country Park Facilities

Name of project	Estimated expenditure ($ million)	Progress	Completion/Planned completion date
Public toilets			
Reconstruction of the public toilet at Bride's Pool Road within Pat Sin Leng Country Park	23.8	In progress	1st half of 2026
Provision of a new public toilet at Pak Kung Au within Lantau South Country Park	24.3	In progress	1st half of 2026
Reconstruction of the public toilet at Tai Tam Tuk within Tai Tam Country Park	26.6	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	47.4	In progress	1st half of 2026
Provision of a new public toilet at Long Ke Wan Campsite within Sai Kung East Country Park	29.8	Pre-construction preparatory works in progress	2nd half of 2026
Provision of a new public toilet at Twisk Campsite within Tai Lam Country Park	29.4	Pre-construction preparatory works in progress	1st half of 2027
Reconstruction of the public toilet at Lau Shui Heung within Pat Sin Leng Country Park	24.8	Pre-construction preparatory works in progress	2nd half of 2027
Provision of a new public toilet at Tung Lung Chau Campsite within Tung Lung Fort Special Area	25.0	Pre-construction preparatory works in progress	2nd half of 2027

Name of project	Estimated expenditure ($ million)	Progress	Completion/Planned completion date
Reconstruction of the public toilet at Hok Tau Campsite within Pat Sin Leng Country Park	25.5	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	29.7	Pre-construction preparatory works in progress	2nd half of 2027
Provision of a new public toilet at Quarry Bay Tree Walk within Tai Tam (Quarry Bay Extension) Country Park	28.0	Pre-construction preparatory works in progress	1st 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	12.3	Completed	2nd half of 2024
Revitalisation of Lin Ma Hang Lead Mine Cave within Robin's Nest Country Park	34.1	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	15.0	In progress	1st half of 2026
Provision of an outdoor free exploration field at Lions Nature Education Centre within Tsiu Hang special area, Sai Kung	26.4	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	26.5	Pre-construction preparatory works in progress	1st half of 2028

Name of project	Estimated expenditure ($ million)	Progress	Completion/Planned completion date
Provision of centre for historical relics interpretation in Shing Mun Country Park	27.5	Pre-construction preparatory works in progress	1st half of 2028
Historical relics conservation works of Shing Mun Redoubt in Shing Mun Country Park	28.7	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	29.4	Pre-construction preparatory works in progress	2nd half of 2028

2. The AFCD commissioned feasibility studies on major projects such as the provision of an open museum of historical relics, tree top adventure and new type of camping facilities in country parks in the second half of 2022. The feasibility studies aim to determine the site locations, design, modes of operation, fee levels and operation requirements, etc., of these facilities, and collect the views of the public and relevant stakeholders. The study on the proposed site location and preliminary design was completed in the first half of 2024. The study report recommended the provision of new type of camping facilities at Tai Tong, tree top adventure facility at Pak Tam Chung and a centre for historical relics interpretation at Shing Mun Redoubt as well as conservation works for the historical relics. Having made reference to the recommendations in the study reports, the AFCD will use the provision of $500 million set aside in the 2021-22 Budget to take forward the projects. Pre-construction surveys and detailed design are scheduled to commence in 2025-26. The progress and planned completion dates of the projects are set out in **Table 1**.

3. The AFCD manages and operates country park visitor centres to provide visitor information and nature education services to visitors, which is the regular education and publicity work of the AFCD in country parks. The expenditure and manpower involved in the overall education and publicity work for country parks incurred by the AFCD in the revised estimate for 2024-25 were $31.9 million and 36 staff members respectively. The AFCD does not keep a breakdown of the operational expenses and staff establishment of each visitor centre.

Regarding the guided tour services provided by the AFCD, the quota of each tour is around 20 to 30. In 2024, 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	24 504	1 815
Ngong Ping Nature Centre	25 642	411
Lions Nature Education Centre	348 968	1 689
Clear Water Bay Country Park Visitor Centre	7 334	No guided tour services provided
Sai Kung Country Park Visitor Centre	38 840	No guided tour services provided
Tai Mo Shan Country Park Visitor Centre	8 602	47

[#] Shing Mun Country Park Visitor Centre was temporarily closed since 2023 for renovation works.

4. Hong Kong has rich green and eco-tourism resources, including hiking trails and country parks throughout the city. With breathtaking great outdoors that are only minutes away from the urban hustles, it attracts numerous tourists each year for hiking and outdoor activities. Further capitalising on Hong Kong's abundant ecological resources for promoting green tourism development, is in fact one of the directions in diversifying tourism products as outlined in the Development Blueprint for Hong Kong's Tourism Industry 2.0. As regards country parks, to promote green tourism, the Tourism Commission, in collaboration with the AFCD, has been taking forward the "Enhancement of Hiking Trails" since 2018 to enhance tourism supporting facilities of 20 hiking trails in country parks which are popular and with tourism appeal, including improvement to existing hiking trail network, control of soil erosion at trails, enhancement of vegetation coverage, addition of lookout points, enrichment of visitor information, etc.. The AFCD has completed the enhancement works on 16 hiking trails. The Tourism Commission, in collaboration with the AFCD, has also enhanced the "Enjoy Hiking" thematic website to provide detailed information on hiking routes and attractions, and provide locals and tourists with information on featured attractions in four languages, namely Chinese, English, Japanese and Korean. As at end-February 2025, there are more than 4.48 million pageviews at the enhanced thematic website.

   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 large-scale enhancement facilities such as tree-top adventure, new type of camping facilities and open museum of historical relics to enrich tourism experience.

   Moreover, Robin's Nest Country Park (RNCP) is part of the Blue and Green Recreation, Tourism and Conservation Circle of the Northern Metropolis. In addition to its beautiful natural landscape and rich biodiversity, Robin's Nest hosts an array of historic and cultural elements and has the potential for low-density and high-quality recreational and tourism development. The AFCD has provided facilities such as two hiking trails, information boards, shelters and viewing points at the RNCP, and has gradually improved other recreational facilities. Also, the revitalised Lin Ma Hang Lead Mine was open to the public in end-2024, showcasing the mining history, wartime history and bat ecology to the public and enriching the experience of visitors to the country park. The AFCD has been maintaining communication with the relevant departments to optimise the rich eco-tourism resources in Robin's Nest and its peripheral areas (such

as Sha Tau Kok, Mirs Bay/Yan Chau Tong) and develop sustainable tourism in the light of the circumstances of the local community and the environment.

Furthermore, the Development Bureau is actively taking forward three eco-tourism projects, including expediting the development of the South Lantau Eco-recreation Corridor; developing the ex-Lamma Quarry site into an area for resort and outdoor recreational uses; and developing Tsim Bei Tsui and Pak Nai into eco-tourism nodes. The expressions of interest exercises for the 3 projects will commence in April 2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0164)

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:

Regarding the appeals against sewage charge and trade effluent surcharge in 2022, 2023 and 2024, would the Government inform this Committee of:

1. the total number of appeals filed and the number of those lodged by the restaurant trade;
2. the total number of appeals allowed and the number of those won by the restaurant trade; and
3. the average time needed to complete the processing of an appeal?

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 5)

Reply:

		2022	2023	2024
Reassessment of Trade Effluent Surcharge (TES) rate	Number of applications received			
	All trades	13	3	59
	Restaurant trade	8	0	4
	Number of applications approved [Note]			
	All trades	0	0	63
	Restaurant trade	0	0	8
Reassessment of Discharge Factor (DF)	Number of applications received			
	All trades	8	22	17
	Restaurant trade	0	0	0
	Number of applications approved [Note]			
	All trades	16	9	28
	Restaurant trade	0	0	0

Note: As required by the law, applicants shall, after submitting their applications, gather and provide all necessary information for the Drainage Services Department (DSD)'s reassessment. Depending on the actual time required by the applicants to provide the DSD with the necessary information, the number of applications approved does not necessarily correspond to the number of applications received within the same year.

Normally, after the applicants have provided all the necessary information, it will take the DSD about 3 to 4 months to process each case of reassessment of TES rate, and about 1 to 2 months to process each case of reassessment of DF. During the COVID-19 epidemic (i.e. from 2022 to 2023), since some applicants required more time for preparation and submission of all necessary information, it took relatively long for the DSD to vet and approve certain applications. Moreover, as the Government's relief measure on waiver of TES with an aim to supporting the commercial and industrial sectors ended on 31 December 2023, the number of applications received by the DSD for reassessment of TES rate rebounded in 2024.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2049)

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:

During 2025-26, the Drainage Services Department will continue with the staged investigation, planning, design and construction works for the village sewerage, replacement and rehabilitation of sewerage systems and upgrading of sewerage systems. The relevant financial provision for 2025-26 is estimated to be $3,220.5 million, which is 7.9% higher than the 2024-25 original estimate. In this connection, would the Government inform this Committee of:

(a) the percentage of the provision allocated for the improvement of village sewerage;
(b) the works regarding village sewerage in each of the past 5 years, including ongoing projects, new projects and projects yet to be carried out, as well as the anticipated completion timetable of such projects; and
(c) the latest progress of the construction works of the sewerage projects for some villages in Kam Tin, Yuen Long, including whether the design work has been completed; the commencement date(s) of the projects; the names of the villages (in Kam Tin, Yuen Long) involved and the works timetable; and the expenditure involved in the works.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 36)

Reply:

(a) The Drainage Services Department (DSD) is committed to providing excellent sewage collection, treatment and discharge services in Hong Kong. As the work concerning village sewerage forms part of the sewage services provided by the DSD, a separate breakdown of the estimated expenditure involved is not available.

(b) The construction works of village sewerage projects which obtained funding approval from the Finance Committee of the Legislative Council over the past 5 years have already commenced.

Details of ongoing village sewerage projects in the past 5 years (excluding new projects in 2024-25), and the anticipated completion timetable are as follows:

Project No.	Project Title	Completion Year
4462DS	North District sewerage, stage 1 phase 2C and stage 2 phase 1 – village sewerage in Sheung Shui Heung	2027 (tentative)
4457DS	North District sewerage stage 2 part 2A – village sewerage in Muk Wu, New Territories	2026 (tentative)
4353DS	Outlying Islands sewerage, stage 2 – extension of sewerage system to other unsewered villages in Mui Wo	
4355DS	Outlying Islands sewerage stage 2 – Lamma village sewerage phase 2, package 2	
4431DS	Port Shelter sewerage, stage 2, package 3	
4432DS	Port Shelter sewerage, stage 3, package 2	
4433DS	Construction of San Shek Wan Sewage Treatment Works and Pui O village sewerage	
Other minor works items	Village sewerage at Tai Tei Tong and Pak Ngan Heung	
4358DS	Sewerage to Lo Wai, Chuen Lung and Kau Wa Keng Old Village	2025 (tentative)
4434DS	Village sewerage in Fanling Wai, So Kwun Po and Leng Pei Tsuen, Fanling	
4214DS	Tseung Kwan O sewerage for villages	2024
4362DS	Sewerage for Ma Yau Tong Village, Tseung Kwan O	
4430DS	Tolo Harbour sewerage of unsewered areas, stage 2 – phase 2	
4435DS	Village sewerage in Northern Tuen Mun	
Other minor works items	Village sewerage at Kam Tin Shi, Kam Tin	
Other minor works items	Provision of trunk sewer to three villages in Tai Po including Ta Tit Yan, Yuen Tun Ha and Lo Lau Uk	
4398DS	Sewerage to Lei Yue Mun Village	2023
4403DS	Upgrading of sewage pumping stations and sewerage along Ting Kok Road	
4422DS	Outlying Islands sewerage stage 2 – Peng Chau village sewerage phase 2 package 1	
4423DS	North District sewerage stage 2 part 2A – village sewerage for Tong To	2022

(Note: No village sewerage projects were completed in 2020 and 2021)

New projects in 2024-25 are as follows:

Project No.	Project Title	Completion Year
4461DS	Port Shelter sewerage, stage 2 – trunk sewers between Marina Cove and Hong Kin Road	2032 (tentative)
Other minor works items	Village sewerage at Tung Tau Tsuen, Shap Pat Heung, Yuen Long	2028 (tentative)

(c) To improve the environmental hygiene conditions in Kam Tin, Yuen Long, the DSD completed village sewerage projects for some areas in Kam Tin Shi last year. The DSD has also completed the investigation for village sewerage projects at another 8 villages (i.e. Ha Ko Po, Ko Po San Tsuen, Ko Po Tsuen, Tsz Tong Tsuen, Wing Lung Wai, Kam Tin San Tsuen, Tai Hong Wai and Kat Hing Wai) in Kam Tin. The Government will take into account various factors holistically, including the level of improvement to the environment by the projects, density of village population, preference of residents, technical feasibility, cost effectiveness and financial position, etc. in taking forward the projects concerned in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3119)

Head: (42) Electrical and Mechanical Services Department

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

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 revised estimate under this Programme decreases by 15.9% against the original estimate in 2024-25, and the estimate continues to decrease by 6.9% in 2025-26. Please explain in what aspects the expenditure was primarily reduced. Will the operation of the department be affected after the decrease?

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 7)

Reply:

The decrease of 15.9% in the revised estimate against the original estimate in 2024-25 under Programme (3) Energy Efficiency and Conservation, and Alternative Energy is mainly due to the decreased cash flow requirement for the "Green Schools 2.0 – Energy Smart" programme as some of the works originally planned were carried out by the schools themselves with other funding, and the lower-than-expected awarded tender prices for some of the works contracts.

The decreased provision of 6.9% in 2025-26 against the revised estimate in 2024-25 is mainly due to the decreased cash flow requirement for the "Green Schools 2.0 – Energy Smart" programme owing to the completion of the final batch of retrofitting works in 2024-25. Such decrease will not affect the operation of the department.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3230)

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 expenditure of the Electrical and Mechanical Services Department (EMSD) on the electricity and gas safety in 2025-26 is 4.3% higher than the estimate in 2024-25. Please inform this Committee of the reason(s) why the number of follow-up inspections and quality assurance visits conducted by the EMSD will decrease from 2 456 in 2023-24 and 2 516 in 2024-25 to 2 100 in 2025-26 despite the increase in the estimate.

Though the EMSD has explained that the increase in the number of inspections and visits in the past 2 years was due to a gas incident that happened at a restaurant in August 2023, while the number of inspections and visits has decreased by more than 16% at one fell swoop in 2025-26, will the EMSD reconsider uplifting the target number of inspections and visits?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.:33)

Reply:

The increased provision of about 4.3% in 2025-26 against the revised estimate in 2024-25 under Programme (1) Energy Supply: Electrical, Gas and Nuclear Safety is mainly due to the additional provision required for electricity safety and hydrogen development.

Regarding the arrangements for inspections, the Electrical and Mechanical Services Department (EMSD) has been adopting a risk-based approach to allocate its resources. In view of the gas incident at a restaurant in August 2023, the EMSD allocated additional resources in 2023-2024 to step up inspections at restaurants and outreach publicity work. After the implementation of these measures, the gas safety condition of restaurants has been significantly improved, with the associated risks having been effectively controlled. As a result, the number of follow-up inspections and quality assurance visits in 2025-26 will return to the level of about 2 100 per year prior to the occurrence of the aforementioned gas incident.

The EMSD has gained a clearer understanding of the gas safety condition of restaurants during the past inspections. In 2025-26, the EMSD will continue to focus on conducting

inspections at restaurants with higher risks, and flexibly adjust its strategy based on the actual situation, with a view to ensuring public safety.

- End -

Examination of Estimates of Expenditure 2025-26 Reply Serial No.

EEB(E)024

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1109)

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 revised provision for 2024-25 under this Programme is $474.3 million, which is considerably lower than the original provision for 2024-25 by 15.9%. In this connection, will the Government inform this Committee of the reason for the decrease in revised provision for 2024-25?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 30)

Reply:

The revised estimate under Programme (3) Energy Efficiency and Conservation, and Alternative Energy in 2024-25 is $474.3 million, which is $89.5 million (-15.9%) lower than the original estimate. This is mainly due to the decreased cash flow requirement for the "Green Schools 2.0 – Energy Smart" programme as some of the works originally planned were carried out by the schools themselves with other funding, and the lower-than-expected awarded tender prices for some of the works contracts.

- End -

Examination of Estimates of Expenditure 2025-26 Reply Serial No.

EEB(E)025

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0207)

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 (EMSD)'s work includes inspecting electrical installations and electrical products, and promoting electrical safety. Will the Government inform this Committee:

1. of the number of non-compliant electrical products seized in each of the past 3 years, including the number of non-compliant imported products purchased from cross-border e-commerce platforms or personally brought into Hong Kong through customs (listed by product type);
2. whether the EMSD has considered taking targeted or corresponding action to protect public safety as it is reported that there are more and more non-compliant imported products purchased from cross-border e-commerce platforms or personally brought into Hong Kong through customs; if yes, the details; if no, the reasons for that;
3. whether imported electrical products have been inspected to ensure that they comply with safety standards from the perspective of ensuring occupational safety; if yes, the details; if no, the reasons for that; and
4. of the measures for and breakdown of expenditures on promoting electrical safety among the public in the past 3 years?

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 8)

Reply:

1. According to the Electrical Products (Safety) Regulation (the Regulation), suppliers of electrical products are required to ensure that household electrical products comply with the applicable safety requirements and have been issued with "certificates of safety compliance" before they are supplied. If anyone purchases household electrical products

from cross-border e-commerce platforms or personally brings them into Hong Kong for personal use, the household electrical product concerned will fall out of the purview of the Regulation given the product is not supplied in Hong Kong. The number of cases involving violation of the Regulation in the past 3 years are tabulated below:

Year	Cases involving violation of the Regulation (no.)
2022	53
2023	60
2024	109

The products involved in violation of the Regulation included adaptors, extension units and USB chargers. All the cases involved supplying electrical products to which no certificate of safety compliance has been issued as required by the Regulation, or supplying electrical products that do not comply with applicable safety requirements.

2. In response to the upward trend of cross-border purchases of household electrical products in recent years and to enhance public safety awareness in purchasing household electrical products, the EMSD has strengthened public education since 2023, such as collaborating with the Home Affairs Department and non-governmental organisations to organise seminars and talks, as well as posting messages and videos on social media platforms to remind the public for paying attention to the safety requirements of household electrical products before purchasing these products. In addition, the EMSD has displayed posters at border control points to remind the public of the points to note when purchasing household electrical products across the border.

   Meanwhile, the Cross-border E-commerce Working Group (the Working Group) has been established under the Cooperation Arrangement on Electrical and Mechanical Products Safety and Energy Efficiency between the EMSD and the General Administration of Customs of the People's Republic of China. The Working Group mainly focuses on controlling the risks arising from cross-border e-commerce platforms, which include the reporting of unsafe electrical products supplied from e-commerce platforms. Upon the EMSD's notifications, the relevant Mainland authorities will conduct follow-up actions having regard to the merits of the case, such as proactively intercepting orders. Meanwhile, the EMSD co-organises policy and regulation briefings, together with the relevant Mainland authorities every year, to explain to the personnel of cross-border e-commerce platforms, electrical product manufacturers and testing institutions the relevant regulations and rules for supplying electrical products in Hong Kong, in order to enhance the understanding of the regulations relating to the export of household electrical products to Hong Kong among the trade in the Mainland.

3. The EMSD conducts yearly sample checks on household electrical products supplied in Hong Kong and engages third party testing laboratories to conduct testing on the safety

standards for selected products. The EMSD will conduct investigations if relevant products are suspected to be in violation of the Regulation. The EMSD also conducts inspections at retail stores, local e-commerce platforms supplying household electrical products and their suppliers. Prosecutions will be initiated for non-compliant household electrical products identified during the inspections.

On safeguarding occupational safety, the Labour Department is responsible for enforcing the Occupational Safety and Health Ordinance (Cap. 509) and the Factories and Industrial Undertakings Ordinance (Cap. 59) and their subsidiary regulations. The aim is to protect the safety and health of all employees at work. Under the general duty provisions of the Occupational Safety and Health Ordinance and the Factories and Industrial Undertakings Ordinance, proprietors and employers are required to provide and maintain plant (including electrical products) that is safe and without risks to health. They are also required to provide such information, instruction, training and supervision as necessary to ensure the safety and health of their employees when using the plant at work.

4. In the past 3 years, the EMSD has promoted electrical safety among the public through various channels, such as social media platforms, media advertisements, visits to schools and elderly centres, distribution of pamphlets to the public, display of posters, and organisation of seminars, talks and game booths, which promote the safety messages regarding electrical installations and electrical products.

   As promoting electrical safety is part of the overall work of the EMSD, we do not maintain the breakdown of the relevant expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3052)

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 Government mentioned that a Pilot Scheme on Building-Integrated Photovoltaics would be implemented at the Electrical and Mechanical Services Department Headquarters to explore photovoltaic technology applications on the facades of government buildings. In this regard, please inform this Committee of:

1. the current progress and expense of the scheme;
2. the estimated completion date of the scheme, the regions where the major materials used are sourced from and the amount of money involved.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 23)

Reply:

1 & 2. The Government is implementing the Pilot Scheme on Building-Integrated Photovoltaics (BIPV) (Pilot Scheme) 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 renewable energy to buildings. The objective is to assess the effectiveness and feasibility of BIPV from various aspects having regard to the relevant data collected under the scheme, such as the actual power generation efficiency, performance in reducing indoor energy consumption, repair and maintenance requirements and expenditures, as well as the construction and maintenance costs of thin-film photovoltaic glass panels and those of traditional glass for application on the facades, etc., so as to evaluate whether to extend the scheme to other public and private organisations in the future.

The Pilot Scheme is divided into two parts: the first part involves conducting a feasibility study on the project; and the second part involves installing a BIPV system at the EMSD Headquarters. The feasibility study of the project was completed in December 2024, while the relevant works have officially commenced in January 2025. It is expected that the works will be completed by mid-2025.

Afterwards, the EMSD will collect data of one year for subsequent evaluation. The estimated expenditure on the entire Pilot Scheme is $6.5 million. As the materials to be used under the Pilot Scheme are still at the approval stage, the relevant information is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3120)

Head: (44) Environmental Protection Department

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

Programme: (4) Water

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

As the revised estimate for 2024-25 is 66.8% higher than the original estimate, please explain which projects are involved in the increase. Why is the estimate for 2025-26 approximately 38% lower than the revised estimate for the previous year?

Asked by: Hon CHAN Chun-ying (LegCo internal reference no.: 8)

Reply:

Under Programme (4) of Head 44, the revised estimate of the Environmental Protection Department (EPD) for 2024-25 is higher than the original estimate, mainly for the preparation work of the 15th National Games in 2025, as well as the additional work to further improve the nearshore environmental condition and protect the aquatic ecological environment.

Upon finalisation of the sports and venues of the National Games in Hong Kong in April 2024, the EPD implemented a series of measures in 2024-25 for improving nearshore water quality. These measures include: enhancing the water quality of the To Kwa Wan Typhoon Shelter, the Kai Tak River and the waterfront of Wan Chai; addressing odour issues in key areas along the waterfront of Victoria Harbour, including Tsuen Wan, Kowloon City and Sham Shui Po; and engaging relevant departments to carry out drainage channel desilting works and rectify drainage misconnections.

The increased estimate also covers other additional work, which includes: upgrading the sewage treatment capacity and conducting relevant trials; enhancing water quality monitoring to tie in with the all year round opening arrangement of the 2 beaches in Tsuen Wan District (namely Lido Beach and Casam Beach) starting from November 2024; and further improving the water quality of the cross-boundary rivers. Moreover, in response to the fluctuations in the accumulation of shoreline refuse due to changes in weather condition (such as heavy rain or typhoon), the EPD, in collaboration with relevant government departments, has stepped up cleansing efforts in 2024 in key coastal areas such as Sai Kung, Lantau, and the north-eastern and western waters (including several country parks and marine parks).

With the implementation and completion of the aforementioned measures in 2024-25, we estimated that the expenditure for 2025-26 will be similar to the actual expenditure for 2023-24. The recurrent work under this Programme will not be affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1772)

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 covered by food waste recycling services;
7. the expenditure on smart recycling bins and the average cost per bin.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 9)

Reply:

1&7. The manpower involved in the implementation of food waste recycling initiatives is absorbed by the existing staff establishment of the Environmental Protection Department (EPD). The total expenditure involved in the past 3 years is tabulated below:

Financial year	Expenditure involved ($million)
2022-23	76.8
2023-24	134.4
2024-25 (Revised estimate)	279.5

The expenditure incurred by food waste smart recycling bins (FWSRBs) is included in the expenses for the implementation of food waste recycling initiatives (except for those covered by funding schemes under the Recycling Fund and the Environment and Conservation Fund (ECF)). As each domestic food waste recycling scheme involves

various expenditure items, including the installation, operation and repairs of FWSRBs, education and promotional activities, etc., the EPD does not have a breakdown of the expenditure incurred by each FWSRB.

2. Regarding food waste treatment capability, there are currently 4 food waste treatment facilities in Hong Kong, including 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). The design treatment capacity of O·PARK1 and O·PARK2 are 200 and 300 tonnes of food waste per day respectively; while the treatment capacity of the Trial Scheme at the 2 STWs is about 50 tonnes of food waste per day each. The 4 facilities add up to a total capacity of 600 tonnes of food waste per day.

The actual quantities of food waste treated by the 4 aforesaid food waste treatment facilities in the past 3 years are tabulated below:

Facility	**Quantity of food waste treated (tonnes)**		
	2022	**2023**	**2024**
O·PARK1	45 654	52 340	59 684
O·PARK2[Note 1]	-	-	27 804
Trial Scheme at Tai Po STW	3 595	8 273	10 559
Trial Scheme at Sha Tin STW[Note 2]	-	179	2 784

Note 1: O·PARK2 began receiving food waste for operational testing in March 2024.

Note 2: The Trial Scheme at the Sha Tin STW commenced operation in November 2023.

The operating expenditure of these facilities in the past 3 years is tabulated below:

Facility	**Operating expenditure ($million)**		
	2022-23 Financial year (Actual)	**2023-24 Financial year (Actual)**	**2024-25 Financial year (Revised estimate)**
O·PARK1	75	76	68
O·PARK2[Note 1]	-	-	20
Trial Scheme at Tai Po STW	11	9	10
Trial Scheme at Sha Tin STW[Note 2]	-	3	15

Note 1: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 represents the estimated operational expenditure for the period from January to March 2025.

Note 2: The Trial Scheme at the Sha Tin STW commenced operation in November 2023.

3-6. The EPD is actively implementing various food waste recycling initiatives to continuously expand the food waste recycling network and encourage the public and all sectors of the community to participate in food waste recycling through publicity and education. With the implementation of these initiatives, the overall municipal food

waste recovery rate has gradually increased, while the quantity of food waste disposed of at landfills has decreased accordingly. The statistics on food waste (including domestic and commercial & industrial (C&I) food waste) generated and disposed of, as well as their recovery rates from 2021 to 2023 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 2024 are under compilation.

Year	Domestic food waste	C&I food waste	Overall municipal food waste[Note]			
	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
2021	2 342	1 095	3 437	3 618	181	5.0%
2022	2 312	991	3 302	3 499	197	5.6%
2023	2 021	1 170	3 191	3 407	216	6.4%

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

Domestic food waste recycling

As at February 2025, the EPD has installed a total of 899 FWSRBs in 217 public rental housing estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc., to ensure the proper use of public resources. Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the ECF. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory, including FWSRBs installed at 5 GREEN@COMMUNITY Recycling Stations in the vicinity of residential areas and 9 public markets. The proportion of the local population covered by food waste recycling initiatives in the past 3 years is set out in the table below:

Year	Approximate proportion of population covered
2022	4%
2023	30%
2024	60%

C&I food waste recycling

In 2025, the EPD will continue to promote food waste recycling in the C&I sectors through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

The overall quantity of food waste recovered is expected to increase progressively from about 280 tonnes per day on average in 2024 to about 350 tonnes per day on average in

2025, representing an increase of around 30%. With the introduction of more initiatives facilitating the public and the C&I sectors to participate in food waste recycling, and as the public gradually cultivates such a habit, we anticipate that the quantity of food waste recovered will continue to increase.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1773)

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. whether there is any target for recycling locally; if yes, of the details; if no, of the reasons.

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

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 2021 to 2023 are tabulated below. The relevant statistics for 2024 are still under compilation.

Type of Recyclables	**Year**	**Quantity recovered (thousand tonnes)**	**Recovery rate (%)**	**Proportion of quantity recovered through GREEN@COMMUNITY Note 1 (%)**
Paper	2023	574	42	1.24
	2022	584	42	0.84
	2021	603	43	0.53
Plastics	2023	128	14	7.56
	2022	121	12	5.72

Type of Recyclables	Year	Quantity recovered (thousand tonnes)	Recovery rate (%)	Proportion of quantity recovered through GREEN@COMMUNITY Note 1 (%)
	2021	104	11	4.28
Metals	2023	1 056	93	0.10
	2022	1 019	92	0.08
	2021	968	91	0.05
Food waste	2023	79	6	Not applicable
	2022	72	6	Not applicable
	2021	66	5	Not applicable
Glass	2023	22	21	29.82
	2022	19	20	31.15
	2021	20	20	23.34
Textiles	2023	24	14	Not applicable
	2022	17	11	Not applicable
	2021	9	5	Not applicable
Wood	2023	6	8	Not applicable
	2022	12	13	Not applicable
	2021	11	10	Not applicable
Electrical and electronic equipment	2023	49	73	4.51 Note 2
	2022	48	75	3.77 Note 2
	2021	44	74	3.39 Note 2
Yard waste	2023	10	11	Not applicable
	2022	11	14	Not applicable
	2021	9	9	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. 2022 to 2024) are tabulated below.

Type of Recyclables	Year	Import quantity of recyclables (thousand tonnes)	Export quantity of recyclables Note (thousand tonnes)
Plastics	2024	10	10
	2023	30	10
	2022	50	20
Ferrous metals	2024	50	1 200
	2023	30	1 040
	2022	50	930
	2024	690	720

Type of Recyclables	Year	Import quantity of recyclables (thousand tonnes)	Export quantity of recyclables[Note] (thousand tonnes)
Non-ferrous metals	2023	650	680
	2022	690	840

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 2022 to 2024 were approximately 580 000, 570 000 and 580 000 tonnes respectively.

Over the past 3 years (i.e. 2022 to 2024), the EPD inspected some 860 container shipments at various ports altogether and intercepted 126 shipments involving illegal import or export of regulated waste, with 67 prosecutions completed so far. The total fine meted out by the Court amounts to some $890,000. 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. To strengthen the publicity and education on waste reduction and recycling and support for community recycling, the EPD set up the Green Outreach in 2018 to provide outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, and disseminating the latest information on waste reduction and recycling to the community. They also provide support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, assisting them in improving their recycling facilities and arrangements, as well as providing training for property management staff and frontline cleansing workers on proper handling of recyclables.

In the past 3 financial years (i.e. 2022-23 to 2024-25), the Green Outreach comprised 74 non-directorate professional staff (including Environmental Protection Officer and Environmental Protection Inspector grades) and 142 non-civil service contract staff. The annual expenditure incurred was about $100 million.

4. The EPD launched the Pilot Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020 to test the local application of smart recycling devices in phases, with a view to enhancing the community recycling services and efficiency. Apart from Recycling Stations and Recycling Stores, starting from March 2023, smart recycling bins have been progressively set up in public rental housing estates, private housing estates, villages, shopping malls, universities, government venues, etc. The number of smart recycling bins installed by the EPD under the Pilot Programme in each of the past 3 years is tabulated below:

Year	Smart recycling bin (set)
2022	9
2023	76
2024	102

The expenditure incurred for installing and operating smart recycling bins under the Pilot Programme in each of the past 3 financial years is tabulated below:

Financial year	**Expenditure ($ million)**
2022-23	6.7
2023-24	11.1
2024-25	10.7

The main causes of smart recycling device failures are network instability, damaged parts, display screen malfunction, etc. According to the service contracts for smart recycling devices, the contractors are required to complete the maintenance within 48 hours upon receipt of a report concerning the problems associated with the devices. If the contractor fails to meet the relevant contract requirements, the EPD will deduct the relevant service fees in accordance with the contract terms.

In 2024, details of the cases in which the service of the smart recycling bins was disrupted due to maintenance are tabulated below:

Item	No. of items	Maintenance cases (no.)	Total no. of hours of service disruption (hour)	Percentage of service disruption to the total no. of operating hours
Smart recycling bin	102 sets (with a total of 376 compartments)[Note]	1 081	About 35 300	1.2%

Note: Each set of smart recycling bin comprises 2 to 6 compartments, depending on the requirements of each location and the space available therein.

Since the launch of the Pilot Programme, the EPD has been monitoring the usage and recycling data of the smart recycling systems at different locations and has completed a review on the effectiveness of the Pilot Programme, which reveals that smart recycling devices are popular among the public and can enhance the community recycling services and efficiency. Taking into account the findings of the review, the EPD is adjusting the locations and the number of smart recycling devices, and will increase the number of application points of smart recycling bins to around 200 starting from the first quarter of 2025.

5. The overall municipal solid waste recovery rate rose from 32% in 2022 to 33% in 2023. In order to achieve the vision of "Waste Reduction·Resources Circulation·Zero Landfill" by 2035, we are working at full steam to promote the culture of waste reduction and recovery, and to encourage active participation in waste reduction by members of the public through enhancing the community recycling network GREEN@COMMUNITY and the food waste collection network.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1774)

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 voluntary charter schemes and develop relevant guidelines. If this is the case, what are the details? If not, what are the reasons?

4. Following the conclusion of the Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Material earlier this year, the collection of waste plastics from domestic sources has been handed over to GREEN@COMMUNITY. Have domestic waste plastics recycling services been affected by this transition? Will this result in any reduction in expenditure?

5. 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?

6. What is the progress 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.: 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 waste plastics generated, their recovery rates and quantities disposed of, as well as the percentages of plastic tableware (including polyfoam tableware) and plastic bags in the waste plastics disposed of in the past 3 years (i.e. from 2021 to 2023) are tabulated below. The relevant statistics for 2024 are still under compilation.

Year	Overall waste plastics	
	Quantity generated (thousand tonnes)	Recovery rate
2021	955	11%
2022	985	12%
2023	902	14%

Year	Quantity of waste plastics disposed of (thousand tonnes)	Percentage in waste plastics disposed of		
		Plastic tableware (including polyfoam tableware)	Plastic bags	Others
2021	851	10%	36%	54%
2022	865	10%	37%	53%
2023	774	11%	41%	48%

2. Since the new regulation on disposable plastic products (the new regulation) came into effect on 22 April 2024, the trades have actively complied with the new regulation 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. It is estimated that, on average, the new regulation can reduce the use of more than 60 million sets of disposable cutlery every year. After the 6-month adaptation period ended on 21 October 2024, the EPD conducted more than 480 inspections as at end-February 2025. During this period, written warnings were issued in respect of 108 suspected non-compliant cases, with the persons-in-charge of 16 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 regulation.

3. The EPD has developed a set of Practical Guides on Packaging Reduction and Management for specific sectors to assist the trades in packaging reduction and management. The practical guides for the supermarkets and grocery stores sector, the logistics sector, the e-commerce sector, the hotel and hospitality sector, the electronics and electrical appliances sector, the beverage manufacturing sector, the food manufacturing sector and the importer sector have been published on the EPD website. Moreover, the EPD plans to launch the Packaging Reduction Charter in the first half of 2025 to encourage the trades to review their packaging design to minimise unnecessary material usage, enhance the recyclability and reusability of their packaging, as well as explore innovative solutions for packaging management. Signatory companies of the Charter undertake to submit to the EPD their annual total packaging material usage, implement measures to reduce packaging or adopt sustainable packaging solutions, as well as encouraging their upstream and downstream suppliers, business partners and customers to reduce packaging material usage and enhance packaging management. These efforts not only alleviate the pressure on landfills, but also help the trades fulfil their social responsibility, contributing to Hong Kong's long-term goals of "Zero Landfill" and carbon neutrality.

4. After the conclusion of the Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials (the Pilot Scheme) on 18 January 2025, the plastic recycling services for about 245 housing estates covered by the Pilot Scheme have been taken over by the GREEN@COMMUNITY recycling network of the 9 districts concerned. The relevant GREEN@COMMUNITY operators may pass the collected plastics to the EPD-approved recyclers for handling, extending from merely the 3 designated recyclers under the Pilot Scheme to the current 11 downstream recyclers, which is the same as the arrangement for the remaining 9 districts not covered by the Pilot Scheme. After the completion of the Pilot Scheme, GREEN@COMMUNITY has been in normal operation, and the EPD has not received any feedback from the relevant operators indicating any difficulties to cope with the situation, nor were there any cases observed of specific types of waste plastics not being collected or left unattended. The EPD will expedite the approval process and gradually add more qualified downstream recyclers to the list to open up the market for healthy competition, thereby further reducing the cost of collecting and recycling waste plastics.

5. To pave the way for the implementation of the Producer Responsibility Scheme (PRS) on Plastic Beverage Containers and Beverage Cartons, the EPD launched the Reverse Vending Machine (RVM) Pilot Scheme in the first quarter of 2021 to set up a total of 60 RVMs in public places, government facilities and shopping centres with suitable foot traffic. The number of RVMs has increased to 120 since the third quarter of 2022. The EPD currently has no plans to increase or decrease the number of RVMs. The RVM provides 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 2025, more than 156 million plastic beverage containers have been collected for local recycling. The operating expenditure incurred by the RVM Pilot Scheme in the past 3 years are shown in the table below:

Financial Year	**Expenditure ($million)**
2022-23	30
2023-24	31
2024-25 (Revised estimate)	34

Based on the calculation method stipulated in the contract, the monthly average service suspension hours of RVMs under each stage of the RVM Pilot Scheme are about 4 034 hours, 5 524 hours and 902 hours respectively (the figures of each stage are set out in the table below). The causes for service suspension included factors such as machine malfunction and the maximum storage capacity of RVMs being reached. However, the monthly routine inspection of RVMs is not counted according to the contract terms.

RVM Pilot Scheme[Note 1]	**Monthly average service suspension of RVMs**	
	Time (number of 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%

RVM Pilot Scheme[Note 1]	Monthly average service suspension of RVMs	
	Time (number of hours)[Note 2]	Percentage[Note 3]
Stage 3 (from end-December 2023 to end-August 2024)	902	1.3%

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

Note 2: According to the contract terms, the monthly suspension hours of RVMs already exclude the first hour of suspension, 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.

6. The Government plans to introduce an amendment bill into the Legislative Council in the first half of 2025 to establish a common legislative framework for PRSs, with a view to progressively extending the PRSs to more products, including plastic beverage containers and beverage cartons, in the light of the prevailing circumstances. The EPD will continue to discuss with the trade the details and progress. It is anticipated that after the implementation of the PRS on Plastic Beverage Containers and Beverage Cartons, more recycling facilities (including RVMs for plastic beverage containers and beverage cartons) will become available in the market to facilitate the public to recycle plastic beverage containers and beverage cartons.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1775)

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 Recycling Stations and Recycling Stores under GREEN@COMMUNITY, please inform this Committee of the following in the past 3 years:
1. the annual expenditure (in terms of rent and labour cost), monthly usage, quantities of recyclables processed for each of the Recycling Station and Recycling Store under the above programme in tabular form;
2. the places where the recyclables are delivered to for processing and measures to ensure that the recyclables are properly handled;
3. the criteria for determining whether an operator will be awarded a renewal contract; whether there is an upper limit for contract renewals.

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

Reply:

1.
The operating expenditures of GREEN@COMMUNITY include the expenses on manpower employed by the operators, purchase or hire of vehicles for transporting recyclables, rental expenses (if applicable), etc., with rental expenses accounting for about 14% of the operating expenditures of Recycling Stores in 2024-25. The Environmental Protection Department (EPD) does not have a breakdown on the manpower expenditure.

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[Note 1] by Financial Year ($ Million)** (the amount in the brackets are the total rental expenses by financial year)		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised estimate)
Recycling Station	69	64	70
Recycling Store	201 (41)	238 (51)	280 (49)

Recycling Store set up in Public Rental Housing (PRH) estate[Note 2]	N/A	11 (0.23)	125 (5.86)

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 (rental expenses are applicable to Recycling Stores and Recycling Stores set up in PRH estates only). The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

The respective numbers of visitors to the Recycling Stations, Recycling Stores and Recycling Spots in the past 3 years are tabulated below:

Project	**Number of visitors (million)**		
	2022	**2023[Note 2]**	**2024[Note 3]**
Recycling Station	About 0.89	About 0.91	About 1.18
Recycling Store[Note 1]	About 4.4	About 5.1	About 9.8
Recycling Spot	About 0.4	About 1.1	About 1.72
Total	About 5.69	About 7.11	About 12.70

Note 1: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 2: The numbers of visitors in 2023 are revised data.

Note 3: The numbers of visitors in 2024 are preliminary data and the actual figures are still being verified.

The total quantities of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots in the past 3 years are tabulated below:

Project	**Quantity of recyclables collected (tonnes)**		
	2022	**2023[Note 2]**	**2024[Note 3]**
Recycling Stations and their Recycling Spots	About 6 400	About 8 000	About 9 400
Recycling Stores[Note 1] and their Recycling Spots	About 13 900	About 18 900	About 32 400
Total	About 20 300	About 26 900	About 41 800

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 2023 are revised data.

Note 3: The quantities of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

2.

The operators of Recycling Stations and Recycling Stores are required to deliver the collected recyclables to downstream recyclers approved by the EPD for proper processing and turning them into resources. The arrangements for the subsequent processing of various types of recyclables are tabulated below:

Waste paper	The waste paper is exported for recycling into paper products by the contractors of the EPD's Waste Paper Collection & Recycling Services or private recyclers, or recycled into paper products in Hong Kong for sale.
Waste plastics	The waste plastics are sent to private recyclers for sorting, shredding, washing and pelletising to produce recycled raw materials or products.
Waste metals	The waste metals are sent to private recyclers for proper handling.
Glass containers	The glass containers are sent to the Glass Management Contractors engaged by the EPD for processing. The processed glass recyclable materials will be used for local production of cement and eco-pavers, or used as fill materials in various public works projects. Some of these materials are exported to other places for recycling.
Regulated electrical equipment	The regulated electrical equipment is delivered to WEEE·PARK or licensed recyclers for proper handling, refurbishment or dismantling.
Non-regulated electrical equipment (such as small electrical appliances)	The non-regulated electrical equipment is delivered to the EPD's contractors or private recyclers for dismantling and recycling.
Rechargeable batteries	The rechargeable batteries are sent to the contractors of the Rechargeable Battery Recycling Programme for export to overseas recycling facilities for proper handling.
Compact fluorescent lamps/fluorescent tubes	The compact fluorescent lamps/fluorescent tubes are sent to the Chemical Waste Treatment Centre for proper handling.
Beverage cartons	The beverage cartons are sent to local beverage carton recycler for recycling.

3.

Upon the expiration of each operation contract for Recycling Stations and Recycling Stores, the EPD will invite tenders openly and follow the established procedures to assess the Technical Proposal and Price Proposal of the tenders, so as to ensure that the successful tenderer possesses adequate technical capability and resources to complete the awarded project. The assessment criteria include: the effectiveness and feasibility of the operation plan submitted by the tenderer, whether the service quality and operational performance can be effectively enhanced or improved, innovative suggestions, experience of the tenderer and tender price, etc. Generally, the contract will be awarded to the tenderer with the highest overall combined score of the technical and price assessments. There is no limit to the number of times that an operator can be awarded the follow-on contracts.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1777)

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 vehicle emissions, please advise this Committee of the following information 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 average age of buses currently in operation.
4. What is the effectiveness of Franchised Bus Low Emission Zones?
5. With the progressive phasing out of Euro IV diesel commercial vehicles at end-2023, what is the reduction in roadside air pollution?
6. Regarding the use of roadside remote sensing equipment to detect vehicle emissions, what was the monthly average number of vehicles issued with an Emission Testing Notice? Please provide a breakdown by vehicle type.

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 2023 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 14% and 8% respectively between 2020 and 2022. 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)**
2020	Motorcycle	1%	2%	1%	1%	75%	11%
	Taxi	10%	0%	0%	15%	3%	31%
	Private car (Note 2)	29%	8%	8%	3%	13%	25%
	Light goods vehicle	11%	25%	25%	24%	1%	4%
	Medium & heavy goods vehicle	30%	29%	29%	27%	1%	4%
	Private light bus	1%	2%	2%	1%	1%	2%
	Public light bus	4%	1%	1%	3%	5%	18%
	Non-franchised bus	3%	7%	7%	7%	1%	1%
	Franchised bus	11%	26%	26%	20%	1%	4%
Total in 2020		100%	100%	100%	100%	100%	100%
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	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%
	Public light bus	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%

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 2022, the NOx and VOC emissions from private cars reduced by 20% and 9% respectively compared to those in 2020.

2&3. The numbers and average ages 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 2022	**End of 2023**	**End of 2024**
The Kowloon Motor Bus Company (1933) Limited	Euro III	161	97	18
	Euro IV	116	114	112
	Euro V	2 828	2 870	2 870
	Euro VI (including hybrid bus)	772	849	826
	Electric bus	24	49	69
	Sub-total	**3 901**	**3 979**	**3 895**
	Average age of vehicles (in years)	**6.8**	**7.5**	**8.3**
Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network)(Note 1)	Euro III	0	Not Applicable	Not Applicable
	Euro IV	0		
	Euro V	585		
	Euro VI (including hybrid bus)	121		
	Electric bus	4		
	Sub-total	**710**		
	Average age of vehicles (in years)	**7.6**		
Citybus Limited (Franchise for the Urban and New Territories Bus Network) (Note 1)	Euro III	Not Applicable	0	0
	Euro IV		0	0
	Euro V		1 065	1 074
	Euro VI (including hybrid bus)		232	247
	Electric bus		6 (Note 2)	5 (Note 2)
	Sub-total		**1 303**	**1 326**
	Average age of vehicles (in years)		**8.1**	**9.1**
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	Euro III	0	0	0
	Euro IV	0	0	0
	Euro V	151	165	190
	Euro VI (including hybrid bus)	29	27	36
	Electric bus	0	0	0
	Sub-total	**180**	**192**	**226**
	Average age of vehicles (in years)	**6.0**	**7.4**	**8.5**
New World First Bus Services Limited (NWFB) (Note 1)	Euro III	0	Not Applicable	Not Applicable
	Euro IV	13		
	Euro V	514		
	Euro VI (including hybrid bus)	112		
	Electric bus	1		
	Sub-total	**640**		
	Average age of vehicles (in years)	**6.9**		

Franchised Bus company	Bus Category	Number of licensed franchised buses		
		End of 2022	End of 2023	End of 2024
Long Win Bus Company Limited	Euro III	8	4	0
	Euro IV	5	5	5
	Euro V	115	112	116
	Euro VI (including hybrid bus)	132	156	158
	Electric bus	4	4	2
	Sub-total	**264**	**281**	**281**
	Average age of vehicles (in years)	**4.0**	**4.4**	**5.2**
New Lantao Bus Company (1973) Limited	Euro III	6	3	0
	Euro IV	13	11	6
	Euro V	104	113	109
	Euro VI (including hybrid bus)	5	13	23
	Electric bus	4	4	4
	Sub-total	**132**	**144**	**142**
	Average age of vehicles (in years)	**8.4**	**9.0**	**9.0**

Note 1: The Citybus Limited (Franchise for Hong Kong Island and Cross-Harbour Bus Network) and NWFB merged as Citybus Limited (Franchise for the Urban and New Territories Bus Network) on 1 July 2023. Meanwhile, the ownership of franchised buses of NWFB had also been transferred to Citybus Limited (Franchise for the Urban and New Territories Bus Network).

Note 2: Including 1 hydrogen fuel cell electric bus.

4&5. Since 31 December 2015, the Government has set up Franchised Bus Low Emission Zones (FBLEZs) at 3 busy road sections in Central, Causeway Bay and Mong Kok, allowing only low emission buses to be deployed to the routes running through the FBLEZs.

To further improve the roadside air quality within the FBLEZs, the Government tightened the emission requirements of the low emission buses running through the 3 FBLEZs starting from 31 December 2019. Franchised bus companies are required to deploy low emission buses meeting Euro V or above emission standards to routes running through FBLEZs. According to the information provided by the franchised bus companies, nearly all (more than 99%) buses running through the FBLEZs are low emission buses (except in the case of traffic congestion, vehicle breakdowns, traffic accidents, special departures, etc., where non-low emission buses may have to be deployed to the FBLEZs occasionally in order to maintain normal bus services).

The EPD launched in October 2020 an incentive-cum-regulatory programme to progressively phase out about 40 000 Euro IV diesel commercial vehicles (DCVs) (which include goods vehicles, light buses and non-franchised buses) by the end of 2027. As at the end of 2024, a total of about 28 400 Euro IV DCVs have been phased out. Coupled with a series of improvement measures implemented by the EPD such as the FBLEZs at busy road sections, the roadside air quality has improved significantly. The annual average concentration of respirable suspended particulates

(PM_{10}) and nitrogen dioxides (NO_2) recorded by roadside air quality monitoring stations in Hong Kong reduced by 18% and 19% respectively in 2024 as compared to 2019.

6. The EPD has been using mobile roadside remote sensing equipment to identify petrol and liquefied petroleum gas vehicles running on roads with excessive emissions. The monthly average number of Emission Testing Notices (ETNs) issued between February 2024 and January 2025 is tabulated below by vehicle type:

Vehicle type	**Monthly average number of ETNs issued**
Light goods vehicle	0
Private car	61
Light bus	17
Taxi	152

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1778)

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 hydrogen-powered 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 and implementation strategy study on the installation of onshore power supply facilities at the Kai Tak Cruise Terminal. With the increase in residents and activities in the Kai Tak area, will the Government speed up the relevant study and draw up a timetable for this?

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 Inventories for 2022 have been uploaded to the EPD website. The Emission Inventories for 2023 and 2024 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 2020 to 2022, 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 (2022 to 2024) 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 (2022 to 2024) are set out respectively in the following table:

Year	General AQMSs	Roadside AQMSs
2022	114	122
2023	84	86
2024	102	102

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. According to the method adopted in the Review of Air Quality Objectives and using the data for 2019 as the baseline, improvement in air quality from 2021 to 2023 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)**
2021	1 710	38
2022	2 100	94
2023	2 000	85

Note: Medical expenditure includes the costs of inpatient and outpatient treatment. The data for 2024 are still under compilation.

4. At present, the application scenarios of the hydrogen fuel trial projects in Hong Kong are mainly land transport. Focusing on more energy-intensive heavy vehicles is particularly suitable for the development of the hydrogen energy in Hong Kong, as it aligns with the direction of the Strategy of Hydrogen Development in Hong Kong which guide Hong Kong towards the target of zero vehicle emissions before 2050. As for ferries, the Government mainly involve testing the technical feasibility of trying the use of electric ferries in Hong Kong, and has no plans to conduct trials on hydrogen-powered ferries.

5. A technical review on the installation of onshore power supply facilities at the Kai Tak Cruise Terminal was commenced by the Environment and Ecology Bureau and the Tourism Commission in August 2024, and is expected to be completed in 2025.

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 2020 to 2022

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	%
2020	Taxi	<5	<1%	1 600	3%	<5	<1%	<5	<1%	150	<1%	8 400	15%
	Public light bus	<5	<1%	370	<1%	<5	<1%	<5	<1%	240	1%	4 900	9%
	Bus*	<5	<1%	2 900	5%	90	3%	80	4%	90	<1%	1 400	2%
	Ferry	30	<1%	1 800	3%	30	1%	30	1%	30	<1%	320	<1%
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%

^ 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 2022 to 2024

Air pollutant		Annual average concentration ($\mu g/m^3$)		
		2022	**2023**	**2024**
Respirable suspended particulate (PM_{10})	**General AQMSs**	23	25	24
	Roadside AQMSs	29	32	31
Fine suspended particulate ($PM_{2.5}$)	**General AQMSs**	14	15	15
	Roadside AQMSs	18	20	20
Nitrogen dioxide (NO_2)	**General AQMSs**	31	32	32
	Roadside AQMSs	64	66	65
Sulphur dioxide (SO_2)	**General AQMSs**	5	4	3
	Roadside AQMSs	4	5	3
Ozone (O_3)	**General AQMSs**	59	58	59
	Roadside AQMSs	34	36	32

Note: The data for 2024 are preliminary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1779)

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 construction waste and illegal disposal of waste, please advise this Committee of the following information in the past 3 years:

1. the quantity of public fill generated locally, the throughput of public fill reception facilities and the expenditure involved each year;
2. the number of complaints received about illegal disposal of construction waste in public places or rural areas each year; the number of prosecutions instituted against the persons concerned and the penalties imposed;
3. the respective number of proactive inspections conducted and enforcement operations jointly conducted with other government departments;
4. the number where the government departments concerned carry out the clean-up work in default of the responsible person and the cost involved;
5. whether illegal disposal has impacted rivers, conservation areas, etc. each year; if so, of the remedial measures taken.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 16)

Reply:

1. The quantities of public fill generated locally and received by public fill reception facilities in the past 3 years are tabulated below:

Year	Quantity generated locally (million tonnes)	Quantity received by public fill reception facilities[Note 1] (million tonnes)
2022	About 16.7	About 12.3
2023	About 15.0	About 10.9
2024	About 16.8[Note 2]	About 12.5[Note 2]

Note 1: The remaining public fill has been transferred to construction sites for direct reuse.

Note 2: Provisional actual figures subject to adjustment.

The expenditures incurred by the Government on the management of public fill in the past 3 financial years are tabulated as follows:

Financial year	Expenditure on the management of public fill ($million)
2022-23	796
2023-24	1,077
2024-25 (Revised estimate)	1,155

The above expenditure mainly includes the operation and maintenance of public fill reception facilities, supply of public fill to local projects for reuse, provision of required facilities for disposal of public fill at the disposal ground in the Mainland, delivery of surplus public fill to the Mainland, associated staff costs and administrative arrangement, etc.

2. to 4. After the implementation of multi-pronged measures by the Government, the amount of construction waste illegally disposed of has decreased by nearly 90% from the peak of about 9 000 tonnes in 2017 to about 1 100 tonnes in 2024. The numbers of public complaints on illegal disposal of construction waste handled by the relevant government departments (including the Environmental Protection Department (EPD), the Agriculture, Fisheries and Conservation Department, the Buildings Department, the Civil Engineering and Development Department, the Drainage Services Department, the Food and Environmental Hygiene Department, the Home Affairs Department, the Lands Department, the Planning Department and the Highways Department), as well as the numbers of inspections conducted (including proactive inspections and complaints-follow up inspections), the numbers of prosecutions instituted and the total fines imposed in the past 3 years are tabulated below:

Fly-tipping of construction waste in public places (including rural areas)

Year	**2022**	**2023**	**2024**
Number of public complaints received[Note 1]	3 975	4 589	4 797
Number of inspections conducted[Note 2]	19 424	21 886	22 630
Number of prosecutions instituted (1) + (2)	93	60	99
(1) Number of summonses issued	47	25	25
(2) Number of Fixed Penalty Notices issued	46	35	74
Total fine imposed[Note 3]	$250,000	$170,000	$430,000
Quantity of fly-tipped construction waste cleared (tonnes)	990	1 010	1 090

Note 1: Including multiple complaints which may arise from a single case.

Note 2: We do not have a separate breakdown of the joint inspections or enforcement operations conducted by the relevant government departments.

Note 3: Total fine includes penalties for convictions by summonses and fixed penalties.

Illegal land filling of construction waste on private land (including rural areas)

Year	**2022**	**2023**	**2024**
Number of public complaints received[Note]	261	268	280
Number of inspections conducted	744	849	2 000
Number of prosecutions instituted			
Number of summonses issued	28	45	175
Total fine imposed	$1,590,000	$960,000	$4,280,000

Note: Including multiple complaints which may arise from a single case.

As clearing fly-tipped construction waste is part of the routine duties of the relevant government departments, we do not have a separate breakdown of the expenditure involved.

5. Illegal disposal of construction waste may lead to adverse environmental impacts, drainage problems, etc. Such activities involve issues pertaining to various policy portfolios and are subject to regulation by existing legislation on environmental protection, drainage, town planning, land management, buildings, public safety, public health or country parks. The EPD has been maintaining close liaison with the relevant government departments through inter-departmental collaboration to jointly tackle issues arising from illegal disposal of construction waste in accordance with the departments' respective purview and statutory powers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1780)

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 and O·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.: 17)

Reply:

1. T·PARK, Y·PARK and O·PARKs (including Organic Resources Recovery Centre Phase 1 (O·PARK1) and Phase 2 (O·PARK2)) are waste-to-energy/resources facilities which convert sludge, yard waste and food waste into electricity and useful materials respectively.

   T·PARK is the only sludge incineration facility in Hong Kong dedicated for treating sludge generated from sewage treatment works. The design treatment capacity of T·PARK is 2 000 tonnes per day, which has taken into account the future growth in sludge generation due to the increase in population and economic activities. The daily utilisation rate of T·PARK was around 50% on average in 2024.

   Y·PARK is a yard waste treatment facility set up by the Environmental Protection Department (EPD) in 2021 after the onslaught of Super Typhoon Mangkhut. The yard waste collected will be screened, sorted and treated for transforming into various useful materials such as mulch or wood boards. Apart from treating yard waste generated from clearance works arising from regular vegetation maintenance and public works, Y·PARK also assists in treating large quantities of yard waste generated after emergency incidents (e.g. super typhoon). As the yard waste can be temporarily stored, the treatment capacity of Y·PARK is quite flexible. The daily throughput of

Y·PARK was 19 tonnes on average in 2024, and had reached about 70 tonnes at peak time.

O·PARK1 and O·PARK2 adopt anaerobic digestion technology to convert food waste into biogas for electricity generation and to convert the treated residues into composting material. The design treatment capacity of O·PARK1 is 200 tonnes per day and its daily utilisation rate was around 80% on average in 2024. The design treatment capacity of O·PARK2 is 300 tonnes per day. Since O·PARK2 was at operational testing in 2024, the data in 2024 did not reflect its utilisation rate during normal operation.

In the past 3 years (from 2022 to 2024), the throughput of T·PARK, Y·PARK and O·PARKs are as follows:

Facility	**Throughput (tonnes)**		
	2022	**2023**	**2024**
T·PARK	386 219	407 273	391 518
Y·PARK	8 689	8 609	6 876
O·PARK1	45 654	52 340	59 684
O·PARK2	-	-	27 804

2. The contractors engaged by the EPD are responsible for the daily operation of T·PARK, Y·PARK and O·PARKs, 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 handled by the current staff establishment of the EPD. The operating expenditures of the facilities in the past 3 financial years are tabulated below:

Facility	**Operating expenditure ($million)**		
	2022-23 (Actual)	**2023-24 (Actual)**	**2024-25 (Revised estimate)**
T·PARK	311	322	320
Y·PARK	30	20	32
O·PARK1	75	76	68
O·PARK2(Note)	-	-	20

Note: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 represents the estimated operational expenditure for the period from January to March 2025.

3. T·PARK and O·PARKs are waste-to-energy facilities, and the electricity generated will first be used to meet the needs of the facilities, with surplus electricity being exported to the power grid. In the past 3 years (i.e. from 2022 to 2024), around 70% of the electricity generated by T·PARK and O·PARK1 was for internal use, with the remaining around 30% exported to the power grid. The operational testing of O·PARK2 commenced in March 2024. The electricity generated during the testing period did not reflect the amount of generation during normal operation. No detailed records of the

relevant figures were kept. Y·PARK is a waste-to-resources facility, and hence data on electricity generation is not available, and its electricity consumption was about 300 000 kWh per year.

The amount of electricity generated by T·PARK and O·PARK1 in the past 3 years is tabulated below:

Facility	**Amount of electricity generated (million kWh)**		
	2022	**2023**	**2024**
T·PARK	57.7	59.7	59.4
O·PARK1	11.4	12.5	12.6

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 (i.e. from 2022 to 2024), the operation of T·PARK and Y·PARK has been generally smooth. Routine repairs and maintenance of the systems and machinery units of the facilities have been conducted as necessary, and the overall sludge treatment and yard waste recycling have not been affected. For O·PARK1, although food waste reception at the facility has to be temporarily suspended due to the leakage of a storage tank in March 2025, its operation has been generally smooth in the past 3 years. The contractor is carrying out repair works to gradually resume its operation as soon as possible. Detailed inspections will be progressively conducted for all storage tanks of the facility to avoid recurrence of similar incidents.

   As for environmental performance, T·PARK and Y·PARK fully complied with the contractual requirements in the past 3 years. Around 95% of the environmental monitoring data of O·PARK1 complied with the contractual requirements on average in the past 3 years. For the non-compliance cases, the contractor of O·PARK1 has taken corrective and remedial 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.

5. There is no visitor centre in O·PARK2. The number of visitors received by the visitor centres of T·PARK, Y·PARK and O·PARK1 in the past 3 years is as follows:

Facility	**No. of visitors**		
	2022	**2023**	**2024**
T·PARK	19 115	51 128	34 740
Y·PARK	1 751	3 067	2 497
O·PARK1	7 589	9 645	6 635

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1781)

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. What was the number of vehicles entering the North East New Territories Landfill via the Lung Shan Tunnel among the others?
4. What was the number of vehicles entering the South East New Territories Landfill via the Tseung Kwan O - Lam Tin Tunnel among the others?
5. Further to the above question, would the vehicles entering the landfills choose to travel during non-peak hours? If yes, what are the details?
6. 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.: 18)

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	MSW	Overall Construction Waste	Special Waste	MSW	Overall Construction Waste	Special Waste
2022	5 195	1 245	126	0	2 504	0	5 933	379	343
2023	4 934	1 335	114	0	2 804	0	5 950	289	357
2024	4 647	1 343	77	0	2 920	0	5 863	431	355

Note 1: Figures are rounded to the nearest whole number.
Note 2: Since 6 January 2016, the SENT Landfill has only received construction waste. The extension part of the SENT Landfill commenced operation on 21 November 2021, while the original part of the landfill closed on the same day.

2. 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
2022	6 566	831	2 504	522	1 301 (20%)	271	5 354 (80%)	6 655
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

Note 1: Figures are rounded to the nearest whole number.
Note 2: Since 6 January 2016, the SENT Landfill has only received construction waste. The extension part of the SENT Landfill commenced operation on 21 November 2021, while the original part of the landfill closed on the same day.
Note 3: Only the WENT Landfill received waste delivered by sea.

3. According to the survey conducted by the Environmental Protection Department (EPD) in early 2025 on the users of the NENT Landfill, upon the commissioning of the Lung Shan Tunnel in 2019, about 80% of the waste collection vehicles entered the NENT Landfill via the Lung Shan Tunnel.

4. According to the survey conducted by the EPD in early 2025 on the users of the SENT Landfill Extension, upon the commissioning of the Tseung Kwan O - Lam Tin Tunnel (TKO-LTT) in end-2022, about 50% of the waste collection vehicles entered the SENT Landfill Extension via the TKO-LTT.

5. 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.

6. 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
2022	495	0	8	4	7
2023	102	1	2	3	3
2024	32	0	1	3	11

SENT Landfill

Year	Number of complaints by type				
	Air	Noise	Wastewater	Waste	Miscellaneous
2022	9	0	10	0	2
2023	0	0	8	0	0
2024	0	0	8	0	0

WENT Landfill

Year	Number of complaints by type				
	Air	Noise	Wastewater	Waste	Miscellaneous
2022	4	0	0	0	0
2023	3	0	0	0	0
2024	0	0	0	0	2

The EPD investigated into each complaint and followed up the cases in accordance with the legislation. In the past 3 years (2022-2024), the operation of the landfills did not contravene relevant regulations on pollution control.

In view of the air pollution complaints concerning the NENT Landfill, the EPD has continuously implemented various enhancement measures to improve its operation since 2021, including: (i) stepping up the application of Posi-Shell covers to safeguard environmental hygiene and reduce odour emission; (ii) advancing the process of covering the landfill operational areas with clean soil cappings to reduce the original size of such areas by about 40% to 50% as far as practicable; (iii) shortening the time for waste reception at the landfill by 1 hour by advancing the closing time of waste reception from 7 pm to 6 pm; (iv) installing additional deodourisers; (v) covering the leachate storage lagoons; and (vi) enhancing the monitoring of odour emission, etc.

To further minimise the potential odour problem arising from livestock waste treatment at the NENT Landfill, pig waste, which was previously disposed of at landfills, has been treated by anaerobic digestion technology at the Organic Resources Recovery Centre Phase 2 (O·PARK2) since 1 July 2024. In parallel, odour control is strengthened through continuous landfill gas extraction.

Drawing on the experience of the Mainland and other regions, the EPD has conducted a trial of new mechanical technology since the end of May 2024, to cover part of the landfill operational areas with impermeable plastic liners upon completion of operation each day. The trial has been completed, and relevant data has been collected. We are now preparing for full implementation of this technology at landfill operational areas in Q2 2025.

Additionally, to expedite the improvements of environment and appearance of the NENT Landfill, the EPD has already advanced the final restoration and greening works of the NENT Landfill, originally scheduled for 2026 upon completion of its landfilling operation, to end-2021. By the end of 2024, advanced restoration and greening works for a total of 28 hectares area at the NENT Landfill have been completed.

Data obtained from independent monitoring exercises carried out at the Liantang/Heung Yuen Wai areas and the nearby local villages by an independent professional body commissioned by the EPD revealed that the levels of hydrogen sulphide measured in 2024 in areas close to the Hong Kong boundary and villages in the vicinity of the landfill remained low and complied with the national standard.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3106)

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. What were the expenditure and manpower for the 7 RTSs?
3. What was the law enforcement situation in respect of refuse collection vehicles offences?
4. Please list in tabular form the average amount (tonnes) of waste received by the 7 RTSs each year.
5. 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].
6. 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.: 39)

Reply:

1. The utilisation rates of the 7 refuse transfer stations (RTSs) over the past 3 years are tabulated below:

RTSs	**Design capacity (tonnes/day)**	**Utilisation rate[Note 1, 2, 4, 5]**		
		2022	**2023**	**2024**
West Kowloon	2 500	98%	97%	92%
Shatin	1 200	153%	154%	160%
Island East	1 200	98%	104%	110%
Island West	1 000	106%	99%	96%
North West New Territories	1 320	104%	101%	100%
North Lantau	1 200	52%	57%	57%
Outlying Islands[Note 3]	611	14%	13%	13%

Note 1: Utilisation rate = Daily average quantity of municipal solid waste (MSW) received / design capacity x 100%

Note 2: Due to high utilisation rates of most RTSs in urban areas, additional mobile plant, including highway tractors, yard tractors, trailers with containers and new containers, were procured for those RTSs by the Environmental Protection Department (EPD) to enhance their waste handling capacity.

Note 3: The Outlying Islands Transfer Facilities were unable to share and handle the waste from other areas due to their locations on different Outlying Islands.

Note 4: As the West Kowloon RTS, Island East RTS, and Island West RTS underwent refurbishment and upgrading works in 2024, waste diversion arrangements were co-ordinated among these 3 RTSs and the Shatin RTS to minimise the impact on RTS users, resulting in a corresponding change in the utilisation rates of the RTSs in urban areas.

Note 5: Figures are rounded to the nearest whole number.

2. The manpower and overall operating cost for the 7 RTSs over the past 3 years are tabulated below:

Financial Year	**Manpower[Note 1]**	**Expenditure[Note 2] ($ million)**
2022-23	45	780 (Actual)
2023-24	45	700 (Actual)
2024-25	45	640 (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.

3. According to the Waste Disposal (Designated Waste Disposal Facility) Regulation (Cap. 354L), all compactor type refuse collection vehicles (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. 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 over the past 3 years are tabulated below:

	Enforcement situation at RTSs		
	2022	**2023[Note]**	**2024[Note]**
No. of inspections	5 335	6 870	7 177
No. of advisory letters issued	20	13	0
No. of warning letters issued	8	30	11

Note: From July to September in both 2023 and 2024, the EPD carried out special operations at all RTSs to inspect RCVs for about 1 000 times, with a view to raising the awareness of the trades about compactor type RCV offences.

As all the compactor type RCV drivers who had received an advisory or warning letter rectified the concerned irregularities within the time specified, no prosecution was instituted.

Moreover, under 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 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 construction waste, and the EPD will also investigate and prosecute the persons involved in accordance with the Waste Disposal Ordinance (Cap. 354) and the Waste Disposal (Designated Waste Disposal Facility) Regulation (Cap. 354L), and consider revoking the registered account for using the RTS as appropriate.

To combat illegal disposal of construction waste at RTSs, the EPD has stepped up enforcement actions at RTSs in addition to routine spot checks. In 2024, the EPD identified a total of 7 suspected offences, with 2 RTS users convicted as at 12 March 2025, and the other 5 still under prosecution. In 2025, we will continue to strengthen our enforcement actions.

4. The amounts of MSW received by the 7 RTSs over the past 3 years are tabulated below:

RTSs	**Daily average amount of MSW received (tonnes)[Note 2]**		
	2022	**2023**	**2024**
West Kowloon[Note 1]	2 435	2 427	2 300
Shatin	1 834	1 844	1 920
Island East	1 179	1 246	1 320
Island West	1 058	992	962
North West New Territories	1 366	1 330	1 315
North Lantau	630	689	681
Outlying Islands[Note 1]	85	80	82

Note 1: Apart from MSW, the West Kowloon RTS received on average about 469 (in 2022), 478 (in 2023) and 461 (in 2024) tonnes of grease trap waste per day. Besides, the Outlying Islands Transfer Facilities also received on average about 29 (in 2022), 48 (in 2023) and 38 (in 2024) tonnes of construction waste per day.

Note 2: Figures are rounded to the nearest whole number.

5. The daily average numbers of vehicular trips of RCVs delivering MSW to the 7 RTSs over the past 3 years are tabulated below:

RTSs	**Daily average number of vehicular trips of RCVs delivering MSW to RTSs[Note]**		
	2022	**2023**	**2024**
West Kowloon	729	700	637
Shatin	466	481	492
Island East	310	340	352
Island West	320	286	274
North West New Territories	333	314	306
North Lantau	127	150	157

RTSs	Daily average number of vehicular trips of RCVs delivering MSW to RTSs[Note]		
	2022	2023	2024
Outlying Islands	123	119	116

Note: 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 over 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]		
	2022	2023	2024
Shatin	85	83	87
North West New Territories	75	71	71

Note 1: Only the Shatin RTS and the North West New Territories RTS delivered waste to the North East New Territories 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.

6. The numbers and types of complaints about the RTSs received by the EPD over the past 3 years are tabulated below:

Year	Numbers and types of complaints about the RTSs				
	Air	Noise	Wastewater	Waste	Miscellaneous[Note]
2022	17	4	0	1	6
2023	12	1	2	0	12
2024	3	3	1	0	14

Note: Miscellaneous complaints were mainly about long waiting time at individual RTSs during urgent repair works or peak hours, as well as the operation of individual RTSs.

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. 3172)

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.: 40)

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 in the past 3 years are as follows:

Financial Year	Actual operating expenditure ($million)
2021-22	203
2022-23	201
2023-24	200

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 those involving construction waste and commercial and industrial waste. Apart from conducting irregular surprise inspections, the EPD has also installed surveillance camera systems across the territory at about 250 locations 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 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 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 2022 (tonnes)	Quantity processed in 2023 (tonnes)	Quantity processed in 2024 (tonnes)
Washing machine	10 776	10 251	10 132
Tumble dryer	-	-	108
Refrigerator	4 650	4 025	4 274
Dehumidifier	-	-	87
Air conditioner	3 451	3 601	3 552
Television	1 616	1 865	2 094
Computer product	1 676	1 602	1 805
Total	**22 169**	**21 344**	**22 052**

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	34 712	31 159	90
Tumble dryer	108	108	100
Refrigerator	12 949	12 949	100
Dehumidifier	87	87	100
Air conditioner	10 604	10 604	100
Television	5 623	5 575	99
Computer product	7 439	5 083	68
Total	**71 522**	**65 565**	**92**

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)
2022	211 100
2023	204 200
2024	231 900

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 the 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
2022	22
2023	20
2024	41

7. As at early March 2025, there are a total of 17 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 91 000 tonnes of e-waste can be treated annually.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3283)

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 Producer Responsibility Scheme on Glass Beverage Containers (GPRS), please advise this Committee of the following for the past 3 years:

1. What were the total numbers of glass container collection points?
2. What were the quantities of waste glass containers collected and the recycling rate [please provide a breakdown by the channels of commercial, residential and government buildings, GREEN@COMMUNITY, etc.]?
3. What are the contract value, handling capacity and details of the 3 glass management contracts awarded by the Government?
4. Further to the above question, what are the actual monthly quantities of waste glass containers processed by the relevant contractors since the contracts have been awarded?
5. What penalties will be imposed if the contractors fail to process and deliver the required quantities of waste glass containers as stipulated in the contracts?
6. Further to the above question, has the Government regularly reviewed the effectiveness of the GPRS? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 41)

Reply:

1. In the past 3 years, the numbers of glass container collection points set up by the glass management contractors appointed by the Environmental Protection Department (EPD), as well as those set up by GREEN@COMMUNITY are tabulated below:

Year	No. of glass container collection points
2022	4 600
2023	4 400
2024	4 700

2. In the past 3 years, the total quantities of waste glass containers collected under the glass management contracts of the EPD and the percentage share of waste glass containers collected through collection points of different channels are tabulated below:

Year	2022	2023	2024
Total quantity of waste glass containers collected (tonnes)[Note (1)]	19 530	22 670	23 190
GREEN@COMMUNITY[Note (2)]	30%	28%	40%
Residential premises[Note (3)]	7%	5%	5%
Catering premises	42%	47%	38%
Commercial & industrial premises	14%	14%	14%
Government premises, community facilities, schools, etc.	7%	6%	3%

Note (1) The total quantity of waste glass containers collected includes a small amount of non-glass materials.

Note (2) GREEN@COMMUNITY collects waste glass containers from some of the residential collection points and passes them to the contractors for processing.

Note (3) Residential collection points with collection services provided by contractors.

In the past 3 years, the overall recovery rates of waste glass containers across the territory are tabulated below. The figures for 2024 are still under compilation.

Year	**Recovery rate**
2021	23.9%
2022	23.4%
2023	24.5%

3. The EPD has appointed contractors through open tenders to provide collection and treatment services for waste glass containers. The first term of the glass management contracts ended in the 4th quarter of 2023. The 3 current regional contracts commenced in July 2023 for a period of 5 years. The contract fees involved are tabulated below:

Region	**Contractor**	**Estimated contract value ($million)**
Hong Kong Island (including Islands District)	Baguio Waste Management & Recycling Limited	190.5
New Territories	Hong Kong Glass Resources Limited	182.0
Kowloon	Hong Kong Glass Resources Limited	137.4

4. Since October 2023, the contractors under the 3 current contracts have gradually taken over the glass container collection points and have been providing collection services in their respective regions. The service commenced in full in November 2023. From November 2023 to December 2024, the respective average monthly quantity of waste glass containers processed under the 3 contracts are tabulated below:

Region	**Contractor**	**Average monthly quantity of waste glass containers processed (tonnes)**
Hong Kong Island (including Islands District)	Baguio Waste Management & Recycling Limited	620
New Territories	Hong Kong Glass Resources Limited	650
Kowloon	Hong Kong Glass Resources Limited	620

5. If the contractor fails to meet the operational requirements under the contract, the EPD may deduct the service fees for that contract year in accordance with the relevant terms. If the contractor has unsatisfactory performance continuously and fails to comply with the contract requirements after warning is given, the EPD may terminate the contract concerned in accordance with relevant contract terms before it expires and arrange for re-tendering.

6. With the full implementation of the Producer Responsibility Scheme on Glass Beverage Containers (GPRS) starting from 1 May 2023, suppliers must first register with the EPD as registered suppliers before distributing any glass-bottled beverages in Hong Kong that are subject to the GPRS. As at the end of 2024, there are over 1 200 registered suppliers under the GPRS. The EPD will regularly review the number of registered suppliers, the number of glass-bottled beverages distributed and the quantity of waste glass containers recovered, with a view to gradually raising the recovery rate of waste glass containers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0470)

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 electric vehicle (EV) charging facilities, please inform this Committee of the following:

1. The respective numbers of government and private car parking spaces equipped with EV charging facilities at present. What are the number and percentage share of quick chargers? Please provide a breakdown by the 18 districts.

2. The respective average utilisation rates of EV charging facilities in government and private car parking spaces at present, with a breakdown by district;

3. Please list out the following information for the past 3 years and up to present:

(a) The ratio of EVs to all chargers and quick chargers in Hong Kong;

(b) The number of dedicated chargers for electric taxis and electric light buses;

(c) The number of charging facilities installed in private buildings.

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 30)

Reply:

1. As at the end of December 2024, 10 401 public EV chargers had been provided by the Government and the private sector across the territory, in which 2 145 were standard chargers (with rated output power of 2.8 kilowatts (kW) using a domestic 13A socket outlet), 6 503 were medium chargers (with rated output power above 2.8 kW up to 20 kW), 1 744 were quick chargers (with rated output power above 20 kW and below 100 kW) and 9 were fast chargers (with rated output power of 100 kW or above). The distribution of public EV chargers by 18 districts is tabulated below:

District	Number of public EV chargers				
	Standard	Medium	Quick	Fast	Sub-total
Central & Western	9 (2%)	373 (77%)	100 (21%)	0 (0%)	482
Eastern	14 (3%)	430 (81%)	85 (16%)	0 (0%)	529
Southern	6 (1%)	468 (88%)	58 (11%)	0 (0%)	532
Wan Chai	55 (9%)	445 (76%)	86 (15%)	1 (0%)	587
Kowloon City	100 (18%)	387 (69%)	77 (14%)	0 (0%)	564
Kwun Tong	558 (36%)	780 (50%)	207 (13%)	0 (0%)	1 545
Sham Shui Po	29 (10%)	200 (68%)	66 (22%)	0 (0%)	295

District	Number of public EV chargers				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Wong Tai Sin	15 (4%)	286 (79%)	58 (16%)	2 (1%)	361
Yau Tsim Mong	50 (11%)	216 (48%)	185 (41%)	2 (0%)	453
Kwai Tsing	58 (16%)	251 (67%)	64 (17%)	0 (0%)	373
Tsuen Wan	16 (4%)	267 (72%)	85 (23%)	4 (1%)	372
Sai Kung	152 (27%)	258 (46%)	146 (26%)	0 (0%)	556
North	170 (34%)	282 (57%)	44 (9%)	0 (0%)	496
Tai Po	30 (11%)	214 (77%)	33 (12%)	0 (0%)	277
Sha Tin	746 (44%)	720 (42%)	229 (14%)	0 (0%)	1 695
Yuen Long	25 (5%)	421 (78%)	94 (17%)	0 (0%)	540
Tuen Mun	12 (4%)	192 (69%)	75 (27%)	0 (0%)	279
Islands	100 (22%)	313 (67%)	52 (11%)	0 (0%)	465
Total	**2 145 (21%)**	**6 503 (63%)**	**1 744 (17%)**	**9 (0%)**	**10 401**

Note: The percentage figures may not add up to 100 due to rounding.

2. We do not have information on the utilisation rate of EV charging facilities in premises other than government car parks.

In June 2024, the Environmental Protection Department (EPD) has completed the marketisation of all its EV charging services provided in government car parks. As at December 2024, the data from the charging service operators indicates that the utilisation rate of fee-paying EV chargers managed by the EPD in government car parks varies in different districts, with an average of around 10% [see Note]. The average utilisation rates of the EPD-owned public chargers by the 18 districts are tabulated below:

District	**Average Utilisation Rate**
Central & Western	7%
Eastern	11%
Southern	6%
Wan Chai	22%
Kowloon City	2%
Kwun Tong	11%
Sham Shui Po	10%
Wong Tai Sin	8%
Yau Tsim Mong	3%
Kwai Tsing	7%
Tsuen Wan	3%
Sai Kung	8%
North	25%
Tai Po	16%
Sha Tin	8%
Yuen Long	3%
Tuen Mun	8%
Islands	22%

Note: The utilisation rate of chargers is calculated on the basis of 24 hours per day

3.(a) In the past 3 years, the year-on-year increase in the number of public EV chargers provided by the Government and the private sector in Hong Kong has broadly kept pace with the growth in the number of electric private cars (e-PCs), with the following ratios:

Year	Number of e-PCs in Hong Kong	Public EV chargers (Standard, medium, quick and fast)		Public EV chargers (Quick and fast)	
		Quantity	Ratio to e-PCs	Quantity	Ratio to e-PCs
2022	46 682	5 434	1:9	998	1:47
2023	75 051	7 415	1:10	1 151	1:65
2024	107 984	10 401	1:10	1 753	1:62

3.(b) For electric taxis (e-taxis) and electric light buses, they will primarily rely on fast charging facilities to meet their operational needs. However, extensive installation of dedicated charging facilities for e-taxis and electric buses is not the most efficient approach. Instead, we will adopt a multi-pronged strategy to increase the charging infrastructure, so as to establish a comprehensive territory-wide charging network. Our initiatives include converting conventional petrol filling stations (PFSs) into fast charging stations, retrofitting PFSs with fast charging facilities, launching a $300 million scheme to incentivise the private sector to install fast charging facilities, opening up the charging facilities at bus depots, etc.

Regarding the dedicated charging facilities for e-taxis, a total of 10 charging facilities located at Yat Tung Estate, Mui Wo and Ngong Ping on Lantau Island, Sai Kung, and Kin Ming Estate in Tseung Kwan O came into service progressively between October 2023 and December 2024. The remaining 2 charging facilities in Tung Chung are expected to become operational in the second quarter of 2025. To our understanding, those taxi operators with Taxi Fleet Licences have already contacted some charging service suppliers to arrange the charging of their e-taxis.

Regarding the dedicated charging facilities for electric light buses, 2 quick charging facilities at the Kwun Tong Yue Man Square Public Transport Interchange were commissioned in the third quarter of 2023. The installation of 4 quick charging facilities at the Kowloon Tong (Suffolk Road) Public Transport Interchange has also been completed, and they are now available for use by electric light buses.

3.(c) It is not necessary for the installation of charging facilities in private buildings to register with the Government. We do not have the information of charging facilities installed in private buildings.

The Government through: (1) the measure of gross floor area concessions to encourage the installation of electric vehicle charging-enabling infrastructure (EVCEI) in parking spaces of newly built private buildings. The Government has approved over 93 700 relevant parking spaces, of which about 46 000 parking spaces have been completed and equipped with EVCEI; and (2) the EV-charging at Home Subsidy Scheme (EHSS) to assist existing private residential buildings and housing estates in installing EVCEI in their parking spaces. As at end-February 2025, among the applications approved under the EHSS, 198 car parks (involving around 34 870 parking spaces) have completed the installation works. The peak period for the completion of installation works under the EHSS will be in 2025. Based on the current progress, we anticipate that an

accumulated total of around 77 000 parking spaces will have the installation of EVCEI completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates.

In the past 3 years, the number of parking spaces equipped with charging facilities in private buildings under (1) the measure of gross floor area concessions, and (2) the EHSS, is tabulated below:

Year	Number of parking spaces with EVCEI		
	Measure of gross floor area concessions	EHSS	Total
2022	30 500	85	30 585
2023	35 500	7 000	42 500
2024	46 000	33 000	79 000

For the above-mentioned parking spaces equipped with EVCEI, parking space owners can choose the appropriate chargers whenever necessary.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0039)

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 enhancement in food waste collection from private residential buildings, please advise:

1. What are the respective numbers of food waste smart recycling bins (FWSRBs) currently providing service in private residential buildings, the average quantity of food waste collected by the FWSRBs each day and the expenditure involved? Please provide a breakdown by District Council district.

2. The Government has been supporting the installation of FWSRBs in private residential buildings and rural villages for the collection of food waste mainly through the Recycling Fund, the Environment and Conservation Fund, and the Pilot Scheme on FWSRBs in Private Housing Estates rolled out by the Environmental Campaign Committee in collaboration with the Environmental Protection Department. However, there is a time limit ranging from 24 to 48 months for participation in the relevant programmes, and the FWSRBs allocated have to be returned at the end of the participation period. To continually encourage the public to recycle food waste, does the Administration have any plans to enhance the supporting programmes, including increasing the subsidies and extending the time limit for participation? If yes, what are the details and the estimated expenditure? If no, what are the reasons?

3. Apart from setting up public smart food waste collection points, what supporting programmes does the Administration have to encourage more private residential buildings (including single-block buildings, "three-nil" buildings and village houses) to collect domestic food waste in the future? Among others, will subsidising the GREEN@COMMUNITY contractors in setting up food waste recycling spots with vehicles at designated time slots be considered? If yes, what are the details and estimated expenditure? If no, what are the reasons?

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 5)

Reply:

1. As at February 2025, approximately 380 food waste smart recycling bins (FWSRBs) have been installed at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the Environment and Conservation Fund (ECF), with approximately 17 tonnes of food waste recycled per day on average. The expenditure of the FWSRBs is absorbed

by abovementioned funding projects and the total amount of subsidies for the approved projects is about $80 million. Such 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 (12 to 48 months).

As at February 2025, the distribution of FWSRBs installed in private residential buildings in various districts of Hong Kong is tabulated below.

District	**No. of FWSRBs in Private Residential Buildings**
Central & Western	0
Wan Chai	5
Eastern	38
Southern	8
Yau Tsim Mong	7
Sham Shui Po	4
Kowloon City	1
Wong Tai Sin	13
Kwun Tong	46
Kwai Tsing	22
Tsuen Wan	26
Tuen Mun	30
Yuen Long	23
North	19
Sha Tin	55
Tai Po	11
Sai Kung	60
Islands	13
Total	**381**

2. The Environmental Protection Department (EPD) is enhancing the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates, switching from leasing to purchasing FWSRBs from contractors. Upon completion of installation, the ownership of the FWSRBs will be transferred to the participating housing estates, such that they can continue food waste recycling. After the initial 2-year warranty period, the housing estates concerned will be responsible for the expenses incurred in the daily operation and maintenance of the FWSRBs, while the EPD will continue to provide supporting services such as food waste collection, GREEN$ rewards, publicity and education work. This enhancement will help ensure that the private housing estates will continue to participate in food waste recycling after the trial period. For housing estates currently participating in the Pilot Scheme through leasing arrangement, the EPD will likewise bear the procurement cost and transfer the ownership of the FWSRBs from the contractors to the housing estates, if they wish to continue using the FWSRBs after the 2-year trial period. The EPD is currently discussing the relevant details with the contractors.

3. For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under

GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. Of which, the Food Waste Recycling Spots provide food waste collection service every night with kerbside booths operated at fixed hours and locations. The EPD will continue to set up more Food Waste Recycling Spots in various districts through its food waste collection contractors. The EPD has no plan to replace the food waste collection contractors with the GREEN@COMMUNITY.

In addition to FWSRBs, the EPD also provides traditional pedal-operated food waste recycling bins for private residential premises to encourage residents to participate in food waste recycling. As at February 2025, a total of 28 private residential premises are using traditional pedal-operated food waste recycling bins to collect food waste.

Moreover, as at February 2025, a total of 26 villages across the territory are using traditional or smart recycling bins to collect food waste, with funding support from the ECF.

The expenditure of the above programmes is absorbed by the Pilot Scheme on Food Waste Collection and the funding schemes concerned.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0040)

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 the Programme that the Department 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". Please advise this Committee of the following:

1. What are the annual expenditures involved in operating O·PARKs and the food waste pre-treatment facilities respectively?

2. At present, about 3 300 tonnes of food waste are disposed of at landfills every day. As the food waste treatment facilities of the Government will only be capable of handling 1 500 tonnes of food waste each day in 2034, what plans does the Administration have to enhance the food waste treatment capability in Hong Kong, including any plans to develop an O·PARK3 or extend the use of food waste/sewage sludge anaerobic co-digestion technology to sewage treatment works in other districts? If yes, what are the details and the estimated expenditures involved? If no, what are the reasons?

3. To promote a green circular economy, in addition to supporting the industry through injection to the Recycling Fund, does the Administration have any plans to facilitate the development of the downstream food waste recycling industry to convert food waste into different types of products or energy? If so, what is the work plan and budget this year?

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 7)

Reply:

1. Currently, the Environmental Protection Department (EPD) operates 4 organic resources recovery centres/food waste treatment facilities: the Organic Resources Recovery Centre Phase 1 (O·PARK1), the Organic Resources Recovery Centre Phase 2 (O·PARK2), and the 2 pre-treatment facilities for the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme (the Trial Scheme) at Tai Po and Sha Tin Sewage Treatment Works. The revised estimated expenditure on these facilities for 2024-25 is tabulated below:

Facility	Revised estimated operational expenditure for 2024-25 ($million)
O·PARK1	68
O·PARK2[Note]	20
Trial Scheme at Tai Po	10
Trial Scheme at Sha Tin	15

Note: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 represents the estimated operational expenditure for the period from January to March 2025.

2. The 4 existing food waste treatment facilities mentioned above add up to a total capacity of 600 tonnes of food waste per day, which will adequately meet the treatment needs in the short to medium term.

As reported by the Government to the Legislative Council Panel on Environmental Affairs in April 2023, given that land resources are precious in Hong Kong, making good use of suitable sewage treatment works for food waste treatment by "Food Waste/Sewage Sludge Anaerobic Co-digestion" practices the "single site, multiple use" model. Comparing to construction of organic resources recovery centres at individual sites, it requires less land and optimises the use of available land. Therefore, we do not have any plan to develop an O·PARK3.

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 food waste treatment facilities from time to time to ensure that we have adequate food waste treatment capacity.

3. The EPD is actively exploring the feasibility of applying various on-site food waste treatment technologies in different local venues. For instance, composters of varying designs will be installed in various private housing estates, rural areas and government premises in 2025 on a trial basis to convert food waste into organic fertiliser. The relevant estimated expenditure for 2025-26 is approximately $8 million.

The EPD will continue to keep abreast of various innovative and more cost-effective food waste treatment technologies, and identify suitable sites for trials, in order to enhance the sustainability of food waste recycling in the long run and facilitate the development of the downstream food waste recycling industry.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0067)

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 177 of the Budget Speech that, to enhance waste reduction at source, the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins (FWSRBs) and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. Please advise:

1. The respective number of FWSRBs currently providing service in public rental housing (PRH) estates, the average quantity of food waste collected by the FWSRBs each day and the expenditure involved, with a breakdown by District Council district.

2. The Government stated that it would gradually increase the number of FWSRBs in PRH estates with the goal of achieving "one FWSRB per block" within 2 years of commencement of the programme. How many FWSRBs will be added to achieve the goal and what is the estimated expenditure involved?

3. The number of FWSRB malfunctions in PRH estates across the territory in the past year, and the total repair cost involved, with a breakdown by District Council district.

4. It is mentioned in the Programme that the Department will "continue to strengthen various food waste recycling initiatives to support more public, commercial and industrial premises in conducting source-separation and collection of food waste". What are the details of the plan and the estimated expenditure involved?

Asked by: Hon CHAN Hoi-yan (LegCo internal reference no.: 3)

Reply:

1&2. As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc., to ensure the proper use of public resources.

As at February 2025, the distribution of FWSRBs in PRH estates and the corresponding quantity of food waste collected by district are tabulated below:

District	No. of PRH estates	No. of FWSRBs	Average quantity of food waste collected per day (tonnes)
Central & Western	2	4	0.5
Wan Chai	1	3	0.1
Eastern	17	49	4.5
Southern	7	29	3.1
Yau Tsim Mong	2	2	0.6
Sham Shui Po	17	64	4.4
Kowloon City	10	42	3.4
Wong Tai Sin	18	75	6.3
Kwun Tong	31	147	13.4
Kwai Tsing	23	107	9.5
Tsuen Wan	9	39	2.6
Tuen Mun	13	66	4.9
Yuen Long	17	78	6.9
North	9	34	3.8
Sha Tin	18	83	8.7
Tai Po	4	17	2.1
Sai Kung	9	29	2.8
Islands	10	31	1.3
Total	**217**	**899**	**79.2**

The expenditures involved in the Food Waste Collection Scheme in PRH Estates are tabulated below:

Financial Year	Expenditure involved ($million)[Note]
2024-25 (revised estimate)	101.0
2025-26 (estimate)	98.5

Note: Covering the operation and maintenance of FWSRBs, the related publicity, promotion and educational work, as well as the employment of additional cleansing staff in PRH estates.

3. The EPD attaches great importance to the operational conditions of FWSRBs, and deploys staff to regularly inspect the FWSRBs in place. The contractors also conduct routine inspections and maintenance for the FWSRBs. Occasionally, the FWSRBs installed in PRH estates might experience minor and temporary malfunctions due to frequent usage. In the past year, there were approximately 350 cases requiring more than 24 hours for repair. Upon inspection and repair work by the contractor, the services could usually be resumed within 48 hours. The EPD does not maintain a breakdown of the associated maintenance expenditure.

To continuously improve durability and stability of the FWSRBs, the EPD conducted comprehensive optimisation works in 2024. For example, the

replacement of door lock components of the FWSRBs in all PRH estates across the territory was completed in May 2024, and other optimisation works (including replacement of top cover sensors and actuators, installation of new antennas, enhancement of odour abatement devices and installation of ultrasonic pest repellents) were completed by November 2024. Upon completion of these optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements. The EPD will continue to monitor the operation of the FWSRBs through big data platform to timely enhance the service.

4. Since 2021, the EPD has extended the scale 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. Currently, there are approximately 1 500 collection points across the territory, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, residential estates, etc. The amount of food waste collected from various local sources is gradually increasing, with a daily average of around 310 tonnes. The food waste collected is then delivered to food waste treatment facilities for turning into electricity and compost.

To facilitate street-level restaurants in recycling food waste, the EPD has collaborated with the Food and Environmental Hygiene Department (FEHD) to collect food waste generated by nearby restaurants at public refuse collection points (RCPs). Currently, Food Waste Recycling Points have been set up at 108 RCPs. In addition, as at February 2025, the EPD has set up 92 Food Waste Recycling Spots at locations concentrated with restaurants to collect food waste from "food and beverage (F&B) clusters" in the form of mobile booths or trucks. The estimated expenditure involved in the Pilot Scheme in 2025-26 is about $236 million, including the expenditure on setting up food waste recycling points at RCPs under the FEHD and in "F&B clusters" locations.

In order to raise the participation rate of the commercial & industrial (C&I) sector, the EPD and its contractors actively promote various food waste recycling schemes to the trade. Prior to the commencement of food waste collection, the contractors provide professional guidance and training to the management and staff of participating organisations, including the recycling procedures and the matters that need attention in food waste recycling to help them kick-start food waste recycling with ease.

Additionally, in collaboration with various government departments, the EPD has installed a locally developed food waste pre-treatment system, "Food TranSmarter", at suitable premises. The system converts food waste into slurry, which is then stored in odour-controlled sealed tanks before being delivered to the EPD's food waste treatment facilities for conversion into energy. Such technology not only enhances the flexibility of frontline food waste recycling operations, but also reduces the frequency of door-to-door food waste collection by the EPD to once or twice a week, leading to a significant reduction in transportation costs. At present, the food waste pre-treatment systems have been

installed and put into use in 6 government premises, including wholesale food markets, public markets and a correctional institution. The estimated expenditure for 2025-26 is approximately $500,000.

We have also subsidised the installation of food waste pre-treatment systems in suitable public and C&I premises through the Environment and Conservation Fund (ECF). Currently, 24 food waste pre-treatment systems have been subsidised, of which 13 have been operating in premises such as shopping malls, universities, hotels, a theme park and hospitals, while preparation for installations of the system is in progress at 11 other sites. The ECF projects do not involve the expenditure under the General Revenue Account "Head 44 - Environmental Protection Department" in the 2024-25 financial year.

The EPD will continue to identify more suitable premises for installing food waste pre-treatment systems, and keep abreast of various innovative and more cost-effective food waste treatment technologies.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0498)

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 is conducting a review on the municipal solid waste charging scheme and plans to consult the Panel on Environmental Affairs of the Legislative Council on the way forward in mid-2025. Please advise:

1. What are the estimated expenditure and manpower involved in conducting the review? How can the effectiveness of the review be quantified?

2. Regarding "enquiries handled by Environmental Protection Department Hotline on waste reduction and recycling", a revised description of the previous indicator is used as from this year. What is the content of the revision? How is the manpower involved changed after the revision?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 30)

Reply:

1. The Government is currently reviewing the municipal solid waste (MSW) charging scheme and continuously evaluating public opinion and the level of participation in waste reduction and recycling. We plan to report on the progress of relevant work and present the way forward of the MSW charging scheme to the Legislative Council Panel on Environmental Affairs in mid-2025.

   In the 2025-26 financial year, there are 9 civil service posts in the Environmental Protection Department (EPD) to review the MSW charging scheme and handle contractual matters. The review does not involve any additional expenditure.

2. In order to enhance work efficiency and make better use of resources, the EPD has included the enquiries related to waste reduction and recycling into the service scope of the EPD hotline (Telephone number: 2838 3111). As the hotline service is an integral part of the EPD's routine work, the staff establishment remains unchanged.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0509)

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 EV-charging at Home Subsidy Scheme (EHSS), the Government has approved more than 90% of the applications in the past 4 years, providing electric vehicle charging-enabling infrastructure (EVCEI) for over 140 000 parking spaces. Please advise this Committee of the following:

1. What is the percentage share of car parks that have completed the installation of EVCEI through the EHSS at present in all car parks (public rental housing estates and private housing estates) in Hong Kong?

2. Has the Government assessed the current number of car parks in private housing estates/buildings that are unable to install EVCEI owing to constraints in power supply capacity? Please list out the names of such buildings in the 18 districts. Is there a timetable for improving the electrical installations in these buildings? Has the Government assessed the manpower required in implementing such work?

3. Is there any future plan to attract eligible car parks in private residential premises to apply for the EHSS, e.g. strengthening promotion, increasing the amount of subsidy, etc., so as to further take forward the Hong Kong Roadmap on Popularisation of Electric Vehicles? If so, what is the expenditure involved?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 31)

Reply:

1. 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 electric vehicle charging-enabling infrastructure (EVCEI) in parking spaces of newly built private buildings. The Government has approved over 93 700 relevant parking spaces, of which about 46 000 parking spaces have been completed and equipped with EVCEI; and
   (2) the EV-charging at Home Subsidy Scheme (EHSS) to assist existing private residential buildings and housing estates in installing EVCEI in their parking spaces.

The 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 Government does not have information on other parking spaces that are ineligible 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 2025, among the applications approved under the EHSS, 198 car parks (involving around 34 870 parking spaces which account for about 12% of the total number of eligible parking spaces across the territory) have completed the installation works. The peak period for the completion of installation works under the EHSS will be in 2025. Based on the current progress, we anticipate that an accumulated total of around 77 000 parking spaces will have the installation of EVCEI completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates.

2. Under the EHSS, an applicant for the car park of a private housing estate or building should contact the power company in advance before submitting an application to the EPD, and enclose with the application a written advice for preliminary assessment of the power supply capacity of the building issued by the power company. In the case of insufficient power supply capacity, the power company will make recommendations and propose feasible options for the applicant's reference, including considering whether it is necessary to expand the switch room, etc. In addition, the applicant may consider the following options to solve the issue of insufficient power supply: (1) zoning of power supply of the car park for alternate charging; (2) reducing the charging current; or (3) installing a load management system. Based on the preliminary assessments issued by the power companies, none of the car parks participating in the EHSS has been identified as being unable to install EVCEI due to power supply issues.

   As for other private housing estates/buildings that did not apply for the EHSS, no relevant information is available. The manpower involved in implementing the EHSS is absorbed by the existing resources of the EPD. There is no separate breakdown of the manpower and expenditure involved.

3. The existing initiatives have successfully promoted the installation of EVCEI in car parks of many private residential buildings and housing estates, while stimulating the market demand and supply for charging facilities for electric private cars. As electric vehicle (EV) technologies are rapidly evolving, we will timely review the various strategies and targets on popularisation of EVs. Taking into account new technological, environmental, social and economic development and situations, we will adjust in time Hong Kong's policies and measures in promoting EVs, ensuring that we keep up with the times. For instance, we have promulgated the Green Transformation Roadmap of Public Buses and Taxis at the end of 2024, and are formulating a roadmap to promote electric public transport and commercial vehicles. The roadmap will be published by 2025 and will elaborate in detail the future direction of green transformation of relevant transport.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1319)

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:

To promote the trial of electric ferries (e-ferries) in Hong Kong, the Government has earmarked $350 million to implement the Pilot Scheme for Electric Ferries to fully subsidise ferry operators on the construction costs of 4 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 24-month trial period. The first e-ferry commenced its trial in December 2024. Please advise:

1) Has the performance of the first e-ferry been evaluated? Are the existing supporting facilities (e.g. top-up charging facilities) sufficient?

2) The trial of the other 2 e-ferries are expected to commence this year and next year respectively. What are the reasons for such arrangement? What are the respective costs of the 3 e-ferries? How much funding has been set aside for the procurement of the fourth e-ferry?

3) Has the Government assessed the effectiveness of the 4 e-ferries in reducing carbon emissions each year?

Asked by: Hon CHAN Hok-fung (LegCo internal reference no.: 32)

Reply:

1) The first e-ferry under the Pilot Scheme commenced a 24-month trial in late December 2024, serving the in-harbour routes between North Point, Hung Hom and Kowloon City. The first stage of the trial is currently underway to allow the captains to familiarise themselves with the operation of the e-ferry without carrying passengers. Subject to the results of the first stage, the second stage of the trial (with carrying passengers) is expected to commence in the second quarter of 2025, either through supplementary sailings or sailings operating during non-peak hours. The first stage of the trial has been proceeding for about 3 months, and its operation has been running smoothly by and large. The effectiveness of the e-ferry and its associated facilities will be concluded and assessed upon completion of the trial.

2) As for the other 2 e-ferries, due to the differences in design and technical requirements between e-ferries and conventional ferries, the specific requirements of each ferry operator for its e-ferry, and the time needed for the operators to seek clarification from

the tendering shipbuilders on the technical details and quotations in their tender documents during the open tender period, the procurement timelines of the 2 e-ferries have been extended. The shipbuilding contracts were signed in September 2023 and June 2024 respectively, and the shipbuilding works are currently underway, with the 2 e-ferries expected to arrive in Hong Kong for testing in the second quarter of 2025 and the first half of 2026 respectively. The construction costs for the e-ferries vary based on factors such as hull materials, vessel design, vessel size, and passenger capacity. The costs for the first 3 e-ferries differ, ranging from $39 million to $65 million, with a total cost of $164 million. The operator of the fourth e-ferry will select a suitable shipbuilding contractor through open tendering. The Environmental Protection Department will follow up on its tender exercise to ensure that the construction cost of the selected e-ferry is reasonable.

3) The Government has established an inter-departmental working group to work out the details of the Pilot Scheme, oversee its progress and evaluate the performance of the e-ferries, including their effectiveness and performance in terms of operation and environmental protection (including carbon reduction).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0375)

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 GREEN@COMMUNITY, the community recycling network serving the entire Hong Kong, please advise this Committee of the following:
(1) the actual expenditure, revised estimated expenditure and estimated expenditure for operating the Recycling Stations in each of the past 3 years and in 2025-26;
(2) the actual expenditure, revised estimated expenditure and estimated expenditure for operating the Recycling Stores in each of the past 3 years and in 2025-26;
(3) the list of the names, addresses, respective districts (as in the 18 districts), operators and expected commissioning dates of the Recycling Stations that have been and are being set up;
(4) the list of the names, addresses, respective districts (as in the 18 districts), operators and expected commissioning dates of the Recycling Stores that have been and are being set up, as well as the public housing estates or MTR stations where the said Recycling Stores are located; and
(5) 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.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 1)

Reply:

The Environmental Protection Department (EPD) has rolled out a number of waste reduction and recycling schemes to facilitate public participation in waste reduction at source. Among these schemes include the Programme on Source Separation of Waste, under which free waste separation bins have been provided to over 2 800 housing estates/residential buildings and 1 400 commercial and industrial buildings. There are also some 1 100 sets of kerbside recycling bins provided in rural areas for recycling plastics, waste paper and metals. In addition, the EPD is continuously enhancing the community recycling network GREEN@COMMUNITY to strengthen the recycling supporting facilities at district level. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory. These include 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 public rental housing (PRH) estates; and around 430 Recycling Spots. Together, these facilities support residents living

in the clusters of residential buildings that are lacking space for setting up their own recycling facilities (including single-block residential buildings and "three-nil" buildings) and PRH estates to participate in waste separation at source and clean recycling for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc. The recycling network formed by the aforementioned programmes has covered over 85% of the population in various districts of Hong Kong.

(1)&(2)
The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years and for the 2025-26 financial year are set out in the table below:

Project[Note 1]	**Actual/Estimated Operating Expenditure by Financial Year ($Million)**			
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)	2025-26 (Estimate)
Recycling Station	69	64	70	78
Recycling Store	201	238	280	300
Recycling Store set up in PRH estate[Note 2]	N/A	11	125	129

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. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

(3)&(4)
As at February 2025, the distribution of Recycling Stations and Recycling Stores in the 18 districts is set out in the Annex.

(5)
In 2024, the 82 Recycling Stores received about 9.8 million visitors and collected about 32 400 tonnes of recyclables, while the 12 Recycling Stations received about 1.18 million visitors, organised about 2 300 environmental education activities and collected about 9 400 tonnes of recyclables. The total amount of recyclables collected by GREEN@COMMUNITY facilities for the year was about 41 800 tonnes, representing an increase of nearly 60% over 2023.

Annex

The distribution of Recycling Stations and Recycling Stores in the 18 districts (As at February 2025)

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	Christian Family Service Centre	Jan 2017
Yuen Long	GREEN@ YUEN LONG	65 Tin Wah Road, Tin Shui Wai	Hong Chi Association	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	9 Tuen Yee Street, Tuen Mun (Expecting relocation to 5 Lung Chak Road, Tuen Mon in the first quarter of 2025)	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	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	224 Queen's Road West	121C Society for Recycling Limited	Apr 2023
	GREEN@ SHEUNG WAN	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	ECO Foundation Limited	Mar 2022

Recycling Stores				
District	**Project**	**Address**	**Operator**	**Commence-ment Date**
Eastern	GREEN@ QUARRY BAY	East Pavilion, King's Road	Buddhist Compassion Relief Tzu-Chi Foundation Hong Kong Limited	Dec 2020
Southern	GREEN@ ABERDEEN	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	Triumph Court, Electric Road	Tung Wah Group of Hospitals	Nov 2020
Kowloon City	GREEN@ WALLED CITY	48 Lion Rock Road	Christian Family Service Centre	Dec 2020
	GREEN@ TO KWA WAN	93 Pau Chung Street (San Shan Road Entrance)	Christian Family Service Centre	Dec 2020
	GREEN@ HUNG HOM	103 Wuhu Street	Christian Family Service Centre	Apr 2023
Yau Tsim Mong	GREEN@ TAI KOK TSUI	117 Ivy Street	New Life Cycle Co., Limited	Apr 2023
	GREEN@ JORDAN	Wai Ching Court, Wai Ching Street	Yaumati Kai Fong Welfare Advancement Association Limited	Apr 2023
Sham Shui Po	GREEN@ CHEUNG SHA WAN	188 Fuk Wa Street	Cheungshawan Kaifong Welfare Association Limited	Apr 2023
Wong Tai Sin	GREEN@ SAN PO KONG	San Po Kong Mansion, Choi Hung Road	East Kowloon District Residents' Committee Limited	Dec 2020
Kwun Tong	GREEN@ YUE MAN SQUARE	Yan On Mansion, Ngau Tau Kok Road	Christian Family Service Centre	Apr 2023
Tai Po	GREEN@ TAI PO MARKET	Central Plaza, Kwong Fuk Road	Environmental Association Limited	Jan 2021
	GREEN@ TAI WO	Block C, Greenery Plaza, Chui Yi Street	Green Tai Po	Mar 2022
Yuen Long	GREEN@ YUEN LONG HUI	Chun Chu House, Castle Peak Road - Yuen Long	Action Health Limited	Apr 2023
	GREEN@ LONG PING	Hung Fat House, Kau Yuk Road	Pumen Foundation Limited	Mar 2022
Tuen Mun	GREEN@ SAN HUI	Ming Wai Building, Tuen Mun Heung Sze Wui Road	Green Commune Education Charity Foundation Limited	Nov 2020
	GREEN@ KIN SANG	G/F, Ori, Leung Tak Street	New Territories West Power Eco Company	Apr 2022

Recycling Stores				
District	**Project**	**Address**	**Operator**	**Commence-ment Date**
North	GREEN@ SHEK WU HUI	80 Lung Sum Avenue, Sheung Shui	North District Residents Association Limited	Apr 2023
	GREEN@ FANLING	Flora Plaza, Pak Wo Road, Fanling	North District Residents Association Limited	Dec 2020
	GREEN@ LUEN WO HUI	Grand Tower Block A, Luen Wo Road, Fanling	Endeavour Environmental Education Foundation Limited	Mar 2022
Sai Kung	GREEN@ PO LAM	MCP Central, Yan King Road, Tseung Kwan O	Tseung Kwan O Kai Fong Joint Association Limited	Dec 2020
	GREEN@ SAI KUNG TOWN	98 Man Nin Street	Sai Kung and Tseung Kwan O Women's Association Limited	Apr 2022
	GREEN@ SAI KUNG TOWN - TIU KENG LENG BRANCH[Note]	Phase 3, Ocean Shores, O King Road	Sai Kung and Tseung Kwan O Women's Association Limited	Jan 2023
Sha Tin	GREEN@ TAI WAI	Hey Yuet Building, Chik Shun Street	Shatin Women's Association Limited	Apr 2023
Tsuen Wan	GREEN@ LO TAK COURT	423-427 Castle Peak Road - Tsuen Wan	New Life Cycle Co., Limited	Apr 2023
	GREEN@ YI PEI SQUARE	71 Ho Pui Street	Association for Tsuen Wan Development	Apr 2022
Kwai Tsing	GREEN@ TSING YI	Shop TSY 208 at Tsing Yi MTR	Tsuen Wan Development Association Limited	Feb 2024
Islands	GREEN@ MUI WO	Silver Centre Building, Mui Wo Ferry Pier Road	OIWA Limited	Feb 2021

Note: GREEN@SAI KUNG TOWN - TIU KENG LENG BRANCH is an affiliated facility of GREEN@SAI KUNG TOWN

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

Recycling Stores set up in PRH estates				
District	**Project**	**Address**	**Operator**	**Commence-ment Date**
Kwai Tsing	GREEN@ CHEUNG HONG	G/F, Hong Fu House, Cheung Hong Estate, Tsing Yi	Kwai Tsing Women's Community Development Limited	Apr 2024
	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
	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
Sha Tin	GREEN@ CHUN YEUNG	G/F, Chun Yi House, Chun Yeung Estate, Fo Tan	Shatin Inhabitants Association Limited	Feb 2024

Recycling Stores set up in PRH estates				
District	**Project**	**Address**	**Operator**	**Commence-ment Date**
	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
	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

Recycling Stores set up in PRH estates				
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. 0376)

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 promotion of food waste reduction and recycling, please inform this Committee of:
(1) the disposal and recovery rates of commercial & industrial and domestic food waste in each of the past 3 years;
(2) 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;
(3) the average monthly amount of food waste collected by point-to-point collection services, as well as the manpower and expenditure involved, in each of the past 3 years;
(4) the average monthly amount of food waste collected at Food Waste Recycling Points set up at public refuse collection points across the territory, as well as the manpower and expenditure involved, in each of the past 3 years;
(5) the average monthly amount of food waste collected at Food Waste Recycling Spots set up across the territory, as well as the manpower and expenditure involved, in each of the past 3 years;
(6) the progress of the Food Waste Collection Scheme in Public Rental Housing Estates since its launch, the number of participating public rental housing estates, the manpower and expenditure involved, its effectiveness, as well as the specific initiatives to be implemented under the Scheme in 2025-26 to promote food waste reduction at source and the estimated expenditure involved; and
(7) the progress, the number of participating merchants, the manpower and expenditure involved, and the effectiveness of the Food Wise Hong Kong Campaign in the past 3 years, as well as the specific initiatives to be implemented under the Campaign in 2025-26 to promote food waste reduction at source and the estimated expenditure involved.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 2)

Reply:

(1) 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 2021 to 2023 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 2024 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
2021	2 342	1 095	3 437	3 618	181	5.0%
2022	2 312	991	3 302	3 499	197	5.6%
2023	2 021	1 170	3 191	3 407	216	6.4%

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

(2) Since 2021, the EPD has extended the scale 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, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox 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		
	2022	2023	2024
Central & Western	18	27	64
Wan Chai	16	20	41
Eastern	13	29	80
Southern	22	26	53
Yau Tsim Mong	21	41	92
Sham Shui Po	15	29	73
Kowloon City	13	27	72
Wong Tai Sin	11	34	73
Kwun Tong	24	53	117
Kwai Tsing	28	58	139
Tsuen Wan	16	38	60
Yuen Long	N/A[Note]	109	142
Tuen Mun		107	119
North		28	55
Tai Po		90	102
Sha Tin		70	126
Sai Kung	10	33	64
Islands	12	17	40
Total	**219**	**836**	**1 512**

Note: The food waste collection service contracts covering these districts commenced in April 2023.

(3) to (5) For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points (RCPs), Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents.

The monthly average quantities of food waste recovered from the above point-to-point collection services, Food Waste Recycling Points at public RCPs and Food Waste Recycling Spots are tabulated below.

Year	**Monthly average quantity of food waste recovered (tonnes)**		
	Point-to-point food waste collection services	**Food Waste Recycling Points at public RCPs**	**Food Waste Recycling Spots**
2022	823	1[Note]	N/A[Note]
2023	2 640	14	34
2024	6 366	98	84

Note: Food Waste Recycling Points have been set up at public RCPs from November 2022, while Food Waste Recycling Spots have been set up progressively from April 2023.

(6) As at February 2025, the EPD has installed a total of 899 food waste smart recycling bins in 217 public rental housing estates (about 1 500 blocks) in Hong Kong. Approximately 80 tonnes of food waste were collected daily, which is in line with our expectation. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc. to ensure the proper use of public resources.

(7) The Food Wise Hong Kong Campaign (the Campaign) has been promoting a "Food Wise and Waste Less" culture and encouraging the reduction of food waste at source in the community through various schemes and activities since its launch in 2013. The Campaign mainly includes: the "Food Wise Charter", the "Food Wise Eateries" Scheme, the "Big Waster" Facebook and Instagram pages, as well as the promotional activities on food waste reduction at source through online platforms and mobile applications, public transport networks, television and radio stations, etc. The participation figures for various schemes under the Campaign are tabulated below.

Accumulated number of participants			
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**
2022	1 142	1 305	142 (12 594 attendees)
2023	1 189	1 529	162 (15 149 attendees)
2024	1 622	1 799	198 (20 614 attendees)

In 2025-26, the EPD will continue to take forward the above schemes and activities under the Campaign, and step up the publicity and promotion of the "Food Wise Eateries" Scheme and food waste recycling.

The manpower involved in implementing the above food waste recycling initiatives and the Campaign was provided by the existing staff establishment of the EPD. The total estimated expenditure involved in the 2025-26 financial year is $357 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0377)

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 for the past 3 years:
(1) the effectiveness of the Plastic Shopping Bag (PSB) Charging Scheme;
(2) the details and effectiveness of promoting the reduction of plastic packaging materials to the relevant trade and stakeholders; and
(3) the number of staff involved in the inspections for enforcing the legislation related to the PSB Charging Scheme, 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.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 3)

Reply:

(1) The Environmental Protection Department (EPD) implemented the Enhanced Plastic Shopping Bag (PSB) Charging Scheme (the Enhanced 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".

In the first year following the implementation of the Enhanced Scheme (i.e. 2023), the number of PSBs (including flat-top bags) disposed of was approximately 3.72 billion, down by around 31.5% compared to approximately 5.43 billion in 2022, among which the flat-top bags disposed of dropped by more than 60% alone. This shows that the Enhanced Scheme has been effective in encouraging members of the public to bring their own bags and reducing the indiscriminate use of PSBs.

Relevant statistics of the PSB disposal surveys conducted from 2021 to 2023 are set out below. The statistics for 2024 are under preparation.

	2021	2022	2023
Excluding flat-top bags	4.65 billion	4.83 billion	3.49 billion
Including flat-top bags	Not applicable[Note]	5.43 billion	3.72 billion

Note: Subsequent to the implementation of the Enhanced Scheme, flat-top bags are no longer exempted from the charge. Hence, they have been included in the calculation of PSBs in the survey since 2022 to provide a comparable basis.

(2) The Government has developed a set of Practical Guides on Packaging Reduction and Management for specific sectors to assist the trades in packaging reduction and management (including the plastic packaging materials). The practical guides for the supermarkets and grocery stores sector, the logistics sector, the e-commerce sector, the hotel and hospitality sector, the electronics and electrical appliances sector, the beverage manufacturing sector, the food manufacturing sector and the importer sector have been published on the EPD website. Besides, the EPD plans to launch the Packaging Reduction Charter in the first half of 2025, aiming to encourage the trades to review their packaging designs to minimise unnecessary material usage, to enhance the recyclability and reusability of their packaging, as well as to explore innovative solutions for packaging management. These efforts not only alleviate the pressure on landfills, but also help the trades fulfil their social responsibility, contributing to Hong Kong's long-term goals of "Zero Landfill" and carbon neutrality.

(3) The PSB Charging Scheme was fully implemented on 1 April 2015 to cover all retailing businesses in the territory. The number of inspections conducted by the EPD and the enforcement statistics under the Product Eco-responsibility Ordinance (Cap. 603) in the past 3 years are as follows:

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**
2022 (1 January-30 December)	15 887	0	70	0	0	$140,000
2023 (31 December 2022-31 December 2023)	23 745	7	25	0	0	$50,000
2024	12 065	0	9	0	0	$18,000
Total (2022-2024)	**51 697**	**7**	**104**	**0**	**0**	**$208,000**

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.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0378)

Head: (44) Environmental Protection Department

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

Programme: (1) Waste (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Please advise this Committee:
(1) of the existing number of electric vehicles (EVs) in Hong Kong and its percentage in the total number of vehicles in Hong Kong;
(2) of the quantities of waste EV batteries collected in the past 5 years, the measures for handling waste EV batteries and the financial commitments involved; and
(3) whether the Administration has explored new measures to handle waste EV batteries; if yes, of the details.

Asked by: Hon CHAN Kapui, Judy (LegCo internal reference no.: 4)

Reply:

(1) As at the end of December 2024, the total number of electric vehicles (EVs) registered in Hong Kong was 110 014, representing about 12.2% of the total number of vehicles.

(2) Retired EV batteries (or waste EV batteries) are chemical waste, and have to be properly collected and handled under the Waste Disposal Ordinance (Cap. 354) (WDO) and its subsidiary legislation, Waste Disposal (Chemical Waste) (General) Regulation (Cap. 354C). EV suppliers and designated maintenance workshops are required to register as chemical waste producers with the Environmental Protection Department (EPD) and arrange for proper packaging, labelling and storage of retired batteries that need to be handled. The retired batteries should then be delivered by licensed chemical waste collectors to licensed chemical waste disposal facilities for preliminary treatment (including sorting, discharging and insulating) before being exported to authorised treatment facilities overseas for recycling. Besides, the export of retired batteries overseas for recycling is subject to waste import/export permit control under the WDO. The EPD will issue the permit provided that consent from the state of import and confirmation for the retired batteries to be recycled in an environmentally sound manner can be obtained. The disposal cost of retired batteries is borne by waste producers based on the "polluter-pays" principle, and the charging levels of individual collectors and disposal facilities are determined by the market.

In the past 5 years (2020-2024), a total of about 231 tonnes of retired lithium batteries from vehicles have been preliminarily treated by local licensed disposal facilities for exporting to appropriate authorised treatment facilities overseas (such as Korea and Belgium) for recycling. A yearly breakdown is as follows:

Year	Total quantity (tonnes)
2020	37.9
2021	32.4
2022	69.5
2023	53.0
2024	38.1

(3) The Government plans to introduce an amendment bill into the Legislative Council (LegCo) in the first half of 2025 to establish a common legislative framework for Producer Responsibility Schemes (PRSs), with a view to progressively extending the PRSs to more products, including EV batteries, in the light of the prevailing circumstances. The EPD commenced consultations on the PRS on retired EV batteries in June 2023, with 62 companies or organisations participating. Moreover, meetings with trade representatives, LegCo members and the relevant government departments have been held to discuss the latest development and detailed proposals of the PRS on retired EV batteries. The EPD will continue to consult the trade and relevant stakeholders in order to fine tune the details of the PRS. In addition, a recycling facility for handling waste EV batteries is currently under construction by a tenant of EcoPark. The facility is expected to commence operation in 2026 the soonest.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2054)

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 Hong Kong Roadmap on Popularisation of Electric Vehicles (EVs) and continue to promote the use of new energy vehicles including EVs, and enhance the charging network for EVs. In this connection, please inform this Committee of the following:

1. the staff establishment and expenditures involved in promoting the popularisation of EVs in the past and the coming financial years;
2. the plan, target and budget of government departments for acquiring new energy vehicles in the next financial year in tabular form;
3. 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;
4. 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;
5. 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 and the 15 Directors of Bureaux in the past 3 years in tabular form, and the reasons why EVs are not used;
6. whether the 18 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.: 4)

Reply:

1. The promotion of electric vehicles (EVs) involves various government departments, with some of the work and services under different projects being outsourced to different operators. The Government does not have a breakdown on the staff establishment and expenditures involved.

2. 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, consider procuring EVs or more environmentally friendly vehicles, and decide on the number of vehicles to be procured each year. The number of EVs to be procured in the 2025-26 financial year is still being worked out.

3. As at end-December 2024, the total number of EVs in Hong Kong was 110 014, accounting for 12.2% of the total number of vehicles; while the total number of electric private cars was 107 984, accounting for 17.1% of the total number of private cars, which was 632 571.

4. 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), and (iii) the number of hybrid vehicles (and their percentage share in the total number of vehicles) owned by B/Ds in each of the past 3 years are tabulated in the Appendix.

5&6. According to the information provided by the GLD, the respective vehicle type (e.g. EVs, hybrid vehicles) and make of the official vehicles dedicated for use by the 3 Secretaries of Departments and the 15 Directors of Bureaux are as follows:

	Secretaries of Departments/ Directors of Bureaux	**Vehicle type**	**Vehicle make**
1.	Chief Secretary for Administration	Hybrid private car	Infiniti
2.	Financial Secretary	Electric multi-purpose vehicle	Denza
3.	Secretary for Justice	Hybrid multi-purpose vehicle	Toyota
4.	Secretary for Commerce and Economic Development	Multi-purpose vehicle (Note)	Toyota
5.	Secretary for Constitutional and Mainland Affairs	Multi-purpose vehicle	Toyota
6.	Secretary for the Civil Service	Hybrid private car	Infiniti
7.	Secretary for Culture, Sports and Tourism	Hybrid private car	Infiniti
8.	Secretary for Development	Hybrid private car	Infiniti
9.	Secretary for Education	Electric multi-purpose vehicle	Maxus
10.	Secretary for Environment and Ecology	Electric multi-purpose vehicle	Maxus
11.	Secretary for Financial Services and the Treasury	Electric multi-purpose vehicle	Maxus
12.	Secretary for Housing	Hybrid private car	Lexus
13.	Secretary for Health	Electric multi-purpose vehicle	Maxus
14.	Secretary for Home and Youth Affairs	Multi-purpose vehicle	Toyota
15.	Secretary for Innovation, Technology and Industry	Multi-purpose vehicle	Toyota
16.	Secretary for Labour and Welfare	Hybrid private car	Infiniti
17.	Secretary for Security	Hybrid private car	Infiniti
18.	Secretary for Transport and Logistics	Private car	Infiniti

Note: The official vehicle originally used by the Secretary for Commerce and Economic Development was a hybrid multi-purpose vehicle. Due to the breakdown of the

vehicle, a multi-purpose vehicle provided by the GLD, also a Toyota, has been in use as an official vehicle since January 2025.

The prices of the above vehicles range from HK$287,200 to HK$615,000. Due to breakdowns, depreciation, wear and tear, and operational needs, vehicle replacement or the procurement of new vehicles may be required. In the interim, relevant officials will use other government vehicles or leased vehicles until the new vehicles arrive. Therefore, vehicles used by Secretaries of Departments and Directors of Bureaux may not be newly procured, and the prices may not reflect the actual value at the time these officials began using them.

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 has recently procured EVs through tendering for the Chief Secretary for Administration, Secretary for Commerce and Economic Development, Secretary for Health, Secretary for Development, Secretary for Innovation, Technology and Industry, Secretary for Home and Youth Affairs, Secretary for Labour and Welfare, Secretary for Culture, Sports and Tourism, Secretary for the Civil Service and Secretary for Security. These EVs are intended to replace existing government vehicles or leased vehicles temporarily in use following the write-off of the original official vehicles that had broken down, or to fulfil new vehicles demand arising from depreciation, wear and tear, and operational needs. These EVs are expected to be delivered in the third quarter of 2025. The GLD will continue to procure vehicles for the remaining Directors of Bureaux in accordance with the Government's green procurement practice, having regard to operational needs of the relevant bureaux, the cumulative maintenance cost, condition, age, mileage and replacement cost of the vehicles, as well as the availability of suitable models in the market.

Appendix

Vehicle Information of B/Ds In Past 3 Years

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		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
Administration Wing	27	29	29	3	4	8	4	3	3	11.1%	13.8%	27.6%	14.8%	10.3%	10.3%
Agriculture, Fisheries and Conservation Department	212	212	212	9	10	10	0	0	0	4.2%	4.7%	4.7%	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	1	3	0	0	0	11.1%	11.1%	33.3%	0.0%	0.0%	0.0%
Audit Commission	2	2	2	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Buildings Department	40	40	40	9	10	12	1	1	5	22.5%	25.0%	30.0%	2.5%	2.5%	12.5%
Customs and Excise Department	217	225	225	7	15	20	6	4	0	3.2%	6.7%	8.9%	2.8%	1.8%	0.0%
Census and Statistics Department	3	3	3	0	0	1	0	0	0	0.0%	0.0%	33.3%	0.0%	0.0%	0.0%
Civil Aviation Department	15	15	14	5	6	5	0	0	0	33.3%	40.0%	35.7%	0.0%	0.0%	0.0%
Civil Aid Service	40	40	40	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Commerce and Economic Development Bureau	4	4	4	1	1	1	1	1	1	25.0%	25.0%	25.0%	25.0%	25.0%	25.0%
Civil Engineering and Development Department	41	41	41	2	2	4	0	0	0	4.9%	4.9%	9.8%	0.0%	0.0%	0.0%
Chief Executive's Office	8	8	9	1	1	1	0	0	1	12.5%	12.5%	11.1%	0.0%	0.0%	11.1%
Constitutional and Mainland Affairs Bureau	3	3	3	0	0	0	1	1	1	0.0%	0.0%	0.0%	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	0	1	1	1	0.0%	0.0%	0.0%	33.3%	33.3%	33.3%
Correctional Services Department	131	131	133	1	1	2	0	0	0	0.8%	0.8%	1.5%	0.0%	0.0%	0.0%
Culture, Sports and Tourism Bureau	5	5	5	0	0	1	4	4	3	0.0%	0.0%	20.0%	80.0%	80.0%	60.0%
Development Bureau	6	6	6	0	0	1	1	1	1	0.0%	0.0%	16.7%	16.7%	16.7%	16.7%
Department of Health	57	57	57	1	2	3	0	0	0	1.8%	3.5%	5.3%	0.0%	0.0%	0.0%
Department of Justice	11	11	11	0	0	0	0	0	1	0.0%	0.0%	0.0%	0.0%	0.0%	9.1%
Drainage Services Department	45	45	45	6	5	5	0	0	0	13.3%	11.1%	11.1%	0.0%	0.0%	0.0%
Education Bureau	5	6	6	0	1	1	1	1	1	0.0%	16.7%	16.7%	20.0%	16.7%	16.7%
Environment and Ecology Bureau	4	8	8	1	2	5	1	1	0	25.0%	25.0%	62.5%	25.0%	12.5%	0.0%
Electrical and Mechanical Services Department	202	202	201	17	17	16	5	1	1	8.4%	8.4%	8.0%	2.5%	0.5%	0.5%
Environmental Protection Department	52	47	47	2	1	1	0	0	0	3.8%	2.1%	2.1%	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		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
Food and Environmental Hygiene Department	718	718	718	4	4	4	2	2	2	0.6%	0.6%	0.6%	0.3%	0.3%	0.3%
Fire Services Department	804	819	837	5	4	4	18	7	1	0.6%	0.5%	0.5%	2.2%	0.9%	0.1%
Financial Services and the Treasury Bureau	3	3	3	0	1	1	2	1	1	0.0%	33.3%	33.3%	66.7%	33.3%	33.3%
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	62	63	63	3	6	6	4	3	3	4.8%	9.5%	9.5%	6.5%	4.8%	4.8%
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	0	1	4	4	3	0.0%	0.0%	3.4%	13.8%	13.8%	10.3%
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	0	1	1	1	1	0.0%	0.0%	25.0%	25.0%	25.0%	25.0%
Hong Kong Monetary Authority	5	5	5	0	0	1	1	1	0	0.0%	0.0%	20.0%	20.0%	20.0%	0.0%
Hong Kong Observatory	8	9	9	0	0	0	0	0	0	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Hong Kong Police Force	2 877	2 892	2 939	29	34	42	109	59	32	1.0%	1.2%	1.4%	3.8%	2.0%	1.1%
Hongkong Post	267	254	238	7	7	9	12	12	9	2.6%	2.8%	3.8%	4.5%	4.7%	3.8%
Housing Department	51	51	49	4	4	3	1	1	1	7.8%	7.8%	6.1%	2.0%	2.0%	2.0%
Home and Youth Affairs Bureau	6	6	6	1	1	2	1	1	1	16.7%	16.7%	33.3%	16.7%	16.7%	16.7%
Highways Department	47	47	47	2	2	2	0	0	0	4.3%	4.3%	4.3%	0.0%	0.0%	0.0%
Independent Commission Against Corruption	38	38	38	0	2	7	2	0	0	0.0%	5.3%	18.4%	5.3%	0.0%	0.0%
Immigration Department	36	36	36	1	1	5	0	0	0	2.8%	2.8%	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	0	1	0	0	0	0.0%	0.0%	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	2	0	0	0	1	1	1	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%
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	0	9	6	6	0.0%	0.0%	0.0%	37.5%	25.0%	25.0%
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	172	174	4	4	3	0	0	0	2.3%	2.3%	1.7%	0.0%	0.0%	0.0%
Leisure and Cultural Services Department	151	150	146	3	2	2	1	1	1	2.0%	1.3%	1.4%	0.7%	0.7%	0.7%

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		
	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024	2022	2023	2024
Labour Department	27	27	27	2	4	11	0	0	0	7.4%	14.8%	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	0	1	1	1	1	0.0%	0.0%	33.3%	33.3%	33.3%	33.3%
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	3	N/A	0	0	N/A	0	0	N/A	0.0%	0.0%	N/A	0.0%	0.0%	N/A
Digital Policy Office	N/A	N/A	3	N/A	N/A	0	N/A	N/A	0	N/A	N/A	0.0%	N/A	N/A	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	0	1	1	1	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Registration and Electoral Office	1	1	1	0	0	0	1	1	1	0.0%	0.0%	0.0%	100.0%	100.0%	100.0%
Radio Television Hong Kong	24	24	24	1	1	1	0	0	0	4.2%	4.2%	4.2%	0.0%	0.0%	0.0%
Rating and Valuation Department	7	7	7	0	0	2	0	0	0	0.0%	0.0%	28.6%	0.0%	0.0%	0.0%
Security Bureau	3	3	3	0	0	0	2	2	2	0.0%	0.0%	0.0%	66.7%	66.7%	66.7%
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	29	30	30	3	5	6	0	0	0	10.3%	16.7%	20.0%	0.0%	0.0%	0.0%
Transport Department	219	241	242	1	2	2	0	0	0	0.5%	0.8%	0.8%	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	0	1	1	1	0.0%	0.0%	0.0%	50.0%	50.0%	50.0%
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	249	248	246	12	11	20	1	1	1	4.8%	4.4%	8.1%	0.4%	0.4%	0.4%
Total	**7 108**	**7 158**	**7 203**	**153**	**179**	**242**	**201**	**126**	**88**	**2.2%**	**2.5%**	**3.4%**	**2.8%**	**1.8%**	**1.2%**

Note: "N/A" denotes that information on the vehicle fleet for that year is not available as the relevant policy bureau/office has been newly set up, restructured or merged.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2055)

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). It will subsidise successful green minibus operators with 80% of the vehicle price for each electric public light bus (e-PLB) joining the Pilot Scheme to promote the application of e-PLBs locally. The application for the second round of the Pilot Scheme was closed on 26 August 2024. In this connection, please advise this Committee of the following:

1 the expenditure and staff establishment involved in implementing the Pilot Scheme in the past financial year;

2 the amount of subsidy approved since the launch of the Pilot Scheme and the latest progress of the Pilot Scheme;

3 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;

4 the measures in place to improve the quick charging network for e-PLBs; the timetable for having charging facilities set up and operated by charging service providers and the expenditures involved.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 5)

Reply:

1. To promote the application of electric public light buses (e-PLBs) locally, the Government has earmarked $80 million for the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) to test the operational performance of the existing e-PLB models available in the market, so as to evaluate the feasibility of the application of e-PLBs and the associated charging arrangements in Hong Kong. The manpower and expenditure involved in the relevant work is absorbed by the existing resources of the Environmental Protection Department (EPD) and the Transport Department (TD). The Government does not have a separate breakdown of the manpower and expenditure involved.

2&3. The EPD is implementing the Pilot Scheme with Kwun Tong Yue Man Square and Kowloon Tong (Suffolk Road) Public Transport Interchanges (PTIs) as the trial points. The EPD launched 2 rounds of application under the Pilot Scheme in November 2023

and August 2024 respectively 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 TD, 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. 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 $20 million for the aforementioned 16 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	Model of e-PLB with subsidy approved	Prequalified supplier	Approved quantity of subsidised e-PLB per model	Total quantity of e-PLB with subsidy approved	Amount of subsidy
First round	March 2024	THOR	Green Mobility Innovations Limited	2	2	About HK$2.21 million
Second round	The trial is expected to commence in the second quarter of 2025	THOR	Green Mobility Innovations Limited	4	14	About HK$17.72 million
	The first e-PLB commenced trial in February 2025 (the remaining 8 are expected to commence trial in the second quarter of 2025)	XML6722JEV	E. Tech Dynamic Technology Co., Limited	9		
	The trial is expected to commence in the second quarter of 2025	WD6757BEV RG01	Jupiter EV HK Limited	1		

4. At present, the retrofitting of fast charging facilities at petrol filling stations (PFSs) is proceeding at full steam. The Government is offering incentives to PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of electric vehicle (EV) chargers in the usable space of the PFSs, so as to make effective use of the PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 fast chargers (with a rated power output of 100 kW or above) at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively.

Regarding the conversion of PFSs into fast charging stations (FCSs), the Government has awarded 2 vacant PFS sites in Kowloon East and New Territories East in mid-2024 for converting into EV charging stations. These 2 projects are required to provide at least 23 fast chargers in total by the third quarter of 2026. Upon commissioning of these FCSs, they will have priority charging services for electric taxis and e-PLBs during designated periods. The Government will closely monitor the construction and operation of the 2 projects, and identify suitable PFS sites for conversion into FCSs in a timely manner subject to actual market demand.

The administrative work above is the responsibility of the Environment and Ecology Bureau. No additional expenditure is involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2063)

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 has fully implemented the Producer Responsibility Scheme on Glass Beverage Containers (GPRS) since 1 May 2023 and will establish a common legislative framework for Producer Responsibility Schemes applicable to different products. In this connection, please advise this Committee of the following:

1. What are the annual expenditures incurred since the implementation of the GPRS?
2. The Government appointed glass management contractors through tendering to provide waste glass container collection services across the territory. What were the contract fees involved? In the past 3 years, how many waste glass containers had been collected by the contractors in the 3 regions of Hong Kong Island, Kowloon and the New Territories respectively?
3. After the glass management contractors had turned the waste glass containers collected into recycled glass materials, what were these recycled materials used for? Please list out their uses and the respective percentage shares.
4. Since the implementation of the GPRS, how many registered beverage suppliers have made self-arrangement for recovery and reuse of their own glass beverage containers? What is the corresponding waste reduction rate? Has the waste reduction target of the GPRS been achieved?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 13)

Reply:

1. The annual expenditures incurred since the implementation of the Producer Responsibility Scheme on Glass Beverage Containers (GPRS) on 1 May 2023 are tabulated below:

	Expenditure ($million)
2023-24 (Actual)	57
2024-25 (Revised estimate)	60

2. The Environmental Protection Department has appointed glass management contractors through open tenders to provide collection and treatment services for waste glass containers. The first term of the glass management contracts ended in the 4th quarter of 2023. The 3 current regional contracts commenced in July 2023 for a period of 5 years. The contract fees involved are tabulated below:

Region	**Contractor**	**Estimated contract value ($million)**
Hong Kong Island (including Islands District)	Baguio Waste Management & Recycling Limited	190.5
New Territories	Hong Kong Glass Resources Limited	182.0
Kowloon	Hong Kong Glass Resources Limited	137.4

In the past 3 years, the quantities of waste glass containers collected by the contractors in the 3 regions of Hong Kong Island, Kowloon and the New Territories respectively are tabulated below:

	Quantities of waste glass containers collected (tonnes)		
Year	**Hong Kong Island (including Islands District)**	**New Territories**	**Kowloon**
2022	5 783	8 038	5 711
2023	7 017	8 605	7 044
2024	7 548	8 065	7 581

3. The contractors turned the waste glass containers collected into recycled glass materials. From 2018 to 2024, the contractors delivered around 118 880 tonnes of recycled glass materials for the following applications:

Application	**Percentage**
Production of eco-pavers	47%
Production of cement	13%
Export for recycling	7%
As fill materials for different works projects	33%

4. Since the implementation of the GPRS, a total of 2 registered suppliers have established their own recovery and reuse arrangements for their glass beverage containers, and have been exempted from paying the container recycling levy with the submission of a Container Waste Reduction Plan. The waste reduction rates of these 2 registered suppliers in 2023 were 80% and 95% respectively, both meeting the reduction rate requirement of no less than 80%.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2064)

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 food waste recycling initiatives to support more public, commercial and industrial premises in conducting source-separation and collection of food waste, while further increasing the number of domestic food waste recycling facilities to collect more food waste from private residential buildings and public rental housing (PRH) estates. These include allocating an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please advise this Committee of the following:

1. What are the quantities of food waste collected from private residential buildings, PRH estates as well as commercial and industrial premises through various programmes/projects in the past 3 years? Please set out by the respective programmes/projects.

2. What is the amount of subsidy or expenditure involved under various food waste recycling programmes/projects (including but not limited to Solicitation Theme: Supporting Residential Buildings in Adopting Smart Bins Technology in Food Waste Collection and Recycling, the Pilot Scheme on Food Waste Smart Recycling Bins (FWSRBs) in Private Housing Estates) in each of the past 3 years? How many applications are involved? How many of them have been approved? Please provide a breakdown.

3. Since the launch of the Pilot Scheme on FWSRBs in Private Housing Estates at the end of 2023, how many households have been covered by the successful applications of the scheme? Please set out in tabular form the names of housing estates with applications approved and the respective numbers of FWSRBs allocated to them.

4. The Administration stated that they would optimise the Pilot Scheme on FWSRBs in Private Housing Estates by loosening the restriction of "private housing estates with a total household number of no less than 1 000 units". So far, no optimisation measures have been observed. Will the Administration consider optimising the scheme? If yes, what are the details?

5. It is noted that the contractors of the Pilot Scheme on Food Waste Collection is responsible for collecting food waste from the housing estates covered by the Pilot Scheme on FWSRBs in Private Housing Estates. Please provide a breakdown in tabular form the quantities of food waste collected from various types of premises under the Pilot Scheme on

Food Waste Collection, e.g. private housing estates covered by the Pilot Scheme on FWSRBs in Private Housing Estates, Food Waste Recycling Spots, public markets, etc.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 14)

Reply:

1&5. The quantities of food waste recycled by the Environmental Protection Department (EPD) from commercial & industrial premises, public rental housing (PRH) estates, and private residential buildings (including Public Food Waste Recycling Points) through the Pilot Scheme on Food Waste Collection in the past 3 years are tabulated below:

Year	Quantity of food waste recycled (tonnes/year)		
	Public and commercial & industrial premises	**PRH estates**	**Private residential buildings (including Public Food Waste Recycling Points)**
2022	48 648	125	476
2023	58 260	1 657	875
2024	77 851	19 010	3 970

2&3. The Recycling Fund launched a solicitation scheme in 2020 to subsidise the installation of food waste smart recycling bins (FWSRBs) in private residential buildings. In the past 3 years, the Recycling Fund received a total of 62 eligible applications, of which 55 were approved (with 3 of the project applicants withdrawing their applications after approval). The remaining 52 approved projects involved funding of about $38 million, with 7 projects currently under review.

The amount of funding involved in the past 3 years is tabulated below:

Financial year	**Amount of funding/$million (the number of approved projects shown in brackets)**
	Recycling Fund Solicitation Scheme
2022-23	1 888 (21)
2023-24	419 (5)
2024-25	1 461 (26)

Furthermore, the Environment and Conservation Fund (ECF) subsidises the FWSRB projects under the "Practice and Action Projects", and allocates funding to the Environmental Campaign Committee to support the EPD to launch the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Pilot Scheme). In the past 3 years, a total of 57 applications were received under the "Practice and Action Projects", with 13 approved applications involving a funding of $25.34 million, for subsidising private residential buildings, rural villages, transitional housing and clusters of single-block residential buildings/"three-nil" buildings to install FWSRBs.

As at February 2025, a funding of $13 million has been granted to the Pilot Scheme. The EPD has received about 240 applications so far, with about 90 applications approved for arranging the installation of FWSRBs by phase, involving about 200 000 households.

The amount of funding granted by the ECF for the above schemes in the past 3 years is tabulated below:

Financial year	Amount of funding/$million (the number of approved projects shown in brackets)
2022-23	518 (3)
2023-24	1 391 (7)
2024-25 (as at February 2025)	1 925 (4) [Note]

Note : The Pilot Scheme, which commenced in December 2023, was approved as one funding project.

A list of approved housing estates under the Pilot Scheme and the corresponding number of FWSRBs involved are as follows:

Name of housing estate	No. of FWSRBs
Manhattan Hill, SEA TO SKY, The Metropolis, Yuk Po Court, Bayview Garden, The Harbourside, Mountain Shore, Avon Park, Greenhill Villa, Yuccie Square, New Kwai Fong Gardens, Miami Beach Towers, Sun Yuen Long Centre, MONTARA, The Palazzo, Sheung Shui Centre, The Wings, Fung Wah Estate, Full Wealth Gardens, Grand Del Sol, Kai Tsui Court, Hemera, Fung Shing Court, Ying Ming Court, Yue Tin Court, Vision City, Grand Promenade, Lucky Plaza, Provident Centre, Ming Nga Court, MARINI, City Point, Wing Fok Centre, Grand YOHO, May Shing Court, Royal Peninsula, Lei On Court, Hong Yat Court, Choi Ha Estate, Kingswood Villas Chestwood Court, Summit Terrace, Sausalito and Tung Tao Court	2 to 3
Residence Oasis, Jubilee Garden, Ka Shing Court, Choi Po Court, Ping Yan Court, The Capitol, Grand View Garden, YOHO Town, Tsui Ning Garden, Carado Garden, Tseung Kwan O Plaza, Siu Shan Court, On Ning Garden, Melody Garden, Belvedere Garden Phase II, Tin King Estate, Royal Ascot and Vista Paradiso	4 to 5
Chi Fu Fa Yuen, Sceneway Garden, Luk Yeung Sun Chuen, Fu Heng Estate, Caribbean Coast, Lei Tung Estate, Greenfield Garden, Park Central, Fung Tak Estate, Lung Mun Oasis, Double Cove, Ocean Shores, Kenswood Court Kingswood Villas, Hong Kong Garden and Bauhinia Garden	6 to 8
Amoy Gardens, Shan King Estate, Tin Chung Court, Richland Gardens and Heng Fa Chuen	9 or more

4. The EPD is committed to facilitating domestic food waste recycling. Given that around 40% of the Hong Kong's population resides in large-scale private housing estates with over 1 000 households, the Pilot Scheme will continue to focus resources on providing these large-scale housing estates with FWSRBs at this stage, so as to facilitate participation of more members of the public in the recycling of food waste. The Government is also subsidising the installation of FWSRBs in private residential premises (including those with less than 1 000 households) through the Recycling Fund and the ECF.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2065)

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 provision for Programme (4): Water of the Environmental Protection Department (EPD) in 2025-26 is $216.3 million (38%) lower than the revised estimate for 2024-25, which is mainly due to decreased provision for operating expenses. In addition, there will be a decrease of 1 post in the new financial year. In this connection, please advise this Committee of the following:

1. Which post will be deleted in the new financial year? What is the amount of expenditure saved with the deletion of that post?
2. What are the main reasons for the reduction in operating expenses?
3. Regarding the indicator on sampling points, the water quality in 1% of the sampling points was classified as "very bad" in 2024. It is estimated in 2025 that there will still be 1% of the sampling points with water quality classified as "very bad". What plans does the EPD have to progressively improve the water quality at this 1% of sampling points? If yes, what is the estimated expenditure involved? If no, what are the reasons?
4. Please list out the locations of the 1% of sampling points with water quality classified as "very bad".

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 15)

Reply:

1. The post to be deleted in 2025-26 is 1 Environmental Protection Officer/Assistant Environmental Protection Officer, resulting in a saving of approximately $800,000.

2. The provision for Programme (4) of the Environmental Protection Department (EPD) for 2025-26 is lower than that for 2024-25, mainly due to the increased expenditure in 2024-25 for the preparation work of the 15th National Games in 2025, as well as the additional work to further improve the nearshore environmental condition and protect the aquatic ecological environment.

   Upon finalisation of the sports and venues of the National Games in Hong Kong in April 2024, the EPD implemented a series of measures in 2024-25 for improving nearshore water quality. These measures include: enhancing the water quality of the To Kwa Wan Typhoon Shelter, the Kai Tak River and the waterfront of Wan Chai; addressing

odour issues in key areas along the waterfront of Victoria Harbour, including Tsuen Wan, Kowloon City and Sham Shui Po; and engaging relevant departments to carry out channel desilting works and rectify drainage misconnections. The increased estimate also covers other additional work, which includes: upgrading the sewage treatment capacity and conducting relevant trials; enhancing water quality monitoring to tie in with the all year round opening arrangement of the 2 beaches in Tsuen Wan District (namely Lido Beach and Casam Beach) starting from November 2024; and further improving the water quality of the cross-boundary rivers. Moreover, in response to the fluctuations in the accumulation of shoreline refuse due to changes in weather condition (such as heavy rain or typhoon), the EPD, in collaboration with relevant government departments, has stepped up cleansing efforts in 2024 in key coastal areas such as Sai Kung, Lantau, and the north-eastern and western waters (including several country parks and marine parks). With the implementation and completion of the aforementioned measures in 2024-25, the estimated expenditure of the EPD for 2025-26 will be restored to a level similar to the actual expenditure for 2023-24. The recurrent work under this Programme will not be affected.

3&4. The only sampling point with water quality classified as "very bad" in 2024 is located downstream of Yuen Long Nullah, primarily affected by polluted dry weather flow and surface runoff entering Yuen Long Nullah via the stormwater drainage system. To improve the overall water quality of Yuen Long Nullah, the EPD will continue its routine investigation to trace the pollution sources in the area. As these operations are part of the EPD's daily duties, a breakdown on the estimated expenditure in this regard is not available. Furthermore, the Drainage Services Department is carrying out a series of drainage works, including the replacement and rehabilitation of ageing sewers, as well as the installation of dry weather flow interceptors at the inlets of Yuen Long Nullah to divert polluted dry weather flow and surface runoff to the sewerage system for proper treatment at the Yuen Long Effluent Polishing Plant. These works are expected to be completed in 2028, with an estimated expenditure of approximately $110 million for 2025-26.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2066)

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 stated that the marketisation of the electric vehicle (EV) charging services had been completed, with contracts awarded to 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 total value and contract duration of the contracts awarded to the 2 operators? Please list in tabular form the government car parks with chargers provided by the 2 operators, the number of chargers involved and the pricing system.

2. What are the utilisation rates of the charging services in government car parks when charging fees are collected? Please list out the utilisation rates in various car parks.

3. Some people suggested that the charging fees are excessively high while the charging efficiency of the medium chargers is unsatisfactory and the time-based pricing system is unreasonable. Will the relevant pricing system be reviewed?

4. 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.

5. Other government departments are responsible for the management and operation of the remaining over 900 public EV chargers. When will the marketisation of the relevant EV charging services be arranged?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 16)

Reply:

1, 2 & 3.

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) medium chargers. Both with a contract duration of 5 years, the 2 licensing agreements cover about 1 600 chargers in 74 government car parks. It is expected that the contracts can bring about a revenue of approximately HK$34.5 million to the Government. Under the contractual terms, the operators will charge the EV drivers for the charging, the fee of which is determined by

operators with reference to the prevailing market rates of EV medium charging services in the same district, subject to the approval of the EPD. 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.

According to the data for December 2024 as provided by the operators, in the government car parks with fee-paying chargers of the EPD in place, the utilisation rates (which is calculated on the basis of 24 hours per day) vary with districts, with an average of about 10%. In view of the market demand, starting from May 2024, the 2 operators progressively adjusted their pricing system from "time-based" to "energy-based", and completed the conversion of all their chargers in the government car parks to the "energy-based" by December 2024.

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 (which is 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	7%
Lai Chi Kok Park	8	6%
Sham Shui Po Sports Ground	2	22%
Cornwall Street Park	2	9%
Lung Cheung Road Lookout	4	6%
Lei Yue Mun Municipal Services Building	6	5%
Shun Lee Tsuen Park	4	23%
Kwong Fuk Park	5	11%
Tai Po Sports Ground	3	31%
Ap Lei Chau Waterfront Promenade	6	13%
Deep Water Bay Beach	3	4%
Wong Nai Chung Gap Children's Playground	3	39%
Fanling Swimming Pool	5	28%
North District Sports Ground	8	17%
Po Wing Road Sports Centre	3	48%
Sheung Shui Swimming Pool	3	40%
Wo Hing Sports Centre	4	13%
Kowloon Bay Park	11	9%
Ping Shek Playground	10	7%
Island East Sports Centre	19	14%
Shau Kei Wan Car Park	116	8%
Tsuen Wan Car Park	162	4%
Tin Hau Car Park	159	5%
Rumsey Street Car Park	110	12%
Mui Wo Ferry Pier Road Open Space Carpark	9	30%
Tai O Public Car Park	9	27%

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 (which is 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	6%
Star Ferry Car Park	35	7%
Aberdeen Car Park	44	2%
Sheung Fung Street Car Park	82	2%
Tuen Mun Government Offices	22	4%
Tuen Mun Swimming Pool	3	9%
Yau Oi Sports Centre	3	9%
Hammer Hill Road Sports Ground	3	9%
Tsing Yi Sports Ground & Tsing Yi Swimming Pool	3	14%
Sai Kung Government Offices	27	2%
Tiu Keng Leng Sports Centre	2	6%
Tseung Kwan O Sports Ground	2	15%
Tseung Kwan O Swimming Pool	4	10%
Hong Kong Heritage Museum	11	9%
Sha Tin Jockey Club Swimming Pool & Yuen Wo Road Sports Centre	6	8%
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	5%
Queensway Government Offices	48	1%
Yuen Long Swimming Pool	17	3%
Cheung Sha Wan Government Offices	71	4%
Ma On Shan Swimming Pool	6	10%
Siu Lek Yuen Road Playground	3	16%
Yuen Wo Road Playground	6	18%
Yuen Chau Kok Complex	10	2%
Siu Sai Wan Sports Ground	15	17%
Po Kong Village Road Park	3	12%
Tai Po Complex	5	8%
Tin Shui Wai Sports Ground	18	2%
Tsing Yi Southwest Leisure Building	3	3%
Hing Fong Road Playground	3	4%
Kwai Chung Sports Ground Car Park	3	4%
Tin Yip Road Park	12	4%
Tung Chung Municipal Services Building	10	9%
Tsing Yi Northeast Park	6	4%
Tin Shui Wai Swimming Pool & Tin Shui Wai Sports Centre	11	2%

Government car park	Number of chargers	Average utilisation rate
Shing Mun Valley Sports Ground	6	3%
Shing Mun Valley Swimming Pool	2	2%
Tuen Mun North West Swimming Pool	9	8%
Ma On Shan Sports Ground	15	4%
Fung Kam Street Sports Centre	17	2%
Wai Tsuen Sports Centre	3	1%
Sun Yat Sen Memorial Park Swimming Pool	12	6%
Sun Yat Sen Memorial Park Sports Centre	6	8%

4.
The marketisation of the Government's EV charging services is to encourage more private car park operators to install EV chargers in their public car parks and provide fee-paying EV charging services for public use. The numbers of public EV chargers provided by the Government and the private sector are tabulated below:

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)
Fast charger (with rated output power of 100 kW or above)

The numbers of standard, medium, quick and fast EV chargers provided by the Government are listed below:

District	**Number of chargers provided by the Government**				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Central & Western	0	300	0	0	300
Eastern	0	179	0	0	179
Southern	0	57	0	0	57
Wan Chai	0	162	0	0	162
Kowloon City	63	28	0	0	91
Kwun Tong	59	50	0	0	109
Sham Shui Po	23	98	0	0	121
Wong Tai Sin	0	88	0	0	88
Yau Tsim Mong	0	9	0	0	9
Kwai Tsing	6	114	0	0	120
Tsuen Wan	2	180	0	0	182
Sai Kung	14	35	0	0	49
North	130	176	0	0	306
Tai Po	28	76	0	0	104
Sha Tin	103	144	0	0	247
Yuen Long	13	78	0	0	91
Tuen Mun	3	45	0	0	48
Islands	95	137	4	0	236
Total	**539**	**1 956**	**4**	**0**	**2 499**

The numbers of standard, medium, quick and fast EV chargers provided by the private sector are listed below:

District	**Number of chargers provided by the private sector**				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Central & Western	9	73	100	0	182
Eastern	14	251	85	0	350
Southern	6	411	58	0	475
Wan Chai	55	283	86	1	425
Kowloon City	37	359	77	0	473
Kwun Tong	499	730	207	0	1 436
Sham Shui Po	6	102	66	0	174
Wong Tai Sin	15	198	58	2	273
Yau Tsim Mong	50	207	185	2	444
Kwai Tsing	52	137	64	0	253
Tsuen Wan	14	87	85	4	190
Sai Kung	138	223	146	0	507
North	40	106	44	0	190
Tai Po	2	138	33	0	173
Sha Tin	643	576	229	0	1 448
Yuen Long	12	343	94	0	449
Tuen Mun	9	147	75	0	231
Islands	5	176	48	0	229
Total	**1 606**	**4 547**	**1 740**	**9**	**7 902**

5.

As at January 2025, fee-paying EV charging services have been in place for some 320 chargers installed at the hourly parking spaces in 32 car parks managed by the Hong Kong Housing Authority. Other government departments are promptly arranging for marketisation of their EV charging services.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2067)

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 continue to implement the Waste Reduction and Recycling Charter (the Charter) to promote the establishment of convenient recycling systems and proper handling of recyclables in private residential premises. In this connection, please advise this Committee of the following:

1. the number of private residential premises that have signed the Charter and its percentage in the total number of private residential premises in Hong Kong; whether the premises have withdrawn from the Charter;
2. the expenditure incurred by this programme;
3. the effectiveness of the Charter as assessed by the Administration; whether the recycling arrangements made with recyclers by the signatories have been regularly reviewed.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 17)

Reply:

1. The Environmental Protection Department (EPD) launched the Waste Reduction and Recycling Charter (the Charter) in June 2024 to encourage private residential premises to provide accessible waste separation and recycling facilities (for recyclables including paper, metals, plastics, glass containers, beverage cartons, food waste, etc.) on the premises to facilitate source separation and clean recycling by residents. Signees of the Charter are required to hand over the collected recyclables to downstream recyclers to ensure proper handling and enhance the performance management of recyclables. The signees are also required to maintain delivery records of various types of recyclables and regularly publish recycling data for residents' information.

   As at end-February 2025, 826 private residential premises have signed the Charter, accounting for about 40% of the total number of households in private residential buildings with property management companies, owners' corporations or residents' organisations, covering around 700 000 households across the territory. No signees have withdrawn from the Charter since its launch.

2&3. In addition to providing advice and technical support, the EPD also inspects the premises that have signed the Charter to ensure that they have set up recycling facilities and handled recyclables properly as required. In general, the participating residential premises have implemented the relevant measures in accordance with the requirements of the Charter. The EPD will continue to encourage more private residential premises to join the Charter via various channels such as publicity at a district level and liaison with the trades, in order to provide optimised recycling facilities for more members of the public.

As the work related to the Charter is an integral part of the EPD's work on waste reduction and recycling, there is no separate breakdown on the expenditure incurred.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2074)

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 will continue to optimise the community recycling network across the territory and support for waste reduction and recycling. In this connection, please advise this Committee of the following:

1. the existing distribution of the community recycling network across the territory and their utilisation rates, with a breakdown by the 18 districts;
2. the expenditure incurred by the community recycling network in each of the past 3 years, with a breakdown by type;
3. the number of smart recycling bins installed since the launch of the Pilot Programme on Smart Recycling System (the Pilot Programme) in the fourth quarter of 2020 and whether the programme will be regularised;
4. the effectiveness of the Pilot Programme as assessed by the Administration; whether the Administration will consider using smart recycling bins to replace some of the functions of GREEN@COMMINITY in the future;
5. whether the services of GREEN@COMMUNITY will be enhanced to accept a wider variety of recyclables, given that GREEN@COMMUNITY currently does not accept certain items such as malfunctioned spare parts of computers, aluminium foil bags, etc.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 24)

Reply:

1. As at February 2025, the distribution of Recycling Stations and Recycling Stores in the 18 districts is set out in the table below:

District	Recycling Station	Recycling Store[Note 1]	Total
Eastern	GREEN@ EASTERN	GREEN@QUARRY BAY, GREEN@WAN TSUI, GREEN@YUE WAN, GREEN@HING TUNG, GREEN@SIU SAI WAN, GREEN@YIU TUNG	7
Central & Western	-	GREEN@SHEUNG WAN, GREEN@SAI YING PUN, GREEN@KENNEDY TOWN	3
Southern	-	GREEN@ABERDEEN, GREEN@AP LEI CHAU	2

District	Recycling Station	Recycling Store[Note 1]	Total
Wan Chai	GREEN@ WAN CHAI	GREEN@TIN HAU, GREEN@HAPPY VALLEY	3
Kowloon City	-	GREEN@WALLED CITY, GREEN@TO KWA WAN, GREEN@HUNG HOM, GREEN@TAK LONG	4
Kwun Tong	GREEN@ KWUN TONG	GREEN@YUE MAN SQUARE, GREEN@KAI YIP, GREEN@PING TIN, GREEN@SAU MAU PING, GREEN@YAU LAI, GREEN@SHUN LEE, GREEN@CHOI YING, GREEN@CHOI TAK, GREEN@NGAU TAU KOK	10
Sham Shui Po	GREEN@ SHAM SHUI PO	GREEN@CHEUNG SHA WAN, GREEN@UN CHAU, GREEN@PAK TIN, GREEN@SO UK	5
Wong Tai Sin	GREEN@ WONG TAI SIN	GREEN@SAN PO KONG, GREEN@CHUK YUEN, GREEN@CHOI WAN, GREEN@TSZ CHING, GREEN@TSZ MAN, GREEN@TSZ LOK, GREEN@WANG TAU HOM	8
Yau Tsim Mong	-	GREEN@TAI KOK TSUI, GREEN@JORDAN	2
Islands	GREEN@ ISLANDS	GREEN@MUI WO, GREEN@YAT TUNG, GREEN@YING TUNG	4
Kwai Tsing	GREEN@ KWAI TSING	GREEN@TSING YI, GREEN@KWAI FONG, GREEN@TAI WO HAU, GREEN@ON YAM, GREEN@CHEUNG HONG, GREEN@LAI KING, GREEN@KWAI SHING	8
North	-	GREEN@FANLING, GREEN@SHEK WU HUI, GREEN@LUEN WO HUI, GREEN@QUEENS HILL, GREEN@CHING HO	5
Sai Kung	GREEN@ SAI KUNG	GREEN@PO LAM, GREEN@SAI KUNG TOWN[Note 2], GREEN@SHEUNG TAK, GREEN@KIN MING	5
Sha Tin	GREEN@ SHA TIN	GREEN@TAI WAI, GREEN@CHUN YEUNG, GREEN@SHUI CHUEN O, GREEN@SHA KOK, GREEN@YAN ON	6
Tai Po	GREEN@ TAI PO	GREEN@TAI PO MARKET, GREEN@TAI WO, GREEN@TAI YUEN, GREEN@KWONG FUK	5
Tsuen Wan	-	GREEN@LO TAK COURT, GREEN@YI PEI SQUARE, GREEN@SHEK WAI KOK, GREEN@LEI MUK SHUE	4
Tuen Mun	GREEN@ TUEN MUN	GREEN@SAN HUI, GREEN@KIN SANG, GREEN@ON TING, GREEN@YAN TIN, GREEN@FU TAI, GREEN@WU KING	7
Yuen Long	GREEN@ YUEN LONG	GREEN@YUEN LONG HUI, GREEN@LONG PING, GREEN@TIN HENG, GREEN@TIN YAN, GREEN@TIN WAH	6
Total	12	82	94

Note 1: Including the Recycling Stores set up in public rental housing (PRH) estates

Note 2: GREEN@SAI KUNG TOWN - TIU KENG LENG BRANCH is an affiliated facility of GREEN@SAI KUNG TOWN, and hence not counted as 2 stores.

In 2024, the 82 Recycling Stores received about 9.8 million visitors and collected about 32 400 tonnes of recyclables, while the 12 Recycling Stations received about 1.18

million visitors, organised about 2 300 environmental education activities and collected about 9 400 tonnes of recyclables. The total amount of recyclables collected by GREEN@COMMUNITY facilities for the year was about 41 800 tonnes, representing an increase of nearly 60% over 2023.

2. 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[Note 1]	**Actual/Estimated Operating Expenditure by Financial Year ($Million)**		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)
Recycling Station	69	64	70
Recycling Store	201	238	280
Recycling Store set up in PRH estate[Note 2]	N/A	11	125

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. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

3&4. The Environmental Protection Department (EPD) launched the Pilot Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020 to test the local application of smart recycling devices in phases, with a view to enhancing the community recycling services and efficiency. Apart from Recycling Stations and Recycling Stores, starting from March 2023, smart recycling bins have been progressively set up in public rental housing estates, private housing estates, villages, shopping malls, universities, government venues, etc. As at end-February 2025, a total of 106 sets of smart recycling bins have been set up.

Since the launch of the Pilot Programme, the EPD has been monitoring the usage and recycling data of the smart recycling systems at different locations and has completed a review on the effectiveness of the Pilot Programme, which reveals that smart recycling devices are popular among the public and can enhance the community recycling services and efficiency. Taking into account the findings of the review, the EPD is adjusting the locations and the number of smart recycling devices, and will increase the number of application points of smart recycling bins to around 200 starting from the first quarter of 2025. The EPD will make greater use of smart recycling devices to gradually transform the operation of GREEN@COMMUNITY into self-service mode to enhance cost-effectiveness.

5. GREEN@COMMUNITY currently collects 9 common types of domestic recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). The GREEN@COMMUNITY operators are required to transfer

the collected recyclables to downstream recyclers approved by the EPD for proper processing and turning them into resources. The EPD will keep abreast of the development of local recycling market and will timely review the types of recyclables that can be accepted by GREEN@COMMUNITY.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0141)

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:

North East New Territories (NENT) Landfill

Regarding the captioned issue, please inform this Committee of the following:

1 The NENT Landfill is located close to the Heung Yuen Wai Boundary Control Point and Robin's Nest Country Park. This has been a concern to the local and Shenzhen residents in the vicinity. Has the Government set any work performance indicator for the landfill and evaluated the effectiveness of the improvement measures adopted last year? What were the expenditures involved in implementing the improvement measures last year?

2 The odour problem arising from the NENT Landfill continues to affect residents of Liantang in Shenzhen and Ta Kwu Ling in Hong Kong. Upon the commissioning of I·PARK1, will the delivery of municipal solid waste to the NENT Landfill be ceased or reduced?

3 Some people opined that the opening of Robin's Nest Country Park has created a cultural, sports and tourism effect in the neighbourhood. How will the Government coordinate internally the impacts of continuous long-term operation of the NENT Landfill on the cultural, sports and tourism development of the Northern Metropolis?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 16)

Reply:

1. The Environmental Protection Department (EPD) has continuously implemented various enhancement measures to improve the operation of the North East New Territories (NENT) Landfill since 2021, including: (i) stepping up the application of Posi-Shell covers to safeguard environmental hygiene and reduce odour emission; (ii) advancing the process of covering the landfill operational areas with clean soil cappings to reduce the original size of such areas by about 40% to 50% as far as practicable; (iii) shortening the time for waste reception at the landfill by 1 hour by advancing the closing time of waste reception from 7 pm to 6 pm; (iv) installing additional deodourisers; (v) covering the leachate storage lagoons; and (vi) enhancing the monitoring of odour emission, etc.

   Besides, to further minimise the potential odour problem arising from livestock waste treatment at the NENT Landfill, pig waste, which was previously disposed of at

landfills, has been treated by anaerobic digestion technology at the Organic Resources Recovery Centre Phase 2 (O·PARK2) since 1 July 2024. In parallel, odour control is strengthened through continuous landfill gas extraction.

Drawing on the experience of the Mainland and other regions, we have conducted a trial of new mechanical technology since the end of May 2024, to cover part of the landfill operational areas with impermeable plastic liners upon completion of operation each day. The trial of this new mechanical technology has been completed, and relevant data has been collected. We are now preparing for full implementation of this technology at landfill operational areas in Q2 2025.

Additionally, to expedite the improvements of environment and appearance of the NENT Landfill, the EPD has already advanced the final restoration and greening works of the NENT Landfill, originally scheduled for 2026 upon completion of its landfilling operation, to end-2021. By the end of 2024, advanced restoration and greening works for a total of 28 hectares area at the NENT Landfill have been completed.

Data obtained from independent monitoring exercises carried out at the Liantang/Heung Yuen Wai areas and the nearby local villages by an independent professional body commissioned by the EPD revealed that the levels of hydrogen sulphide measured in 2024 in areas close to the Hong Kong boundary and villages in the vicinity of the landfill remained low and complied with the national standard.

We allocated approximately HK$160 million in 2024-25 for odour improvement measures.

2&3. The first waste-to-energy incineration facility (I·PARK1) with a handling capacity of 3 000 tonnes of municipal solid waste (MSW) per day, is expected to commence operation in 2025. The Government is pressing ahead with the development of the second waste-to-energy incineration facility (I·PARK2) which has an estimated handling capacity of about 6 000 tonnes per day. Upon commissioning of the proposed I·PARK2, the NENT Landfill will completely cease receiving MSW and will be transformed to receive construction waste only, thereby eliminating the odour problem arising from MSW reception.

Moreover, the Agriculture, Fisheries and Conservation Department (AFCD) will keep in view the changes in Robin's Nest Country Park and its surroundings during routine inspections, and take appropriate follow-up action with the relevant departments where necessary. In the light of the Northern Metropolis development, the AFCD will make good use of the rich eco-tour resources in Robin's Nest Country Park and its surrounding areas, and collaborate with the relevant departments to develop sustainable tourism. While taking forward the development of the New Territories North New Town, the Government will also conduct environmental impact assessments as required.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0142)

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:

Waste management in Hong Kong

The Government is developing I·PARK1 at full steam and actively planning for the development of I·PARK2, with the former expected to be completed in 2025 and the latter after 2030. As the landfills are also mainly located in the New Territories, with one of them even located in the Northern Metropolis, please inform this Committee of the following:

1 Please give a brief account of the progress of I·PARK1 in 2025. Will it be completed on schedule?

2 Will the Government adopt any measures to expedite the progress of I·PARK2?

3 In the future, 3 landfills in the New Territories will be closed one after another, and the incineration facilities will commence operation. How will the Government address the need for landfills for construction waste and incineration residue?

4 It is learnt that I·PARK1 cannot be further extended and I·PARK2 cannot be completed in the near future. Will the Government consider consulting the Central Authorities to jointly explore the possibilities of making reasonable use of the solid waste disposal facilities in the Greater Bay Area (GBA) and making good use of the spare capacity of the disposal facilities in the GBA, so as to deal with the existing municipal solid waste problem more quickly?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 17)

Reply:

1. Despite facing various challenges during the construction phase of I·PARK1, including but not limited to reclamation works, inclement weather and the epidemic, the Environmental Protection Department (EPD) and the I·PARK1 contractor have proactively implemented measures, such as utilising prefabricated modules and the Modular Integrated Construction (MiC) approach, to catch up with the project progress. It is expected that I·PARK1 will commence operation this year.

2. The Government is fully committed to advancing the development of the Integrated Waste Management Facilities Phase 2 (I·PARK2) at Tsang Tsui, Tuen Mun. After exchanging views with various overseas and Mainland enterprises that are experienced in developing and operating large-scale waste-to-energy incineration facilities, the

estimated municipal solid waste (MSW) treatment capacity of the proposed I·PARK2 has been adjusted upward from the original 4 000 tonnes per day to 6 000 tonnes per day, and the construction period (discounting the circumstances affected by inclement weather) could be shortened from the original estimate of around 72 months to 54 months, which is 18 months ahead of the original estimated schedule.

To expedite the development of the proposed I·PARK2, we have carried out various advance works concurrently, including site investigations, technical assessments, developing reference design, drafting tender documents, etc. The advance works have been completed, including the statutory procedures under the Environmental Impact Assessment Ordinance (Cap. 499) and the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127). The open tender exercise for the proposed I·PARK2 project commenced in December 2024 and the tender invitation will close on 27 June 2025.

3. Upon the commissioning of the proposed I·PARK2, the North East New Territories Landfill will completely cease receiving MSW and be transformed to receive construction waste only, which will not decay and be odourless, thus eliminating the odour problem arising from MSW reception.

The Government will continue to promote upstream waste reduction and recycling, aiming to achieve "Zero Landfill" in around 2035 and refraining from reliance on direct landfill disposal for MSW. By that time, the landfills will be transformed to only receive construction waste and non-combustible waste that cannot be recycled, reused or converted into resources.

In addition, bottom ash treatment facilities will be set up at the proposed I·PARK2 to treat bottom ash generated from I·PARK1 and the proposed I·PARK2. Building on experiences from the Mainland and other regions, properly treated and processed bottom ash can be recycled for beneficial reuse such as low-carbon cement, non-structural concrete aggregate and road base aggregate, thereby minimising the amount of bottom ash disposed of at landfills.

4. The "Guangdong-Hong Kong-Macao Greater Bay Area Ecological Environmental Protection Plan" proposes to vigorously promote the development of a "Zero Waste" Bay Area. With the support of the Ministry of Ecology and Environment, 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. At the meeting of the Hong Kong-Guangdong Joint Working Group on Environmental Protection and Combating Climate Change held in January 2025, the Environment and Ecology Bureau of the HKSAR and the Department of Ecology and Environment of Guangdong Province endorsed the establishment of the Special Panel for Building "Zero Waste Bay Area", aiming to enhance regional recycling of recyclable materials in the Guangdong-Hong Kong-Macao GBA by leveraging each other's competitive advantages, complementing strengths, and mutually developing a circular economy. The HKSAR Government will continue to work with the cities in the GBA to deepen exchanges and co-operation on "Zero-waste City" and resources circulation, for the joint development of green industries and related facilities.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0168)

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, food waste source separation, collection and recycling, please inform this Committee of the following:
(1) Please provide the amount of the funding allocated for and the number of projects applied for encouraging households to participate in waste separation, food waste collection and recycling in each of the past 3 years (i.e. 2022, 2023 and 2024).
(2) Regarding waste separation projects, please tabulate the total numbers of domestic units, housing estates and single-block buildings participated in each of the past 3 years (i.e. 2022, 2023 and 2024).
(3) Regarding food waste collection projects, please tabulate the total numbers of domestic units, housing estates and single-block buildings participated in each of the past 3 years (i.e. 2022, 2023 and 2024).
(4) Regarding recycling projects, please tabulate the total numbers of domestic units, housing estates and single-block buildings participated in each of the past 3 years (i.e. 2022, 2023 and 2024).
(5) How will the Administration plan to further promote and encourage the use of the Environment and Conservation Fund by the community to promote environmental protection activities?

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 9)

Reply:

(1) - (4) **Waste separation**

The Environmental Protection Department (EPD) has rolled out a number of waste reduction and recycling schemes to enhance the community recycling network progressively. For example, the Environment and Conservation Fund (ECF) provides recycling bins for free to residential buildings which have participated in the Programme on Source Separation of Domestic Waste (the Programme) directly through the Environmental Campaign Committee (ECC). Although the concerned funding does not involve the EPD's funding or budget estimate, the Green Outreach of the EPD provides support to housing estates/residential buildings participating in the Programme, assisting them in improving their recycling facilities and arrangement, as well as providing training for property

management staff and frontline cleansing workers on proper handling of recyclables. As the aforesaid support from the Green Outreach is an integral part of the EPD's daily work, there is no separate breakdown on the expenditure involved. As at the end of February 2025, there are over 2 800 housing estates/residential buildings participating in the Programme. Over the past 3 years, the numbers of premises newly participated in the Programme are tabulated below:

	2022-23	**2023-24**	**2024-25 (As at end-February 2025)**
Number of new participants	Around 130 housing estates/residential buildings, covering 87 000 residential units	Around 110 housing estates/residential buildings, covering 73 000 residential units	Around 90 housing estates/residential buildings, covering 30 000 residential units

Waste reduction and recycling

the EPD is continuously enhancing the community recycling network GREEN@COMMUNITY. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory. These include 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 public rental housing (PRH) estates; and around 430 Recycling Spots. Together, these facilities support residents living in the clusters of residential buildings that are lacking space for setting up their own recycling facilities (including single-block residential buildings and "three-nil" buildings) and PRH estates to participate in waste separation at source and clean recycling for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc. The recycling network formed by the aforementioned programmes has covered over 85% of the population in various districts of Hong Kong.

The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 3 financial years are set out in the table below:

Project[Note 1]	Actual/Estimated Operating Expenditure ($ Million)		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised estimate)
Recycling Stations	69	64	70
Recycling Stores	201	238	280
Recycling Stores set up in PRH estate[Note 2]	N/A	11	125

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates include the expenditures incurred by the operators in operating Recycling Spots. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Food waste recycling

As at February 2025, the EPD has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 PRH estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The Government has also subsidised the installation of about 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the ECF. In addition to FWSRBs, the EPD has also provided traditional pedal-operated food waste recycling bins for 28 private residential premises as at February 2025 to encourage residents to participate in food waste recycling. For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities, and Food Waste Recycling Spots. The numbers of housing estates/residential buildings and residential units covered by the aforementioned food waste recycling facilities are tabulated below:

Year	2022	2023	2024
Number of housing estates/ residential buildings	800	5 200	11 600
Number of residential units	95 100	757 900	1 760 100

The actual/estimated total expenditure incurred by food waste recycling initiatives in the past 3 financial years is set out below:

Financial Year	Expenditure incurred ($ Million)[Note]
2022-23 (Actual)	76.8
2023-24 (Actual)	134.4
2024-25 (Revised estimate)	279.5

Note: The expenditure for subsidising private residential buildings using FWSRBs was covered by the respective funding projects under the Recycling Fund and the ECF.

(5) The ECF provides funding support to eligible local organisations to launch non-profit-making projects on educational, research and technology demonstration, as well as other projects and activities in relation to environmental protection and nature conservation. To encourage the community to better utilise the ECF, we organise seminars, sharing sessions and workshops, and upload information on funding schemes of the ECF to the relevant webpage for public reference. Besides, we collaborate closely with district organisations to promote waste reduction and resources recycling, and will use the social media as a platform to further promote green messages and facilitate public participation in environmental protection and nature conservation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0172)

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:

With regard to promoting proper source separation of waste and clean recycling, continuing to reach out to the community, providing support and assistance to property management companies, as well as stepping up promotion and education efforts on waste reduction and recycling in schools, please provide the details, including the specific strategies and measures, implementation timetable, manpower and expenditure required, etc.

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 13)

Reply:

To strengthen the publicity and education on waste reduction and recycling and support for community recycling, the Environmental Protection Department (EPD) set up the Green Outreach in 2018 to provide outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, and disseminating the latest information on waste reduction and recycling to the community. They also provide support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, assisting them in improving their recycling facilities and arrangements, as well as providing training for property management staff and frontline cleansing workers on proper handling of recyclables. In addition, the Green Outreach plans and implements publicity and education work to promote waste reduction and recycling in the community, including launching large-scale online and offline publicity and education activities, and utilising social media and online platforms for multimedia promotion, to encourage all members of the public to integrate waste reduction and recycling into their daily lives. Furthermore, the Green Outreach has, in collaboration with non-profit-making organisations, implemented the Green Outreach Volunteer Programme to reach out to community groups of women, foreign domestic helpers and new immigrants, etc. to promote and encourage them to practise source separation of waste and clean recycling.

As at February 2025, the Green Outreach has conducted about 164 000 community visits and established connections with over 5 000 property management companies, residents' organisations, etc. Besides, the Green Outreach has organised more than 6 800 publicity and promotional activities in various forms, attracting about 700 000 participants.

To further strengthen the publicity and education of waste reduction and recycling at school level, the EPD launched the "We-recycle@School" Activity on 1 March 2024, inviting participation of all primary and secondary schools across the territory. Through this programme, students are encouraged to actively practise resource separation and recycling together with their family members to cultivate habits of waste reduction and recycling in their daily lives. As at February 2025, more than 540 primary, secondary and special schools have participated in the "We-recycle@School" Activity, involving over 340 000 students. Furthermore, the Green Outreach have conducted over 180 publicity and education activities on waste reduction and recycling (including game booths, talks, visits to Recycling Stations, etc.) that were joined by or co-organised with schools. In addition, the EPD has distributed teaching kits to schools, inviting students to take part in promotional activities on community waste reduction and recycling, as well as organising recycling competitions, including the "SGREEN" Inter-school Recycling Competition co-organised with Ocean Park Conservation Alliance in the 2024/25 academic year, to encourage students and their family members to actively practise clean recycling.

In 2025-26, the Green Outreach will focus on territory-wide or district-based waste reduction and recycling publicity programmes, including "We-recycle@School", Programme on Source Separation of Waste, etc. It will make more use of various platforms such as social media and the Internet for publicity and promotion; collaborate more with the GREEN@COMMUNITY operators, local groups, non-governmental organisations (NGOs), etc. for organising a variety of publicity activities; and strengthen its collaboration with non-profit-making organisations to implement the Green Outreach Volunteer Programme for reaching out to the community groups of women, foreign domestic helpers, ethnic minorities, new immigrants, etc. to step up its efforts to publicise to people of different backgrounds a green living culture of waste reduction and recycling. Moreover, in 2025, the Green Outreach will organise at least 400 promotional activities on waste reduction and recycling for schools in collaboration with the GREEN@COMMUNITY operators and NGOs.

In 2025-26, the staff establishment for the Green Outreach comprises 32 non-directorate professional staff (including Environmental Protection Officer and Environmental Protection Inspector grades) and 48 non-civil service contract staff. The estimated expenditure is about $56 million. The EPD will continue to allocate resources prudently, in order to promote and encourage the public to integrate waste reduction and recycling into their daily lives in a more cost-effective manner.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0184)

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 Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, please provide details on the specific strategies and measures, the implementation schedule, the number of participating residential premises, the manpower and expenditure involved, etc. What are the details of the expected expansion of the recycling network and the increase in the quantity to be recovered?

Asked by: Hon CHEUNG Yu-yan, Tommy (LegCo internal reference no.: 25)

Reply:

In 2025-26, the Government will allocate an additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

For domestic food waste recycling, as at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc. to ensure the proper use of public resources.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the Environment and Conservation Fund (ECF). The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory.

They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

The EPD and the ECF provide promotional and educational support through funding projects for the PRH estates and the private residential buildings participating in food waste recycling, as well as the residential buildings in the vicinity of Public Food Waste Recycling Points. The support includes distributing leaflets containing information on food waste recycling and promotional videos, displaying promotional posters, setting up customer service hotlines, as well as arranging green ambassadors to assist residents in using the GREEN$ services and teach them to practise source separation of food waste at home.

For commercial & industrial (C&I) food waste recycling, the EPD will continue to promote food waste recycling in the C&I sectors in 2025 through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

By taking forward the above initiatives, we expect that there will be over 1.2 million households participating in food waste recycling across the territory, with the quantity of domestic food waste recovered increasing gradually from about 100 tonnes per day at present to about 130 tonnes per day in 2026. The overall quantity of food waste recovered is expected to increase progressively from about 280 tonnes per day on average in 2024 to about 350 tonnes per day on average in 2025, representing an increase of around 30%. With the introduction of more initiatives facilitating the public and the C&I sectors to participate in food waste recycling, and as the public gradually cultivates such a habit, we anticipate that the quantity of food waste recovered will continue to increase.

The manpower required in implementing the food waste recycling initiatives is absorbed by the existing staff establishment of the EPD. The total estimated expenditure incurred in 2025-26 is $357 million, whereas the expenditure for subsidising private residential premises using FWSRBs is absorbed by the abovementioned funding schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0784)

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 allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city. What are the number and locations of these new facilities? What is the expected increase in the scale of the existing recycling network? How much more waste will be recovered per year? Is the existing food waste treatment capacity in Hong Kong sufficient to cope with the additional quantity recovered per year?

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 24)

Reply:

In the 2025-26 financial year, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

Domestic food waste recycling

As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. In response to the considerable amount of food waste collected in certain PRH estates, and following the successive completion of new PRH estates, we will continue to progressively install more FWSRBs as necessary. The number of FWSRBs installed in PRH estates is expected to increase to about 1 000 in 2025. Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

Commercial & industrial (C&I) food waste recycling

In 2025, the EPD will continue to promote food waste recycling in the C&I sectors through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for

more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

By taking forward the above initiatives, we expect that there will be over 1.2 million households participating in food waste recycling across the territory. The overall quantity of food waste recovered is expected to increase progressively from about 280 tonnes per day on average in 2024 to about 350 tonnes per day on average in 2025, representing an increase of around 30%. With the introduction of more initiatives facilitating the public and the C&I sectors to participate in food waste recycling, and as the public gradually cultivates such a habit, we anticipate that the quantity of food waste recovered will continue to increase.

In terms of food waste treatment capability, there are currently 4 food waste treatment facilities in Hong Kong, including 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 food waste treatment facilities from time to time to ensure sufficient treatment capacity is maintained.

In the long run, the Government is currently exploring new technologies for food waste treatment that are more cost-effective, including on-site food waste treatment technologies.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2715)

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 paragraph 177 of the 2025-26 Budget Speech, it is stated that the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins (FWSRBs) and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. Please advise this Committee of the following:

a. the number of FWSRBs in Hong Kong so far; among which, the respective numbers of FWSRBs and coverage rates in public rental housing estates, Home Ownership Scheme estates and private housing estates;

b. the total expenditure involved in setting up FWSRBs or food waste collection facilities so far; the average set up cost of each FWSRB; the monthly operating expenditure (collection service and device maintenance) of each FWSRB on average;

c. the total expenditure involved and the respective expenditures of the major projects if the recycling network is to be expanded to cover private housing estates; whether incentive subsidies will be provided; if yes, the details.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 9)

Reply:

As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong. In addition, approximately 380 FWSRBs have been installed at around 120 private residential premises (including private housing estates, estates under the Home Ownership Scheme, villages, and transitional housing) across the territory through the Recycling Fund and the Environment and Conservation Fund (ECF). To facilitate residents of single-block residential buildings in old districts or "three-nil" buildings in food waste recycling, the EPD has set up Public Food Waste Recycling Points, with 14 FWSRBs installed at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets. GREEN$ points are rewarded to encourage active participation of the public. The aforementioned FWSRBs have covered about 1.15 million households in Hong Kong.

The total expenditure incurred in implementing the food waste recycling initiatives is tabulated below, which includes the expenditure for installing FWSRBs in PRH estates and Public Food Waste Recycling Points. The expenditure for the approved FWSRB projects of private residential buildings is absorbed by the aforementioned funding projects, totalling about $80 million.

Financial year	**Expenditure incurred ($million)**[Note]
2024-25 (Revised estimate)	279.5
2025-26 (Estimate)	356.9

Note: Expenditure excludes funding projects of the Recycling Fund and the ECF.

As implementation of domestic food waste recycling scheme involves various expenditure items, including the installation, operation and repairs of FWSRBs, the related publicity and education work etc., the EPD does not maintain a breakdown for the setup and operational costs of individual FWSRB.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2730)

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:

Regarding illegal discharges, please advise:
a. What measures does the Government currently have to regulate illegal discharges? What are the manpower and expenditure involved in the past 3 years?
b. Does the Government regulate the discharge of coloured liquids (regardless of whether they meet discharge standards) from factories or individuals? If so, what are the details? If not, given that the discharge of coloured liquids can easily cause public panic, will the Government enhance the regulation, such as requiring applications and prior notifications to avoid causing panic, or even requiring such discharges to be handled through other means?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 24)

Reply:

a. Under the Water Pollution Control Ordinance (Cap. 358), any person who discharges sewage into communal stormwater drains, river courses or other water bodies in Hong Kong commits an offence. Furthermore, for effluent discharges from all types of industrial, manufacturing, commercial, institutional and construction activity premises, the person in charge of the premises should apply for a licence from the Environmental Protection Department (EPD) and discharge the effluent in accordance with the location, volume and standards specified in the licence. The licence enables the person in charge to clearly understand the discharge standards applicable to the premises, so as to avoid exceeding the limits. The EPD regularly inspects the discharge conditions across all types of premises and follows up pollution complaints from the public. These control efforts are part of the EPD's overall enforcement work. We do not have a separate breakdown of the manpower and expenditure involved.

b. Past records indicate that discharges of blue or green liquid are often associated with leakage tests on drains. Generally, the dye used in leakage tests is biodegradable and non-toxic, and will dissipate within a short period. Upon receiving an enquiry on colour change in water body, the EPD will send its staff to investigate whether a leakage test has been conducted in the vicinity. Besides, the EPD will remind the relevant departments to notify the public before conducting leakage tests with coloured liquids to alleviate any concerns. If the coloured liquid is not associated with leakage tests

conducted by the relevant departments, the EPD will carry out an investigation to trace the source and collect water samples for examination, in order to ascertain the cause of the colour change in water body and determine whether the water body has been polluted. Once an illegal discharge is confirmed, the EPD staff will take the corresponding enforcement action in accordance with the law.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3281)

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 community recycling network and facilities in Hong Long under Head 44, please advise:

1. As kerbside three-colour recycling bins are being removed by the Government from the urban areas by batches, what are the numbers of functional kerbside three-colour recycling bins in the past 2 years until March 2025? Please set out in tabular form the relevant data with a breakdown by the 18 districts.

2. After rationalising the number of kerbside three-colour recycling bins across the 18 districts in the territory, what are the savings in the relevant expenditure in the past 2 years? What are the changes in the average quantities of recyclables collected from each set of kerbside three-colour recycling bins in each district before and after the rationalisation?

3. It has been suggested that kerbside three-colour recycling bins cannot be completely replaced in terms of convenience even though the community recycling network GREEN@COMMUNITY is becoming well-developed in recent years. Has the Government been regularly reviewing the potential blind spots (such as the need of the residents of single-block residential buildings) of the existing collection points to further facilitate the public to practise waste reduction at source with effective waste reduction programmes?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 38)

Reply:

1. In the past 2 years, the numbers of kerbside recycling bins placed in various districts by the Environmental Protection Department (EPD) are tabulated below:

District	No. of kerbside recycling bins (set)	
	2023	2024
Central and Western	1	0
Eastern	0	0
Southern	2	2
Wan Chai	0	0
Kowloon City	0	0
Wong Tai Sin	0	0
Kwun Tong	1	0

District	No. of kerbside recycling bins (set)	
	2023	2024
Sham Shui Po	0	0
Yau Tsim Mong	0	0
Sha Tin	82	81
Tai Po	164	167
North	185	184
Sai Kung	181	179
Tsuen Wan	65	63
Kwai Tsing	17	16
Yuen Long	204	198
Tuen Mun	74	72
Islands	140	134
Total:	**1 116**	**1 096**

2. After the EPD removed about 800 sets of kerbside recycling bins placed in urban areas (including new towns) in 2022, an annual saving of approximately $1.4 million is achieved. As the EPD's recyclables collection service contractor can collect recyclables in kerbside recycling bins across districts, a breakdown of recyclables and non-recyclables by district is not available. The quantities of materials collected through kerbside recycling bins in the past 3 years are tabulated below:

Material	Quantity of materials collected through kerbside recycling bins (tonnes)		
	2022 (including school recycling bins)	**2023** (including school recycling bins)	**2024** (not including school recycling bins)
Paper	337	412	186
Metal	26	35	37
Plastic	360	172	155
Non-recyclables	474	217	171
Total	**1197**	**836**	**549**

3. To encourage public participation in waste reduction at source, the EPD has rolled out the Programme on Source Separation of Waste, under which free waste separation bins have been provided to over 2 800 housing estates/residential buildings and 1 400 commercial & industrial buildings. There are also some 1 100 sets of kerbside recycling bins provided in rural areas. In addition, the EPD is continuously enhancing the community recycling network GREEN@COMMUNITY to strengthen the recycling supporting facilities at district level. As at February 2025, around 630 public collection points (including 12 Recycling Stations; 82 Recycling Stores located in close proximity to single-block residential buildings and "three-nil" buildings or set up in public rental housing (PRH) estates; and around 430 Recycling Spots) have been set up across the 18 districts in the territory for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private

housing estates, villages, shopping malls, universities, government premises, etc.). The recycling network formed by the aforementioned programmes has covered over 85% of the population in Hong Kong.

In parallel, GREEN@COMMUNITY supports collection-at-door service for the aforementioned 9 types of common recyclables for a total of about 200 PRH estates and over 2 400 private housing estates/single-block buildings/villages, etc.

The EPD will keep reviewing the operation of all community recycling facilities and the needs for recycling facilities, and will explore the possibility of increasing the number of Recycling Spots near public markets and "three-nil" buildings and extending the service hours. In the planning of new Refuse Collection Points (RCPs), the EPD, where feasible, will include recycling facilities or set up Recycling Stores to facilitate the public in recycling during waste disposal. A Recycling Store will be set up inside the newly constructed Hung Shui Kiu Environmental Hygiene Complex. Tenders are being invited for the operation contract of the Recycling Store, which is expected to commence operation in the third quarter of 2025. An RCP with community recycling facilities will be provided inside the joint-user building of Anderson Road, Sai Kung, with the construction works expected for completion by the end of 2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1145)

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:

The Environmental Protection Department (EPD) places food waste smart recycling bins (FWSRBs) in public rental housing (PRH) estates under the Housing Department and the Hong Kong Housing Society to collect food waste for delivery to its food waste recycling facilities for turning into energy or resources. As at July 2024, the Food Waste Collection Scheme of the EPD has been expanded to all PRH estates in Hong Kong. However, some residents notice that machine failure due to software/hardware issues or overflowing often occurs to the FWSRBs. In this connection, please inform this Committee of:

1. the number of FWSRBs or food waste collection facilities that have been repaired and maintained since the launch of the Food Waste Collection Scheme in PRH estates in October 2022;
2. the maintenance costs involved.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 16)

Reply:

The Environmental Protection Department (EPD) attaches great importance to the operational conditions of food waste smart recycling bins (FWSRBs), and deploys staff to regularly inspect the FWSRBs in place. The contractors also conduct routine inspections and maintenance for the FWSRBs. Occasionally, the FWSRBs installed in public rental housing (PRH) estates might experience minor and temporary malfunctions due to frequent usage. In the past year, there were approximately 350 cases requiring more than 24 hours for repair. Upon inspection and repair work by the contractor, the services could usually be resumed within 48 hours. The associated maintenance expenditure has been covered by the Food Waste Collection Scheme in PRH Estates. The EPD does not have a breakdown of the expenditure incurred.

To continuously improve durability and stability of the FWSRBs, the EPD conducted comprehensive optimisation works in 2024. For example, the replacement of door lock components of the FWSRBs in all PRH estates across the territory was completed in May 2024, and other optimisation works (including replacement of top cover sensors and actuators, installation of new antenna, enhancement of odour abatement devices and installation of ultrasonic pest repellents) were completed by November 2024. Upon completion of these

optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements. The EPD will continue to monitor the operation of the FWSRBs through big data platform to timely enhance the service.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1306)

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 has established a community recycling network over the territory through the GREEN@COMMUNITY initiative. In this connection, please inform this Committee of the following:

1. The respective numbers of visits and operating expenditures of the Recycling Stations, Recycling Stores and Recycling Spots in 2023 and 2024;
2. The estimated operating expenditures of the Recycling Stations, Recycling Stores and Recycling Spots in 2025-26;
3. The quantity of recyclables collected by the Recycling Stations, Recycling Stores and Recycling Spots in 2024 by type (such as paper, glass, regulated electrical equipment, etc.);
4. Does the Administration have any plan to expand the network of Recycling Stations, Recycling Stores and Recycling Spots in 2025-26? If yes, what are the details?
5. Has the Administration assessed the quality and effectiveness of the Recycling Stations, Recycling Stores and Recycling Spots operated by non-governmental organisations? If yes, what are the details?

Asked by: Hon IP LAU Suk-yee, Regina (LegCo internal reference no.: 31)

Reply:

1&2. In 2023 and 2024, the respective numbers of visitors to the Recycling Stations, Recycling Stores and Recycling Spots are set out below:

Project	**Number of visitors**	
	2023(Note 1)	**2024**(Note 2)
Recycling Station	About 910 000	About 1.18 million
Recycling Store	About 5.1 million	About 9.8 million
Recycling Spot	About 1.1 million	About 1.72 million
Total	About 7.11 million	About 12.7 million

Note 1: The numbers of visitors in 2023 are revised data.

Note 2: The numbers of visitors in 2024 are preliminary data and the actual figures are still being verified.

The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects in the past 3 financial years and for the financial year 2025-26 are tabulated below:

Project[(Note 1)]	**Actual/Estimated Operating Expenditure by Financial Year ($million)**			
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)	2025-26 (Estimate)
Recycling Station	69	64	70	78
Recycling Store	201	238	280	300
Recycling Store set up in Public Rental Housing (PRH) estate[(Note 2)]	N/A	11	125	129

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 operators in operating Recycling Spots. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

3. In 2024, the quantities of each type of recyclables collected by Recycling Stations, Recycling Stores and their Recycling Spots are tabulated below:

Recyclables	**Approximate quantity of recyclables collected (tonnes)**	
	Recycling Stations and their Recycling Spots	**Recycling Stores and their Recycling Spots**
Regulated electrical equipment	380	630
Non-regulated electrical equipment (such as small electrical appliances)	610	1 560
Glass containers	3 580	5 860
Rechargeable batteries	18	27
Compact fluorescent lamps/fluorescent tubes	29	41
Waste paper	2 250	10 450
Waste plastics	2 150	12 090
Waste metals	300	1 430
Beverage cartons	80	270

Note: The quantities of each type of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

4. The Environmental Protection Department (EPD) is continuously enhancing the community recycling network GREEN@COMMUNITY. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory. These include 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 430 Recycling Spots. Together, these facilities support residents living in the clusters of residential buildings that are lacking space for setting up their own recycling facilities (including single-block residential buildings and "three-nil" buildings) and PRH estates to participate in waste separation at source and clean recycling for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc.

The EPD will keep reviewing the operation of all community recycling facilities and the specific needs for recycling facilities, and will proactively explore various measures such as increasing the number of Recycling Spots near public markets and "three-nil" buildings and extending the service hours, etc. Currently, the service hours of 22 Recycling Stores have been extended by 3 hours, i.e. operating from 8 am to 9 pm. The remaining Recycling Stores will also extend their service hours progressively in 2025. The EPD has also set up Nighttime Recycling Spots starting from mid-2024 to facilitate public who need to work in the daytime to participate in recycling. The number of public collection points across the territory is expected to increase to 800 in the first quarter of 2025. In addition, to enhance the overall cost-effectiveness of the operation of GREEN@COMMUNITY, the EPD is reviewing the tender arrangements and requirements for GREEN@COMMUNITY facilities, and we will relocate some of the Recycling Stores to suitable government facilities and gradually convert the Recycling Stores in PRH estates into self-service recycling facilities so as to reduce the rental expenses and operating costs.

Moreover, in the planning of new Refuse Collection Points (RCPs), the EPD, where feasible, will include recycling facilities or set up Recycling Stores to facilitate the public in carrying out clean recycling during waste disposal. In this connection, a Recycling Store will be set up inside the newly constructed Hung Shui Kiu Environmental Hygiene Complex. Tenders are being invited for the operation contract of the Recycling Store, which is expected to commence operation in the third quarter of 2025. An RCP together with community recycling facilities will be provided inside the joint-user building of Anderson Road, Sai Kung, with the construction works expected for completion by the end of 2025.

5. The EPD launched the Community Green Station project in 2015, engaging non-governmental organisations to operate the GREEN@COMMUNITY facilities through open tenders. The operators of Recycling Stations and Recycling Stores are required to provide the specified services and meet predetermined performance targets during the contract period. From the commencement of the relevant operation contracts till end-2024, the operational performances of all the Recycling Stations and Recycling Stores met the predetermined targets. In 2024, the 82 Recycling Stores received about 9.8 million visitors and collected about 32 400 tonnes of recyclables, while the 12 Recycling Stations received about 1.18 million visitors, organised about 2 300

environmental education activities and collected about 9 400 tonnes of recyclables. The total amount of recyclables collected by GREEN@COMMUNITY facilities for the year was about 41 800 tonnes, representing an increase of nearly 60% over 2023.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1307)

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 order to reduce the impact of plastic pollution on marine ecology and human health and to mitigate climate change, the Government has been promoting recycling through various means. Regarding waste plastics recycling, please inform this Committee of the following:
1. the total amount of waste plastics collected and recovered across the territory in 2023 and 2024;
2. the amount of waste plastics collected through various means, such as the three-colour recycling bins, GREEN@COMMUNITY, the pilot scheme on collection of waste plastics, the Reverse Vending Machine Pilot Scheme, etc. in 2024;
3. the publicity programmes and relevant expenditure for educating the public on waste plastics recycling and clean recycling in the past year; and
4. the publicity programmes and estimated expenditure for educating the public on waste plastics recycling and clean recycling in 2025.

Asked by: Hon IP LAU Suk-yee, Regina (LegCo internal reference no.: 32)

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 recovered locally from 2022 to 2023 are tabulated below. The relevant figures for 2024 are still under compilation.

Year	Quantity of waste plastics recovered (thousand tonnes)[Note]		
	Quantity delivered outside Hong Kong for recycling (a)	Quantity recycled locally (b)	Total quantity (c)=(a)+(b)
2022	1	120	121
2023	2	127	128

Note: Figures may not add up to the respective totals due to rounding.

2. The quantities of waste plastics collected through kerbside waste separation bins (kerbside recycling bins), GREEN@COMMUNITY and the Reverse Vending Machine (RVM) Pilot Scheme in 2024 are tabulated below:

Waste reduction and recycling programme	Quantity of waste plastics collected in 2024 (tonnes)
Kerbside recycling bins	303
Community recycling network of GREEN@COMMUNITY[Note 1]	14 240[Note 2]
RVM Pilot Scheme	1 610

Note 1: The quantity of waste plastics collected by GREEN@COMMUNITY includes the waste plastics recovered through its collection-at-door service under the Programme on Source Separation of Waste and the Pilot Programme on Smart Recycling Systems, as well as the non-commercial and non-industrial waste plastics collected from the 9 districts covered by the Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials.

Note 2: The quantity recovered in 2024 is preliminary data and the actual figure is still being verified.

3.& 4. GREEN@COMMUNITY Recycling Stations organise educational activities, including workshops, carnivals, exchanges of second-hand items, etc. from time to time to promote waste reduction as well as source separation and clean recycling. In 2024, GREEN@COMMUNITY held about 2 300 environmental education activities. To strengthen the publicity and education on waste reduction and recycling and support for community recycling, the EPD set up the Green Outreach in 2018 to provide outreaching services to the community to promote source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, and disseminating the latest information on waste reduction and recycling to the community. They also provide support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, assisting them in improving their recycling facilities and arrangements, as well as providing training for property management staff and frontline cleansing workers on proper handling of recyclables. In addition, the Green Outreach plans and implements publicity and education work to promote waste reduction and recycling in the community, including launching large-scale online and offline publicity and education activities, and utilising social media and online platforms for promotion, to encourage all members of the public to integrate waste reduction and recycling into their daily lives. Furthermore, the Green Outreach has, in collaboration with non-profit-making organisations, implemented the Green Outreach Volunteer Programme to reach out to community groups of women, foreign domestic helpers and new immigrants, etc. to educate and encourage them to practise source separation of waste and clean recycling. In 2024, the Green Outreach has organised about 1 600 publicity and promotional activities in various forms, attracting over 210 000 participants.

In 2025-26, the Green Outreach will focus on territory-wide or district-based waste reduction and recycling publicity programmes, including "We-recycle@School" and Programme on Source Separation of Waste. It will make more use of mass media platforms such as social media and the Internet for publicity and promotion; collaborate more with the GREEN@COMMUNITY operators, local groups, non-governmental organisations, etc. for organising a variety of publicity activities; and strengthen its collaboration with non-profit-making organisations to implement the

Green Outreach Volunteer Programme for reaching out to community groups of women, foreign domestic helpers, ethnic minorities, new immigrants, etc. In 2025, the Green Outreach will collaborate with the GREEN@COMMUNITY operators to organise various environmental education activities for the public, with at least 400 promotional activities on waste reduction and recycling expected to be held for schools.

Publicity and public education on source separation (including plastics) and clean recycling are part of the daily work of the Green Outreach and GREEN@COMMUNITY. We do not have a breakdown of the relevant expenditures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2927)

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 community recycling network GREEN@COMMUNITY, please advise this Committee of the following:

1) What are the manpower and actual expenditure (including operational expenditure, expenditure on procurement of gifts and non-operational expenditure) incurred by GREEN@COMMUNITY projects in each of the past 5 years (2020-21 to 2024-25)?

2) What are the manpower and estimated expenditure (including operational expenditure, expenditure on procurement of gifts and non-operational expenditure) to be incurred by GREEN@COMMUNITY projects in 2025-26?

3) What are the numbers of Recycling Stations and Recycling Stores (including those set up in public rental housing estates), as well as their respective names, addresses, operators, the funding allocated and the actual/expected commencement dates as at present (please set out by District Council district)?

4) Has the Government assessed the effectiveness of GREEN@COMMUNITY projects on waste reduction? If yes, what are the details? If no, what are the reasons?

5) What is the effectiveness of other waste reduction work apart from GREEN@COMMUNITY projects?

6) At present, retailers are allowed to retain the plastic shopping bags charges ($1 each). What was the amount involved in each of the past 3 years? Will the Government consider adjusting the retention arrangement and allow members of the public to pay the charges directly to the Government through the Faster Payment System to raise its revenue? If yes, what are the details? If no, what are the reasons?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 11)

Reply:

1&2)

In the past 5 financial years and for the 2025-26 financial year, the number of non-directorate professional staff (including Environmental Protection Officer and Environmental Protection Inspector grades) tasked with implementing and overseeing the GREEN@COMMUNITY projects are as follows:

Financial year	No. of posts
2020-21	24 permanent posts and 2 time-limited posts
2021-22	24 permanent posts and 2 time-limited posts
2022-23	24 permanent posts and 1 time-limited post
2023-24	24 permanent posts and 1 time-limited post
2024-25	24 permanent posts
2025-26	24 permanent posts

The operating expenditures of GREEN@COMMUNITY include the expenses on manpower employed by the operators, purchase or hire of vehicles for transporting recyclables, procurement of gifts for redemption under the GREEN$ Electronic Participation Incentive Scheme, rental expenses (if applicable), etc. The actual/estimated operating expenditures incurred by GREEN@COMMUNITY projects (including Recycling Stations and Recycling Stores) in the past 5 financial years and for the 2025-26 financial year are set out below:

Project	Actual/Estimated Operating Expenditure by Financial Year[Note 1] ($Million)					
	2020-21 (Actual)	2021-22 (Actual)	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)	2025-26 (Estimate)
Recycling Station[Note 2]	52	52	69	64	70	78
Recycling Store[Note 3]	110	174	201	238	280	300
Recycling Store set up in public rental housing (PRH) estate[Note 4]	N/A	N/A	N/A	11	125	129

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. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: The number of Recycling Stations increased from 11 in 2021 to 12 in end-2024.

Note 3: The first batch of 22 Recycling Stores commenced operation progressively starting from the fourth quarter of 2020, and the other batch of 10 Recycling Stores have been gradually put into service since early 2022.

Note 4: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

3)

As at February 2025, the distribution of Recycling Stations and Recycling Stores in the 18 districts is set out in Annex I. The relevant information of Recycling Stations and Recycling Stores is given in Annex II.

4&5)
In 2024, the 82 Recycling Stores received about 9.8 million visitors and collected about 32 400 tonnes of recyclables, while the 12 Recycling Stations received about 1.18 million visitors, organised about 2 300 environmental education activities and collected about 9 400 tonnes of recyclables. The total amount of recyclables collected by GREEN@COMMUNITY facilities for the year was about 41 800 tonnes, representing an increase of nearly 60% over 2023.

The Environmental Protection Department (EPD) has rolled out a number of waste reduction and recycling schemes to facilitate public participation in waste reduction at source. Among these schemes include the Programme on Source Separation of Waste, under which free waste separation bins have been provided to over 2 800 housing estates/residential buildings and 1 400 commercial and industrial buildings. There are also some 1 100 sets of kerbside recycling bins provided in rural areas for recycling plastics, waste paper and metals. Coupled with GREEN@COMMUNITY facilities, the recycling network has covered over 85% of the population in various districts of Hong Kong.

Regarding food waste recycling, with the EPD's active implementation of various food waste recycling initiatives, the number of food waste collection points across the territory has increased significantly from around 800 in December 2023 to around 1 500 in December 2024. The overall quantity of food waste collected from various local sources has also increased substantially from a daily average of around 200 tonnes in December 2023 to around 310 tonnes in December 2024, representing an increase of over 50%.

In addition, the Government has fully implemented the Producer Responsibility Schemes (PRSs) for 3 types of products, including plastic shopping bags (PSBs), waste electrical and electronic equipment and glass beverage containers. Since 1 July 2024, the coverage of the PRS on Waste Electrical and Electronic Equipment has been expanded to include refrigerators and washing machines with larger capacity, as well as stand-alone tumble dryers and dehumidifiers.

The effectiveness of various waste reduction and recycling programmes/facilities is set out in Annex III.

In addition, to strengthen the publicity and education on waste reduction and recycling and support for community recycling, the EPD set up the Green Outreach in 2018 to provide outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, and disseminating the latest information on waste reduction and recycling to the community. They also provide support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, assisting them in improving their recycling facilities and arrangements, as well as providing training for property management staff and frontline cleansing workers on proper handling of recyclables. In addition, the Green Outreach plans and implements publicity and education work to promote waste reduction and recycling in the community to encourage all members of the public to integrate waste reduction and recycling into their daily lives, and collaborates with non-profit-making organisations to implement the Green Outreach Volunteer Programme.

As at February 2025, the Green Outreach has conducted about 164 000 community visits and established connections with over 5 000 property management companies, residents'

organisations, etc. Since the launch of the "We-recycle@School" Activity on 1 March 2024, over 540 primary, secondary and special schools have participated in the programme. Besides, the Green Outreach has organised more than 6 800 publicity and promotional activities in various forms, attracting about 700 000 participants.

6)
During the initial phase of the PSB Charging Scheme from 2009 to 2015, retailers subject to the regulation were required to remit their levy income to the Government on a quarterly basis. When the scheme was extended to cover the entire retail sector in 2015, a "retention" approach was adopted after public consultation, under which retailers are allowed to retain and handle the PSB charges on their own without the need of remitting to the Government. Not only will such arrangement reduce the administrative burden and compliance costs of small and medium enterprises, but also avoid causing inconvenience to the public in paying for the levy separately while making a transaction. We have no plan at this stage to adjust the existing mode of operation.

Annex I

Distribution of Recycling Stations and Recycling Stores in the 18 districts

District	Recycling Station	Recycling Store[Note 1]	Total
Eastern	GREEN@ EASTERN	GREEN@QUARRY BAY, GREEN@WAN TSUI, GREEN@YUE WAN, GREEN@HING TUNG, GREEN@SIU SAI WAN, GREEN@YIU TUNG	7
Central & Western	-	GREEN@SHEUNG WAN, GREEN@SAI YING PUN, GREEN@KENNEDY TOWN	3
Southern	-	GREEN@ABERDEEN, GREEN@AP LEI CHAU	2
Wan Chai	GREEN@ WAN CHAI	GREEN@TIN HAU, GREEN@HAPPY VALLEY	3
Kowloon City	-	GREEN@WALLED CITY, GREEN@TO KWA WAN, GREEN@HUNG HOM, GREEN@TAK LONG	4
Kwun Tong	GREEN@ KWUN TONG	GREEN@YUE MAN SQUARE, GREEN@KAI YIP, GREEN@PING TIN, GREEN@SAU MAU PING, GREEN@YAU LAI, GREEN@SHUN LEE, GREEN@CHOI YING, GREEN@CHOI TAK, GREEN@NGAU TAU KOK	10
Sham Shui Po	GREEN@ SHAM SHUI PO	GREEN@CHEUNG SHA WAN, GREEN@UN CHAU, GREEN@PAK TIN, GREEN@SO UK	5
Wong Tai Sin	GREEN@ WONG TAI SIN	GREEN@SAN PO KONG, GREEN@CHUK YUEN, GREEN@CHOI WAN, GREEN@TSZ CHING, GREEN@TSZ MAN, GREEN@TSZ LOK, GREEN@WANG TAU HOM	8
Yau Tsim Mong	-	GREEN@TAI KOK TSUI, GREEN@JORDAN	2
Islands	GREEN@ ISLANDS	GREEN@MUI WO, GREEN@YAT TUNG, GREEN@YING TUNG	4
Kwai Tsing	GREEN@ KWAI TSING	GREEN@TSING YI, GREEN@KWAI FONG, GREEN@TAI WO HAU, GREEN@ON YAM, GREEN@CHEUNG HONG, GREEN@LAI KING, GREEN@KWAI SHING	8
North	-	GREEN@FANLING, GREEN@SHEK WU HUI, GREEN@LUEN WO HUI, GREEN@QUEENS HILL, GREEN@CHING HO	5
Sai Kung	GREEN@ SAI KUNG	GREEN@PO LAM, GREEN@SAI KUNG TOWN[Note 2], GREEN@SHEUNG TAK, GREEN@KIN MING	5
Sha Tin	GREEN@ SHA TIN	GREEN@TAI WAI, GREEN@CHUN YEUNG, GREEN@SHUI CHUEN O, GREEN@SHA KOK, GREEN@YAN ON	6
Tai Po	GREEN@ TAI PO	GREEN@TAI PO MARKET, GREEN@TAI WO, GREEN@TAI YUEN, GREEN@KWONG FUK	5
Tsuen Wan	-	GREEN@LO TAK COURT, GREEN@YI PEI SQUARE, GREEN@SHEK WAI KOK, GREEN@LEI MUK SHUE	4

District	Recycling Station	Recycling Store[Note 1]	Total
Tuen Mun	GREEN@ TUEN MUN	GREEN@SAN HUI, GREEN@KIN SANG, GREEN@ON TING, GREEN@YAN TIN, GREEN@FU TAI, GREEN@WU KING	7
Yuen Long	GREEN@ YUEN LONG	GREEN@YUEN LONG HUI, GREEN@LONG PING, GREEN@TIN HENG, GREEN@TIN YAN, GREEN@TIN WAH	6
Total	12	82	94

Note 1: Including Recycling Stores set up in PRH estates

Note 2: GREEN@SAI KUNG TOWN - TIU KENG LENG BRANCH is an affiliated facility of GREEN@SAI KUNG TOWN, and hence not counted as two stores.

Annex II

Information on Recycling Stations and Recycling Stores

Recycling Stations

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Sha Tin	GREEN@ SHA TIN	10 On Ping Street, Shek Mun	Christian Family Service Centre	22.62	May 2015
Eastern	GREEN@ EASTERN	30 Oi Shun Road, Shau Kei Wan	Po Leung Kuk	21.33	Aug 2015
Kwun Tong	GREEN@ KWUN TONG	27 Sheung Yee Road, Kowloon Bay	Christian Family Service Centre	20.49	Jan 2017
Yuen Long	GREEN@ YUEN LONG	65 Tin Wah Road, Tin Shui Wai	Hong Chi Association	20.39	Jan 2017
Sham Shui Po	GREEN@ SHAM SHUI PO	339 Tung Chau Street, Sham Shui Po	Po Leung Kuk	13.36	Oct 2017
Tuen Mun	GREEN@ TUEN MUN	5 Lung Chak Road, Tuen Mun	Yan Oi Tong Limited	21.69	Sep 2018
Kwai Tsing	GREEN@ KWAI TSING	12 Tam Kon Shan Road, Tsing Yi	New Life Psychiatric Rehabilitation Association	20.41	Nov 2018
Tai Po	GREEN@ TAI PO	25 Dai Wah Street, Tai Po	Hong Chi Association	19.23	Oct 2019
Islands	GREEN@ ISLANDS	1 Chung Mun Road, Tung Chung, Lantau	OIWA Limited	21.99	Oct 2019
Sai Kung	GREEN@ SAI KUNG	3 Po Lam Lane, Tseung Kwan O	Christian Family Service Centre	17.98	Aug 2021
Wan Chai	GREEN@ WAN CHAI	6 Wan Shing Street, Wan Chai	The Hong Kong Wan Chai District Association Limited	24.68	Aug 2021
Wong Tai Sin	GREEN@ WONG TAI SIN	Po Kong Village Road, Wong Tai Sin	New Life Psychiatric Rehabilitation Association	18.31	Dec 2024

Recycling Stores

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Central & Western	GREEN@ SAI YING PUN	224 Queen's Road West	121C Society for Recycling Limited	23.49	Apr 2023
	GREEN@ SHEUNG WAN	Wing Hing Commercial Building, Sutherland Street	The Association of the Hong Kong Central and Western District Limited	22.54	Nov 2020
	GREEN@ KENNEDY TOWN	Lexington Hill, Belcher's St, Kennedy Town	ECO Foundation Limited	22.41	Mar 2022

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Eastern	GREEN@ QUARRY BAY	East Pavilion, King's Road	Buddhist Compassion Relief Tzu-Chi Foundation Hong Kong Limited	24.80	Dec 2020
Southern	GREEN@ ABERDEEN	1/F, Aberdeen Market	121C Society for Recycling Limited	22.89	May 2023
	GREEN@ AP LEI CHAU	Happy View Building, Ap Lei Chau Main Street	Hong Kong Southern District Community Association Limited	22.38	Feb 2022
Wan Chai	GREEN@ HAPPY VALLEY	Green Valley Mansion, Wong Nai Chung Road	Green Council	17.88	Mar 2022
	GREEN@ TIN HAU	Triumph Court, Electric Road	Tung Wah Group of Hospitals	28.02	Nov 2020
Kowloon City	GREEN@ WALLED CITY	48 Lion Rock Road	Christian Family Service Centre	22.22	Dec 2020
	GREEN@ TO KWA WAN	93 Pau Chung Street (San Shan Road Entrance)	Christian Family Service Centre	18.95	Dec 2020
	GREEN@ HUNG HOM	103 Wuhu Street	Christian Family Service Centre	18.58	Apr 2023
Yau Tsim Mong	GREEN@ TAI KOK TSUI	117 Ivy Street	New Life Cycle Co., Limited	17.32	Apr 2023
	GREEN@ JORDAN	Wai Ching Court, Wai Ching Street	Yaumati Kai Fong Welfare Advancement Association Limited	16.03	Apr 2023
Sham Shui Po	GREEN@ CHEUNG SHA WAN	188 Fuk Wa Street	Cheungshawan Kaifong Welfare Association Limited	16.84	Apr 2023
Wong Tai Sin	GREEN@ SAN PO KONG	San Po Kong Mansion, Choi Hung Road	East Kowloon District Residents' Committee Limited	31.24	Dec 2020
Kwun Tong	GREEN@ YUE MAN SQUARE	Yan On Mansion, Ngau Tau Kok Road	Christian Family Service Centre	20.41	Apr 2023
Tai Po	GREEN@ TAI PO MARKET	Central Plaza, Kwong Fuk Road	Environmental Association Limited	21.49	Jan 2021
	GREEN@ TAI WO	Block C, Greenery Plaza, Chui Yi Street	Green Tai Po	23.30	Mar 2022
Yuen Long	GREEN@ YUEN LONG HUI	Chun Chu House, Castle Peak Road - Yuen Long	Action Health Limited	23.75	Apr 2023
	GREEN@ LONG PING	Hung Fat House, Kau Yuk Road	Pumen Foundation Limited	18.12	Mar 2022

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Tuen Mun	GREEN@ SAN HUI	Ming Wai Building, Tuen Mun Heung Sze Wui Road	Green Commune Education Charity Foundation Limited	21.45	Nov 2020
	GREEN@ KIN SANG	G/F, Ori, Leung Tak Street	New Territories West Power Eco Company	24.23	Apr 2022
North	GREEN@ SHEK WU HUI	80 Lung Sum Avenue, Sheung Shui	North District Residents Association Limited	26.00	Apr 2023
	GREEN@ FANLING	Flora Plaza, Pak Wo Road, Fanling	North District Residents Association Limited	26.50	Dec 2020
	GREEN@ LUEN WO HUI	Grand Tower Block A, Luen Wo Road, Fanling	Endeavour Environmental Education Foundation Limited	25.88	Mar 2022
Sai Kung	GREEN@ PO LAM	MCP Central, Yan King Road, Tseung Kwan O	Tseung Kwan O Kai Fong Joint Association Limited	19.96	Dec 2020
	GREEN@ SAI KUNG TOWN	98 Man Nin Street	Sai Kung and Tseung Kwan O Women's Association Limited	15.65[Note]	Apr 2022
	GREEN@ SAI KUNG TOWN - TIU KENG LENG BRANCH	Phase 3, Ocean Shores, O King Road			Jan 2023
Sha Tin	GREEN@ TAI WAI	Hey Yuet Building, Chik Shun Street	Shatin Women's Association Limited	26.99	Apr 2023
Tsuen Wan	GREEN@ LO TAK COURT	423-427 Castle Peak Road - Tsuen Wan	New Life Cycle Co., Limited	18.12	Apr 2023
	GREEN@ YI PEI SQUARE	71 Ho Pui Street	Association for Tsuen Wan Development	18.40	Apr 2022
Kwai Tsing	GREEN@ TSING YI	Shop TSY 208 at Tsing Yi MTR	Tsuen Wan Development Association Limited	18.77	Feb 2024
Islands	GREEN@ MUI WO	Silver Centre Building, Mui Wo Ferry Pier Road	OIWA Limited	24.30	Feb 2021

Note: GREEN@SAI KUNG TOWN - TIU KENG LENG BRANCH is an affiliated facility of GREEN@SAI KUNG TOWN and its operation fee is covered by the contract value of GREEN@SAI KUNG TOWN.

Recycling Stores set up in PRH estates

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Eastern	GREEN@ HING TUNG	G/F, Hing Fung House, Hing Tung Estate, Sai Wan Ho	Hong Kong Youth Power Association	13.48	May 2024
	GREEN@ YIU TUNG	G/F, Yiu Hing House, Yiu Tung Estate, Shau Kei Wan			May 2024
	GREEN@ SIU SAI WAN	G/F, Sui Yick House, Siu Sai Wan Estate, Chai Wan	Youth Chain Limited	15.76	Apr 2024
	GREEN@ WAN TSUI	G/F, Mei Tsui House, Wan Tsui Estate, Chai Wan			Feb 2024
	GREEN@ YUE WAN	G/F, Yue On House, Yue Wan Estate, Chai Wan			Feb 2024
Kwai Tsing	GREEN@ CHEUNG HONG	G/F, Hong Fu House, Cheung Hong Estate, Tsing Yi	Kwai Tsing Women's Community Development Limited	13.80	Apr 2024
	GREEN@ LAI KING	G/F, Yeung King House, Lai King Estate, Kwai Chung			Apr 2024
	GREEN@ KWAI SHING	6/F, Block 1, Kwai Shing West Estate, Kwai Chung	CC Smile Charity Foundation Limited	12.11	May 2024
	GREEN@ ON YAM	G/F, Chak Yam House, On Yam Estate, Kwai Chung			May 2024
	GREEN@ KWAI FONG	Unit No. 13, G/F, Kwai On House, Kwai Fong Estate, Kwai Chung	Christian Family Service Centre	13.47	Jun 2023
	GREEN@ TAI WO HAU	Unit No. 6, G/F, Fu Wah House, Tai Wo Hau Estate, Kwai Chung			Jun 2023
Kwun Tong	GREEN@ KAI YIP	G/F, Kai Yue House, Kai Yip Estate, Kowloon Bay	Christian Family Service Centre	11.77	Dec 2023
	GREEN@ SHUN LEE	G/F, Lee Yip House, Shun Lee Estate, Kwun Tong			Apr 2024
	GREEN@ PING TIN	G/F, Ping Shun House, Ping Tin Estate, Lam Tin	Wegeneration Limited	12.91	May 2024
	GREEN@ SAU MAU PING	G/F, Sau Sin House, Sau Mau Ping (South) Estate, Kwun Tong			May 2024
	GREEN@ YAU LAI	G/F, Hong Lai House, Yau Lai Estate, Yau Tong			May 2024

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
	GREEN@ CHOI YING	G/F, Ying On House, Choi Ying Estate, Ngau Tau Kok	Hong Kong Community & Construction Association Charitable Foundation Limited	14.83	Dec 2024
	GREEN@ CHOI TAK	G/F, Choi Yee House, Choi Tak Estate, Ngau Tau Kok			Dec 2024
	GREEN@ NGAU TAU KOK	G/F, Sheung Wing House, Upper Ngau Tau Kok Estate, Ngau Tau Kok			Dec 2024
North	GREEN@ CHING HO	G/F, Ching Yu House, Ching Ho Estate, Sheung Shui	Luen Heep Social Service Limited	13.50	Apr 2024
	GREEN@ QUEENS HILL	G/F, Wong Sheng House, Queens Hill Estate, Fanling			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	11.86	Apr 2024
	GREEN@ SHEUNG TAK	G/F, Sheung Chun House, Sheung Tak Estate, Tseung Kwan O			Apr 2024
Sha Tin	GREEN@ CHUN YEUNG	G/F, Chun Yi House, Chun Yeung Estate, Fo Tan	Shatin Inhabitants Association Limited	11.88	Feb 2024
	GREEN@ YAN ON	G/F, Yan Yuet House, Yan On Estate, Ma On Shan			Apr 2024
	GREEN@ SHA KOK	G/F, Skylark House, Sha Kok Estate, Sha Tin	Project Tomorrow Limited	9.48	May 2024
	GREEN@ SHUI CHUEN O	G/F, Mau Chuen House, Shui Chuen O Estate, Sha Tin			May 2024
Sham Shui Po	GREEN@ PAK TIN	G/F, Yue Tin House, Pak Tin Estate, Sham Shui Po	Sham Ching Youth Association Limited	18.62	May 2024
	GREEN@ SO UK	G/F, Azalea House, So Uk Estate, Cheung Sha Wan			May 2024
	GREEN@ UN CHAU	G/F, Un Wai House, Un Chau Estate, Cheung Sha Wan			May 2024
Tai Po	GREEN@ KWONG FUK	G/F, Kwong Chi House, Kwong Fuk Estate, Tai Po	Joyteam Volunteers Alliance Limited	11.95	May 2024
	GREEN@ TAI YUEN	G/F, Tai Ling House, Tai Yuen Estate, Tai Po			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	13.85	May 2024
	GREEN@ SHEK WAI KOK	G/F, Shek To House, Shek Wai Kok Estate, Tsuen Wan			May 2024

District	Project	Address	Operator	Contract Value ($million)	Commence-ment Date
Tuen Mun	GREEN@ FU TAI	G/F, Mei Tai House, Fu Tai Estate, Tuen Mun	Hong Kong Youth Affairs Development Foundation Limited	13.40	May 2024
	GREEN@ YAN TIN	G/F, Yuet Tin House, Yan Tin Estate, Tuen Mun			Feb 2024
	GREEN@ ON TING	G/F, Ting Lung House, On Ting Estate, Tuen Mun	New Life Psychiatric Rehabilitation Association	9.46	Jan 2024
	GREEN@ WU KING	G/F, Wu Pik House, Wu King Estate, Tuen Mun			May 2024
Kowloon City	GREEN@ TAK LONG	G/F, Tak Shan House, Tak Long Estate, Kai Tak	Community Care Limited	12.62	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	9.83	May 2024
	GREEN@ WANG TAU HOM	G/F, Wang Yip House, Wang Tau Hom Estate, Wong Tai Sin			May 2024
	GREEN@ TSZ CHING	G/F, Ching Yuk House, Tsz Ching Estate, Tsz Wan Shan	Christian Family Service Centre	16.23	Apr 2024
	GREEN@ TSZ LOK	G/F, Lok Shing House, Tsz Lok Estate, Tsz Wan Shan			May 2024
	GREEN@ TSZ MAN	G/F, Man Tai House, Tsz Man Estate, Tsz Wan Shan			Apr 2024
Yuen Long	GREEN@ TIN HENG	G/F, Heng Fu House, Tin Heng Estate, Tin Shui Wai	Pumen Foundation Limited	17.21	May 2024
	GREEN@ TIN WAH	G/F, Wah Yau House, Tin Wah Estate, Tin Shui Wai			May 2024
	GREEN@ TIN YAN	G/F, Yan Fuk House, Tin Yan Estate, Tin Shui Wai			May 2024
Islands	GREEN@ YING TUNG	1/F, Ying Hei House, Ying Tung Estate, Tung Chung	New Life Cycle Co., Limited	9.29	Dec 2024
	GREEN@ YAT TUNG	G/F, Mei Yat House, Yat Tung (2) Estate, Tung Chung			Dec 2024

Annex III

Effectiveness of various waste reduction and recycling programmes/facilities

Name of waste reduction and recycling programme/facility	Year	Quantity of recyclables collected/treated (tonne)
Waste paper collection and recycling services[Note 1]	2024	580 000
	2023	571 300
	2022	579 710
	2021	598 620
	2020	149 650
The Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials[Note 2]	2024	8 840
	2023	6 480
	2022	4 850
	2021	2 280
	2020	480
Reverse Vending Machine (RVM) Pilot Scheme (plastic beverage containers)[Note 3]	2024	1 610
	2023	1 120
	2022	640
	2021	400
Glass management contract	2024	23 190
	2023	22 670
	2022	19 530
	2021	20 280
	2020	14 270
Rechargeable Battery Recycling Programme[Note 4]	2024	30
	2023	40
	2022	40
	2021	30
	2020	40
WEEE·PARK	2024	22 050
	2023	21 340
	2022	22 170
	2021	23 970
	2020	23 380
RVM Technical Trial for Beverage Carton[Note 5]	2024	5

Note 1: The EPD launched the waste paper collection and recycling services in September 2020. The quantity recovered in 2024 is a preliminary figure and is pending verification.

Note 2: The Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials was concluded on 18 January 2025. Relevant plastics recycling services have been taken over by the GREEN@COMMUNITY recycling network of the respective districts.

Note 3: The EPD launched the RVM Pilot Scheme in January 2021 to encourage the public to return used plastic beverage containers for recycling.

Note 4: Due to freight shipping arrangements, some of the rechargeable batteries collected under the programme are pending export for further treatment.

Note 5: At 5 GREEN@COMMUNITY Recycling Stations, the EPD has initiated a RVM Technical Trial for Beverage Carton in phases from June 2024 to assess the application of RVMs for recovering beverage cartons and to identify any technical issues.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1273)

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:

(1) Please provide the respective numbers of prosecutions instituted against concrete batching plants, recycling sites and food premises in 2024 for violation of or non-compliance with the requirements of air pollution abatement notices and the amounts of fine involved;
(2) Please provide the number of applications received under the Indoor Air Quality Certification Scheme for Offices and Public Places in 2024 and the number of premises currently participating in the scheme; and
(3) Please list out the 3 most common types of complaints among the 4 810 complaints handled in 2024 and their respective numbers.

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 35)

Reply:

(1) The respective numbers of prosecutions instituted against food premises, recycling sites and concrete batching plants in 2024 for violation of or non-compliance with the requirements of air pollution abatement notices and the amounts of fine involved are as follows:

2024	Number of prosecutions instituted	Total amount of fine ($)
Food premises	13	210,000
Recycling site	8	86,000
Concrete batching plant	2*	0

* The 2 cases, both involving operation of a concrete batching plant without a specified processes licence, are listed for hearing.

(2) The Environmental Protection Department (EPD) strives to improve indoor air quality and encourages public and private organisations to join the Indoor Air Quality Certification Scheme for Offices and Public Places (the Certification Scheme). In 2024, the number of applications received by the EPD under the Certification Scheme is 2 463, with 2 422 Indoor Air Quality Certificates issued to the participating premises.

(3) In 2024, the EPD received a total of 4 810 complaints regarding air quality. The 3 most common types of complaints and their respective numbers are as follows:

2024	Number of complaints
Greasy fumes from food premises	1 533
Construction dust	991
Odour nuisance	868

Complaints regarding greasy fumes from food premises and odour nuisance are handled in accordance with air pollution abatement notices, whereas construction dust is regulated under the Air Pollution Control (Construction Dust) Regulation.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2298)

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 Estimate of the Environmental Protection Department (EPD) for 2025-26 is about $1.1 billion lower than that of last year. In this connection, please advise this Committee of the following:

(a) Which specific areas (e.g. staff establishment, publicity, planning, etc.) contribute to the lowered Estimate?

(b) Have the relevant tasks been terminated or suspended as a result of the lowered Estimate? If yes, please list out the tasks concerned.

(c) Will the lowered Estimate affect the effectiveness of the EPD in tackling major environmental problems such as climate change, air pollution, waste management, etc.? If yes, please give details on the affected areas and the specific impacts.

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 21)

Reply:

(a) The draft estimate of the Environmental Protection Department (EPD) for 2025-26 is lower than the 2024-25 original estimate by $1.0819 billion (11.1%). This is mainly due to the lower requirements arising from the suspension of the implementation of the municipal solid waste charging scheme and reduction in cash flow requirements for non-recurrent items including the ex-gratia payment for Phasing Out Euro IV Diesel Commercial Vehicles (DCVs) and the Green Outreach. Regarding staff establishment, a net decrease of 68 posts is proposed for 2025-26, mainly involving time-limited posts created between 2018-19 and 2019-20.

(b) To align with the Government's latest waste reduction and recycling initiatives, in 2025-26, the Green Outreach will focus on territory-wide or district-based waste reduction and recycling publicity programmes, including "We-recycle@School", Programme on Source Separation of Waste, etc. It will make more use of various platforms such as social media and the Internet for publicity and promotion; collaborate more with the GREEN@COMMUNITY operators, local groups, non-governmental organisations, etc. for organising a variety of publicity activities; and strengthen its collaboration with non-profit-making organisations to implement the Green Outreach Volunteer Programme to strengthen the promotion of green living culture of waste reduction and recycling among

people from different backgrounds. The EPD will continue to allocate resources prudently, in order to promote and encourage the public to integrate waste reduction and recycling into their daily lives in a more cost-effective manner.

In addition, the estimated expenditure incurred by the ex-gratia payment for Phasing Out Euro IV DCVs is based on the estimated number of DCVs to be phased out. As the estimated number of DCVs to be involved in 2025-26 will be lower than that of 2024-25, the relevant estimated expenditure concerned is reduced accordingly. Nevertheless, the ex-gratia payment scheme will not be terminated or suspended as a result of the lowered Estimate.

(c) The EPD will enhance its efficiency through the adoption of management measures and digitalisation, re-prioritisation, internal re-deployment, streamlining of work processes and application of technology to ensure that the service quality of its work in various aspects (including waste management, air quality monitoring, water quality management, etc.) will be maintained.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2299)

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:

Regarding the establishment ceiling of the Environmental Protection Department (EPD), it was estimated to reduce by 22 posts last year, whereas it is estimated to reduce by 68 posts this year. Despite this significant downward adjustment, the estimated expenditure on establishment still rises slightly by $4.5 million. In this connection, please advise this Committee of the following:

(a) Which programmes or sections are involved in the downward adjustment in establishment ceiling? Please list out the programmes or sections affected and the percentage of manpower reduction.

(b) Will the abovementioned manpower reduction affect the daily services or work of the EPD? If yes, please provide the details of the scope of service affected and the possible consequences.

(c) What are the reasons for the rise in estimated expenditure despite the downward adjustment in establishment ceiling?

(d) How can the EPD ensure that its core functions and service quality will be maintained while experiencing a downward adjustment in establishment?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 22)

Reply:

(a), (b) & (d)

In the 2025-26 financial year, the Environmental Protection Department (EPD) plans to delete 70 civil service posts, involving Senior Environmental Protection Officer, Environmental Protection Officer/Assistant Environmental Protection Officer, Chief Environmental Protection Inspector, Senior Environmental Protection Inspector, Environmental Protection Inspector, Executive Officer II, Assistant Clerical Officer, Clerical Assistant, Personal Secretary II and Motor Driver. Moreover, the EPD will create 1 Senior Electrical and Mechanical Engineer post and 1 Electrical and Mechanical Engineer/Assistant Electrical and Mechanical Engineer post to provide support for the work involved in the tendering, design and construction stages of the Integrated Waste Management Facilities Phase 2 (I·PARK2). Hence, a net decrease of 68 posts is proposed for the 2025-26 financial year, mainly involving time-limited posts created from the financial years of 2018-19 to 2019-20 for the implementation of waste reduction and recycling initiatives, vehicle emission control

measures and the Land Sharing Pilot Scheme, thereby optimising the use of the civil service manpower resources and ensuring the sustainability of our public finances. In spite of the downward adjustment in establishment, the EPD will enhance its efficiency through the adoption of management measures and digitalisation, re-prioritisation, internal re-deployment, streamlining of work processes and application of technology to ensure that its core functions and service quality will be maintained.

(c)
The notional annual mid-point salary value for the establishment of the EPD rises slightly by $4.5 million (about 0.34%), from $1.307 billion in the 2024-25 financial year to $1.312 billion in the 2025-26 financial year, mainly due to the effect of civil service pay rise in the 2024-25 financial year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2300)

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 2025-26 that the Government will continue to promote reduction of food waste at source and food waste recycling through the Food Wise Hong Kong Campaign. It has been more than 10 years since the Campaign was launched in May 2013. In this connection, please inform this Committee of the following:
(a) What are the staff establishment and expenditure involved in the Food Wise Hong Kong Campaign Steering Committee in each of the past 5 years? Please list out the detailed figures on a yearly basis and give an account of the trend and reasons for the changes in staff establishment and expenditure.
(b) Please provide the details of expenditure for the 3 main projects of the Food Wise Hong Kong Campaign, namely "Food Wise" talks, "Food Wise Eateries" and "Big Waster", with a breakdown by project and type of expenditure (advertising, online publicity and outreach activities) in each of the past 5 years, and give an account of the reasons for the changes in expenditure.
(c) How will the allocation of the estimated expenditure on promoting food waste reduction be changed in the future as compared to the past 5 years? What are the reasons for the change?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 23)

Reply:

(a) The Food Wise Hong Kong Steering Committee (the Steering Committee) was set up in December 2012 and tasked to formulate and oversee the implementation strategy of the Food Wise Hong Kong Campaign (Campaign). The Steering Committee is chaired by the Secretary for Environment and Ecology with members from various sectors, including catering, hotels, property management, environmental hygiene services, education, advertising, green groups and relevant government departments. The present term of the Steering Committee comprises a total of 19 non-official members and 7 departmental representatives. Participation in the Steering Committee is voluntary and members are not remunerated. The secretariat service for the Steering Committee is provided by the existing staff establishment of the Environmental Protection Department (EPD), no additional expenditure was incurred in the past 5 years.

(b)-(c) The manpower involved in implementing various schemes under the Campaign was provided by the existing staff establishment of the EPD. Details of the expenditures incurred for the major projects in the past 5 years are tabulated below:

Item	**Expenditure incurred ($million)[Note]**				
	2020-21 Financial Year	**2021-22 Financial Year**	**2022-23 Financial Year**	**2023-24 Financial Year**	**2024-25 Financial Year** (estimate)
Promoting the "Food Wise Charter" and the "Food Wise Eateries" Scheme, organising "Food Wise" talks	1.54	0.86	0.47	0.38	0.66
The "Big Waster" Facebook and Instagram pages	0.84	1.41	1.39	1.24	1.26
Publicity activities	1.07	2.13	1.89	1.74	2.17
Total	3.45	4.40	3.75	3.36	4.09

Note: On-site promotional activities and activity-related posts on social media decreased during the epidemic, while we simultaneously stepped up promotion through online platforms and television. When the community fully resumed normalcy after the epidemic, some on-site activities and promotion in the community resumed in the 2024-25 financial year, leading to a corresponding increase in expenditure.

The EPD will continue to implement the aforementioned promotional activities in the coming year. The estimated expenditure for the 2025-26 financial year is about $4 million, similar to that of the 2024-25 financial year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2301)

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 the Budget Speech that the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins (FWSRBs) and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please advise this Committee of the following:

(a) What are the specific expenses involved in the maintenance of food waste collection facilities in each of the past 3 years?

(b) What are the specific expenses involved in the provision of professional training and distribution of operational guidelines for frontline cleansing workers and property management companies in the past 3 years?

(c) Will the Government consider providing more channels (e.g. mobile application) for the public to report malfunctions or other issues involving recycling bins anytime anywhere, so as to enhance the timeliness and efficiency in handling such issues?

(d) How will the Government reasonably increase the number of FWSRBs or food waste collection facilities in residential areas across the city based on the population density and actual needs of different districts, so as to ensure that resources are allocated in a balanced manner based on the actual needs?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 24)

Reply:

(a) The Environmental Protection Department (EPD) mainly procures food waste smart recycling bins (FWSRBs) from suppliers through rental arrangements, under which the repair and maintenance services are included in the rental fees. The EPD does not maintain a breakdown of the relevant expenditures.

(b) For public rental housing (PRH) estates and private residential premises participating in food waste recycling schemes, the EPD provides on-site training, including the cleansing and maintenance of FWSRBs and the procedures involved in food waste handling, for their property management companies and frontline cleansing workers. The EPD also provides promotional and training materials for the participating

premises. The relevant work is absorbed by the existing staff establishment of the EPD.

(c) Currently, the contractor's customer service hotline is displayed on all FWSRBs to provide technical support to the public. Members of the public can also contact the customer service centre of the EPD to report location and condition of the FWSRBs concerned for follow-up. Since the launch of various food waste recycling schemes, the notification mechanism has been operating smoothly. The EPD will continue to monitor the operations through big data analysis to ensure the recycling facilities are in normal operation.

(d) In 2025-26, the Government will further expand the food waste recycling network, including increasing the number of FWSRBs or food waste collection facilities in residential premises to about 1 600 across the territory in 2025.

For PRH estates, the EPD will take into account various factors, including the number of households, level of residents' participation, amount of food waste recovered, geographical distribution, service efficiency, etc., and progressively install more FWSRBs as needed to ensure the proper use of public resources. Meanwhile, the EPD will continue to identify suitable locations for setting up Public Food Waste Recycling Points, with priority given to locations in the vicinity of single-block residential buildings and "three-nil" buildings where food waste recycling facilities are unavailable. As for private residential buildings, the Government has been providing funding through the Recycling Fund and the Environment and Conservation Fund to support the installation of FWSRBs. Relevant stakeholders of the premises (e.g. owners' corporations, owners' committees and property management companies) have to discuss and reach a consensus on participation in food waste recycling schemes before applying for government funding schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2302)

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 Matters Requiring Special Attention in 2025-26, it is stated that the Government will oversee the development of the community recycling network and encourage the public to take part in recycling initiatives, among which the provision of three-colour waste separation bins is one of the important initiatives to reduce waste and increase the quantity of recyclables collected. Such initiative was set out in the Waste Reduction Framework Plan published by the Government in 1998, which has been implemented for more than 27 years. In this connection, please inform this Committee of the following:

(a) What are the expenditures involved in the repair and maintenance of three-colour recycling bins in the past 5 years?

(b) What are the quantities of recyclables (including waste paper, metals and plastics) collected by three-colour recycling bins in the past 5 years? Does the recycling effectiveness meet the expectations?

(c) What are the manpower and expenditure involved in the implementation of the initiative on three-colour recycling bins in the past 5 years?

(d) Will the Government regularly review the effectiveness of the three-colour recycling bins, including the quantity of recyclables collected, utilisation rate by the public and the wear-and-tear of the equipment, and adjust their locations, number and the management strategy based on the findings, so as to further enhance the sustainability of the initiative?

(e) What are the total numbers of three-colour recycling bins and normal litter containers respectively?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 25)

Reply:

(a), (c) & (e)

Currently, the Environmental Protection Department (EPD) provides free waste separation bins (i.e. three-colour recycling bins) to over 2 800 housing estates/residential buildings and 1 400 commercial and industrial building through the Environmental Campaign Committee (ECC). There are also some 1 100 sets of kerbside recycling bins provided in rural areas. Furthermore, the Leisure and Cultural Services Department (LCSD) has provided over 1 400 sets of three-colour recycling bins in its venues, and there are also a total of about 940 waste recycling facilities in various venues and country parks under the Agriculture, Fisheries and

Conservation Department (AFCD). Apart from the recycling bins provided by the Government, additional recycling bins are also placed by some housing estates or commercial and industrial buildings on their own. The EPD does not have the number of these self-provided recycling bins or the quantities of recyclables collected by them.

The numbers of litter containers currently managed by various government departments are tabulated below:

Government department	Number of litter containers
Food and Environmental Hygiene Department (FEHD)	About 11 120
LCSD	About 4 400
AFCD	About 440

In the past 5 years, the average annual expenditure incurred by the EPD on the daily repair and maintenance of about 1 100 sets of kerbside recycling bins is about $1.1 million. The LCSD does not maintain information on the repair and maintenance cost of the three-colour recycling bins. As the repair of waste recycling facilities is included in the AFCD's cleaning contracts, a breakdown of the relevant expenditure is not available. Furthermore, the daily maintenance and repair of the three-colour recycling bins provided for free through the ECC are undertaken by the property management agents of the housing estates or premises/the concerned institutions. Therefore, the EPD's funding or budget estimate is not involved.

As the management of the recycling bins/facilities forms part of the daily work of the above departments, there is no breakdown of the manpower involved.

(b) & (d)

In the past 5 years, the quantities of recyclables collected by the recycling bins/facilities managed by the relevant government departments are tabulated below:

Material	Quantity of materials collected through the kerbside recycling bins managed by the EPD (tonnes)				
	2020-21 Financial Year (Note 1) (including school recycling bins)	2021-22 Financial Year (including school recycling bins)	2022-23 Financial Year (Note 2) (including school recycling bins)	2023-24 Financial Year (excluding school recycling bins)	2024-25 Financial Year (as at February 2025) (excluding school recycling bins)
Paper	413	363	367	350	191
Metal	68	47	44	32	40
Plastic	481	414	302	170	125

Note 1: The FEHD was responsible for the management of kerbside recycling bins in public places from April to September in 2020. Since 1 October 2020, the EPD has taken over the relevant work from the FEHD.

Note 2: The EPD progressively removed about 800 sets of kerbside recycling bins from urban areas (including new towns) in 2022.

Material	Quantity of materials collected through the three-colour recycling bins managed by the LCSD (tonnes)				
	2020-21 Financial Year	2021-22 Financial Year	2022-23 Financial Year	2023-24 Financial Year	2024-25 Financial Year (as at February 2025)
Paper	55	67	76	89	101
Metal	47	52	66	76	64
Plastic	84	90	102	102	102

Material	Quantity of materials collected through the waste separation and recycling facilities managed by the AFCD (tonnes)				
	2020-21 Financial Year	2021-22 Financial Year	2022-23 Financial Year	2023-24 Financial Year	2024-25 Financial Year (as at February 2025)
Paper	2	3	2	2	2
Metal	2	2	3	4	4
Plastic	10	10	13	14	13

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 policy positioning and the way forward of kerbside recycling bins. According to the findings of the review, the amount of recyclables collected from kerbside recycling bins in urban areas accounts for only less than 0.1% of the total amount of recyclables in Hong Kong. Moreover, these bins are prone to be misused by passers-by, putting in rubbish, litter, containers with leftover food or drinks, etc., thereby affecting the downstream recycling processes and causing environmental hygiene problems. With the development and continuous enhancement in the services of the community recycling network GREEN@COMMUNITY, coupled with the implementation of various waste reduction and recycling programmes, the role of kerbside recycling bins in community recycling support in urban areas has gradually diminished. Therefore, the EPD removed about 800 sets of kerbside recycling bins from urban areas in 2022. In view of the better quality of recyclables collected from kerbside recycling bins in rural areas, the EPD has retained about 1 100 sets of kerbside recycling bins in rural areas to facilitate recycling by local residents. The EPD will continue to review the effectiveness of kerbside recycling bins, and makes appropriate adjustments as necessary to ensure the overall efficiency of recycling services.

The LCSD will continue to facilitate the implementation of the EPD's policies on three-colour recycling bins. The AFCD reviews from time to time the effectiveness of waste recycling facilities and adjusts the contents of the tender documents for cleaning contractors accordingly to enhance the sustainability of the initiative.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2304)

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 2025-26 that the Government will oversee the implementation of the regulation on disposable plastic tableware and other plastic products. The regulation came into effect on 12 April 2024 and the 6-month adaptation period has ended. In this connection, please inform this Committee of the following:

(a) The Government undertook to arrange for staff to proactively inspect 20 000 catering premises and 20 000 retail stores as well as hotels and guesthouses in Hong Kong at the early stage of the adaptation period and focus on publicity and education work. What is the staff establishment and the total expenditure involved?

(b) Have the targets of the aforementioned inspection as well as publicity and education work been met? If yes, what are the details? If no, what are the reasons?

(c) After the adaptation period has ended, what measures will the Government adopt to continuously monitor the implementation of the regulation and ensure compliance by the trades and the public?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 26)

Reply:

(a) The new regulation on disposable plastic products (the new regulation) came into effect on 22 April 2024. During the 6-month adaptation period, the Environmental Protection Department (EPD) proactively arranged for staff to inspect about 48 000 catering premises, retail stores, hotels and guesthouses in Hong Kong to provide various supports to the trades. In 2024-25, the expenditure incurred by the EPD in implementing the new regulation (including visiting and inspecting business premises, holding training seminars for the trades, setting up the Green Tableware Platform, launching various publicity and promotional activities, etc.) is $46.4 million. The EPD monitors the implementation of the regulation with the existing staff establishment.

(b) Upon implementation, the trades have actively complied with the new regulation 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 new regulation took effect. More than

80% of takeaway customers patronising chain restaurants no longer request for disposable cutlery. It is estimated that, on average, the new regulation can reduce the use of more than 60 million sets of disposable cutlery in Hong Kong every year, achieving an effective waste reduction goal. In addition, with the cooperation and change in the daily life of members of the public and the trades, the "bring your own reusable tableware" and plastic-free cultures have been developed gradually in the society.

(c) After the adaptation period ended on 21 October 2024, the EPD focuses on publicity and education as the primary approach, supplemented by enforcement actions, to encourage the public and the trades to go "plastic-free" in their daily lives and businesses to achieve waste reduction at source through different channels, as well as publicity and educational activities. As for the supports to the trades, the EPD staff will continue to attend the "Requirements for Applying for Restaurant Licence" seminars regularly organised by the Food and Environmental Hygiene Department to help prospective restaurant operators understand the requirements of the new regulation. The EPD will also continue to investigate complaint cases and issue written warnings for suspected non-compliant cases. We notice that most of the irregularities have been rectified within a short time and only a few repeated non-compliant cases required the issuance of fixed penalty notices.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1005)

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:

I·PARK1, the waste-to-energy facility for treating municipal solid waste, is expected to commence operation this year. Please advise this Committee of the following:

1. What is the actual annual expenditure of I·PARK1 after commissioning?
2. Has the Administration assessed the impacts of I·PARK1 as an incineration facility on the development of the South Lantau Eco-recreation Corridor?
3. Environmental education facilities are set up in I·PARK1 to provide the public with information on the waste management of Hong Kong with demonstrations. Will the Administration introduce any measures to attract visitors to I·PARK1? Will references be made to the experience of T·PARK to tie in with the development of the South Lantau Eco-recreation Corridor and develop I·PARK1 into a recreational tourist attraction in South Lantau?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 27)

Reply:

1. The estimated annual recurrent operating expenditure for the Integrated Waste Management Facilities Phase I (I·PARK1) is about $400 million. The actual operating expenditure will have to be calculated according to the price fluctuation factors set out in the contract terms.

2.&3. The I·PARK1 project is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). In the early stages of the project, we assessed the potential impacts on various aspects, including air quality, public health, noise and water quality in accordance with the Technical Memorandum on Environmental Impact Assessment (EIA) Process. We have also implemented appropriate mitigation measures in accordance with the recommendations of the EIA Report and the requirements of the Environmental Permit.

I·PARK1 adopts advanced incineration technology to ensure effective decomposition of organic compounds including dioxins. In addition, I·PARK1 employs highly efficient air pollution control systems for treating flue gas emissions, ensuring that air pollutants comply with emission standards stipulated in the Specified Process Licence

issued under the Air Pollution Control Ordinance (Cap. 311). In parallel, the contractor is required to continuously monitor flue gas emissions with online monitoring equipment and establish air quality monitoring stations at Cheung Chau and South Lantau to collect air sample data. The environmental monitoring data will be verified and made available to the public through a dedicated website, as required by the Environmental Permit and the contract.

Drawing on the experience of T·PARK, I·PARK1 will provide community facilities that combine environmental education, leisure and recreation. Through the environmental education centre at I·PARK1, visitors will learn about "waste-to-energy" technology, as well as Hong Kong's efforts in waste management and resource recycling. Furthermore, I·PARK1 will feature a small outdoor heated pool, which will utilise the thermal energy generated from the incineration process to warm the pool water for public use.

To tie in with the development of the South Lantau Eco-recreation Corridor, the Civil Engineering and Development Department (CEDD) is planning to commence the design of complementary transport facilities at Cheung Sha, Lantau Island, including the proposed Cheung Sha Pier. The proposed Cheung Sha Pier can serve as a local transport link to other islands, such as Shek Kwu Chau in the south of Lantau Island and the nearby I·PARK1. The Environmental Protection Department will continue to maintain close liaison and collaboration with the Community Liaison Group and the CEDD to create economic and tourism benefits for the community.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1017)

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:

As the Administration has invited the open tender for the large-scale waste-to-energy facility I·PARK2, please advise this Committee of the following:

1. In view of the tight fiscal position of the Government, will the Administration review the budget for the I·PARK2 project? If yes, please provide details of the measures concerned and the latest budget. If no, what are the reasons?

2. Regarding the location of I·PARK2, has the Administration assessed the impacts of the project on the environment and residents nearby in terms of air quality, traffic condition, etc.? What measures will be taken from the construction stage to full commissioning of I·PARK2 to reduce such impacts?

3. Since the location of I·PARK2 is close to villages such as Ha Pak Nai and Lung Kwu Sheung Tan, will the Administration implement any measures in respect of design, etc. during project construction to reduce the impacts on the surrounding landscape?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 28)

Reply:

1. The Government is fully committed to advancing the development of the Integrated Waste Management Facilities Phase 2 (I·PARK2) at Tsang Tsui, Tuen Mun. In order to reduce project cost, we have comprehensively reviewed the design, construction and operation cost of the proposed I·PARK2 project so as to ensure cost-effectiveness for project implementation. We propose to require in the contract that the contractor may submit a more cost-effective architectural design in accordance with the functional requirements and reference design set out in the tender document without compromising functionality, visual and landscape elements of the facilities.

   Furthermore, we propose that the New Engineering Contract (NEC) form be adopted for the proposed project. The NEC provides a mechanism for the contracting parties to share the difference between the actual construction cost and the target cost. This can incentivise the contractor to work in collaboration with the Government and formulate the most cost-effective construction method for the smooth implementation of the project and avoidance of budget overrun.

As the open tender exercise for the proposed I·PARK2 project commenced in December 2024 and the tender invitation will close on 27 June 2025, it is not appropriate to disclose the estimate of expenditure at the current stage to avoid affecting the tender exercise.

2. The proposed I·PARK2 project is a designated project under Schedule 2 of the Environmental Impact Assessment Ordinance (EIAO) (Cap. 499). While conducting the preliminary study, we had assessed the impacts of the project on various aspects, including air quality, public health, water quality, ecology, fisheries and visual impacts. The Environmental Impact Assessment (EIA) Report concluded that, with the implementation of the recommended mitigation measures, the environmental and public health impacts arising from the proposed I·PARK2 project can be controlled within the criteria stipulated in the EIAO and the Technical Memorandum on Environmental Impact Assessment Process. We will implement appropriate mitigation measures in accordance with the recommendations of the EIA Report and the requirements of the Environmental Permit.

We propose that, during the construction phase, various mitigation measures be implemented to control noise, dust, and wastewater generated on site, ensuring compliance with established standards, for example, using marine transport for material delivery whenever possible, employing quieter construction equipment, applying water spraying and installing wheel-washing facilities to reduce dust emission, and properly managing and treating wastewater generated on site.

As for air quality, we propose that the proposed I·PARK2 adopts advanced incineration technology to ensure effective decomposition of organic compounds including dioxins. The latest internationally recognised standards that are more advanced and stringent, including the National Standard and European Union standards, will be benchmarked for setting the flue gas emission standard to be adopted.

During the operation phase, we propose that the contractor adopts advanced air pollution control systems and continuously monitor flue gas emissions to ensure compliance with the stringent emission standards. The relevant monitoring data will be verified and made available to the public through a dedicated website.

As for the design of the facility, we propose that major odour-generating facilities, such as the wastewater treatment facility and waste reception hall, adopt an enclosed design and maintain negative pressure. Odorous air will be drawn into the incinerator for combustion to ensure effective decomposition of the odorous substances. The contractor will be required to continuously monitor the effectiveness of the odour control measures to ensure that no odour nuisance will be caused to the surrounding areas.

The results of the traffic impact assessment for the proposed I·PARK2 indicate that the construction works will not cause significant impact on the transport network in the surrounding areas. During the operation phase, MSW will be transported to the proposed I·PARK2 primarily by sea, and therefore the operation of the proposed I·PARK2 will not cause traffic impact on the surrounding areas.

3. The proposed I·PARK2 is located at Tsang Tsui, Tuen Mun, more than 1.5 kilometres away from the villages of Ha Pak Nai and Lung Kwu Sheung Tan. Its architectural and landscaping design will blend in with the surrounding environment as much as possible in terms of overall planning, building design and layout, and harmonise with the landscape features, topography and sea view of Tsang Tsui and the coast of Deep Bay, thereby minimising the visual impact of the buildings on the surrounding environment. We propose to require in the contract that the contractor should engage qualified architect and landscape architect to develop detailed architectural and landscape design during the detailed design phase. We will establish a Community Liaison Group with stakeholders, including representatives from the neighbouring villages, prior to the commencement of the construction works. The Community Liaison Group will facilitate communication concerning the architectural and landscape design, construction arrangement and environmental issues, so as to minimise the impact of the proposed I·PARK2 on the residents of Pak Nai and Lung Kwu Sheung Tan.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1022)

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) At present, the Environmental Protection Department has installed food waste smart recycling bins (FWSRBs) in 217 public rental housing estates across the territory. Please advise this Committee of the expenditure on the operation and maintenance of FWSRBs in the past year and the estimated expenditure for this year, as well as the actual expenditure incurred by the GREEN$ Electronic Participation Incentive Scheme in the past year and the estimated expenditure for this year.
2) The Government will continue to reach out to the community, provide support and assistance to property management companies for proper source separation of waste and clean recycling, and step up promotion and education efforts on waste reduction and recycling in schools. Please advise this Committee of the actual expenditure on the relevant publicity work in the past year and the estimated expenditure for this year.
3) The Government will promote reduction of food waste at source and food waste recycling through the Food Wise Hong Kong Campaign. Please advise this Committee of the actual expenditure incurred by the campaign in the past year and the estimated expenditure for this year.

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 14)

Reply:

1) As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong.

The expenditure incurred in the Food Waste Collection Scheme in PRH Estates is tabulated below:

Financial year	Expenditure involved ($million)[Note]
2024-25 (Revised estimate)	101.0
2025-26 (Estimate)	98.5

Note: Covering the operation and maintenance of FWSRBs, the related publicity and education work, and engagement of additional cleansing staff at PRH estates.

In addition, 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 for redeeming daily necessities by depositing recyclables with the community recycling network through smart balances and smart recycling bins, or food waste through FWSRBs, thereby integrating waste reduction and recycling habits into their daily lives.

The expenditure of the GREEN$ ePIS is tabulated below:

Financial year	Operating expenses[Note 1] ($million)	Expenses on the procurement of gifts ($million)
2024-25	1.37	10.25
2025-26 (Estimate)	1.88	10.92

Note 1: Mainly used for developing new functions of the mobile application, system maintenance, cloud hosting services, etc.

2) Since its establishment in 2018, the Green Outreach has been providing outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, including disseminating the latest information on waste reduction and recycling to the community, providing support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, collaborating with non-profit-making organisations to implement the Green Outreach Volunteer Programme, so as to encourage all members of the public to integrate waste reduction and recycling into their daily lives. The current-term Government has actively taken forward various waste reduction and recycling measures, enhanced the community recycling support and stepped up efforts in public education. A green living culture of waste separation for recycling has been established progressively in the community. Hence, in 2025-26, the Green Outreach will focus on territory-wide or district-based waste reduction and recycling publicity programmes, including "We-recycle@School", Programme on Source Separation of Waste, etc. It will make more use of various platforms such as social media and the Internet for publicity and promotion, collaborate more with the GREEN@COMMUNITY operators, local groups, non-governmental organisations, etc. for organising a variety of publicity activities, so as to strengthen the promotion of green living culture of waste reduction and recycling among people from different backgrounds. The Green Outreach will also organise at least 400 promotional activities on waste reduction and recycling for schools in collaboration with the GREEN@COMMUNITY operators and non-governmental organisations.

The expenditure of the Green Outreach in the 2024-25 financial year is about $100 million, and the estimated expenditure in the 2025-26 financial year is about $56 million.

3) The Food Wise Hong Kong Campaign (the Campaign) has been promoting a "Food Wise and Waste Less" culture and encouraging the reduction of food waste at source in the community through various schemes and activities. The Campaign mainly includes the "Food Wise Charter", the "Food Wise Eateries" Scheme, the "Big Waster" Facebook and Instagram pages, as well as the promotional activities on food waste

reduction at source through online platforms and mobile applications, public transport networks, television and radio stations, etc. The revised estimated expenditure of the Campaign in the 2024-25 financial year and the estimated expenditure in the 2025-26 financial year are both about $4 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0314)

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:

In paragraph 179 of the Budget Speech, it is stated that the Government will launch a $300 million subsidy scheme in the middle of the year to provide impetus for the industry to install fast chargers, thereby encouraging wider use of electric vehicles (EVs). In this connection, please provide this Committee with the number of new EV charging facilities installed in the past year.

Asked by: Hon LAM Shun-chiu, Dennis (LegCo internal reference no.: 25)

Reply:

As at the end of December 2024, there are a total of 10 401 public chargers provided by the Government and private sectors in Hong Kong. Compared with the figure (7 415) for the same period in 2023, there is a significant increase of 40% or about 3 000 public chargers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0516)

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 will continue to optimise the community recycling network across the territory and support for waste reduction and recycling. Regarding the existing recycling network, please advise this Committee:

1. whether the Government has compared the costs and effectiveness of the collection points run by the Government and non-profit-making organisations. If yes, what are their differences?

2. whether the Government has compared the costs and effectiveness of the recycling services run by the Government and outsourced service providers/contractors. If yes, what are their differences?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 33)

Reply:

At present, the operating contracts for GREEN@COMMUNITY facilities are awarded to non-profit-making organisations through open tendering. As the Government does not directly operate any collection points or the relevant recycling services, there is no relevant data available for comparison.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1858)

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. What is the expenditure involved in the provision of residential food waste smart recycling bins and food waste collection facilities across the city in the past year? Are there any indicators in place for the average expenditure and recovery rate regarding each recycling point? If yes, what will be done about the recycling points that fail to meet the required standard?
2. The Government will allocate an additional funding of $180 million. Are there any specific plans on how it will be used, such as the funding allocation on food waste smart recycling bins, the recycling network and handling of recyclables, the operation of contractors, etc.?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 18)

Reply:

1. In 2024-25, the revised estimate involved in implementing food waste recycling initiatives is about $280 million. As setting up and operating the food waste collection points form part of the food waste collection service contracts, the related expenditure has been included in the service fee and no separate breakdown on the expenditure incurred by each collection point is available. The Environmental Protection Department (EPD) has not set any indicator for the recovery rate of each location. With enhancement in the food waste recycling network along with the publicity and educational initiatives in place, the quantity of domestic food waste recovered increased significantly from about 7 tonnes per day on average in 2023 to about 63 tonnes per day on average in 2024.

2. In 2025-26, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

   For domestic food waste recycling, as at February 2025, the EPD has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (around 1 500 blocks) in Hong

Kong, and among them 96 estates have achieved the "one FWSRB per block" target. In response to the considerable amount of food waste collected in certain PRH estates, and following the successive completion of new PRH estates, we will continue to progressively install more FWSRBs as necessary. The number of FWSRBs installed in PRH estates is expected to increase to about 1 000 in 2025.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

For the commercial & industrial (C&I) sectors, the EPD will continue to promote food waste recycling in the C&I sectors in 2025 through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3166)

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 announced the suspension of the implementation of municipal solid waste (MSW) charging in May 2024. In this connection, please advise this Committee of the following:

1) Since the passage of the Waste Disposal (Charging for Municipal Solid Waste) (Amendment) Bill 2018 in 2021, what are the expenditure and manpower involved in each financial year?

2) The MSW charging scheme is under review. Will it be implemented again in the future? If so, what are the details? If not, what are the reasons?

3) It is stated in Matters Requiring Special Attention in 2025-26 under this Programme that the Department will take forward the development of the Integrated Waste Management Facilities Phase 2 (I·PARK2) in Tsang Tsui, Tuen Mun, and identify a suitable site in the Northern Metropolis for development of an advanced waste-to-energy facility. What is the current progress?

Asked by: Hon LAU Ip-keung, Kenneth (LegCo internal reference no.: 40)

Reply:

1) & 2) The expenditure and staff establishment of the Environmental Protection Department (EPD) involved in the implementation of the municipal solid waste (MSW) charging scheme and the follow-up work after its suspension for each financial year since the 2021-22 financial year are tabulated below:

Financial year	Expenditure involved ($ million)	Staff establishment
2021-22	21.3	55
2022-23	34.8	55
2023-24	117.1	65
2024-25 (Revised estimate)	90.6	9[Note]

Note: Following the Government's announcement to suspend the implementation of the MSW charging scheme at the end of May 2024, the EPD has redeployed most of the civil service posts previously designated for MSW charging work to take forward and enhance waste reduction and recycling

initiatives. The remaining 9 civil service posts are responsible for reviewing the MSW charging scheme and handling contractual matters.

The Government is currently reviewing the MSW charging scheme and continuously evaluating public opinion and the level of participation in waste reduction and recycling. We plan to report on the progress of relevant work and present the way forward of MSW charging scheme to the Legislative Council (LegCo) Panel on Environmental Affairs in mid-2025. The review does not involve any additional expenditure.

3) The Government is fully committed to advancing the development of the Integrated Waste Management Facilities Phase 2 (I·PARK2) at Tsang Tsui, Tuen Mun. At present, the advance works have been completed, including the statutory procedures under the Environmental Impact Assessment Ordinance (Cap. 499) and the Foreshore and Sea-bed (Reclamations) Ordinance (Cap. 127). The open tender exercise for the proposed project commenced in December 2024 and the tender invitation will close on 27 June 2025. We will consult the LegCo on the funding application of the proposed project in due course.

Depending on the increase in waste generated by population and economic growth in the long run, as well as the amount of waste reduction and recovery, in order to ensure that Hong Kong has the capacity to handle all MSW, we will identify a suitable site in the Northern Metropolis for building an advanced waste-to-energy facility to provide essential waste disposal services for the population of the Northern Metropolis and its economic development in the long run.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2547)

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 optimisation of the community recycling network across the territory and support for waste reduction and recycling, please advise this Committee of the following:
(1) Please set out in tabular form the operator, the contract period of the operating contract awarded, the quantity of waste recovered as well as the actual annual expenditure incurred for the Recycling Stores under the community recycling network GREEN@COMMUNITY in each of the past 3 years.
(2) What are the top 10 types of major recyclables collected by the Recycling Stations and Recycling Stores under GREEN@COMMUNITY and their respective quantities in the past 3 years? What are their recycling costs and effectiveness?
(3) What are the expenditures involved in the publicity and public education on waste plastics recycling and clean recycling in the past 3 years?
(4) What is the redemption status of GREEN$ points under GREEN@COMMUNITY? What is the expenditure involved? Will the Government offer higher GREEN$ rewards to incentivise wider public participation in recycling? If no, what are the reasons?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 1)

Reply:

(1)&(2) In the past 3 years, the Environmental Protection Department (EPD) awarded a total of 44 operation contracts for Recycling Stores. The operators and contract periods of these contracts are given in the Annex.

The total quantities of recyclables collected by Recycling Stores and their Recycling Spots in the past 3 years are tabulated below:

Project	**Quantity of recyclables collected (tonnes)**		
	2022	2023[Note 2]	2024[Note 3]
Recycling Store[Note 1] and Recycling Spot	About 13 900	About 18 900	About 32 400

Note 1: 50 Recycling Stores set up in public rental housing (PRH) estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 2: The quantities of recyclables collected in 2023 are revised data.

Note 3: The quantities of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

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[Note 1] by financial year ($million)**		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised estimate)
Recycling Station	69	64	70
Recycling Store	201	238	280
Recycling Store set up in PRH estate[Note 2]	N/A	11	125

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. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

The EPD is continuously enhancing the community recycling network GREEN@COMMUNITY. As at February 2025, 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 430 Recycling Spots have been set up across the 18 districts in the territory for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). 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:

Recyclables	**Recycling Stations and their Recycling Spots Approximate quantity of recyclables collected (tonnes)**		
	2022	**2023[Note 1]**	**2024[Note 2]**
Regulated electrical equipment	326	340	380
Non-regulated electrical equipment (such as small electrical appliances)	385	510	610
Glass containers	3 628	3 540	3 580
Rechargeable batteries	13	15	18
Compact fluorescent lamps/fluorescent tubes	26	26	29
Waste paper	1 024	1 710	2 250
Waste plastics	973	1 630	2 150

Recyclables	Recycling Stations and their Recycling Spots Approximate quantity of recyclables collected (tonnes)		
	2022	**2023**(Note 1)	**2024**(Note 2)
Waste metals	156	230	300
Beverage cartons	43	58	80

Note 1: The quantities of each type of recyclables collected in 2023 are revised data.

Note 2: The quantities of each type of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

Recyclables	Recycling Stores and their Recycling Spots Approximate quantity of recyclables collected (tonnes)		
	2022	**2023**(Note 1)	**2024**(Note 2)
Regulated electrical equipment	360	420	630
Non-regulated electrical equipment (such as small electrical appliances)	740	940	1 560
Glass containers	2 290	3 020	5 860
Rechargeable batteries	17	23	27
Compact fluorescent lamps/fluorescent tubes	29	29	41
Waste paper	3 870	5 410	10 450
Waste plastics	5 950	8 050	12 090
Waste metals	660	810	1 430
Beverage cartons	130	160	270

Note 1: The quantities of each type of recyclables collected in 2023 are revised data.

Note 2: The quantities of each type of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

In 2024, the 82 Recycling Stores received about 9.8 million visitors and collected about 32 400 tonnes of recyclables, while the 12 Recycling Stations received about 1.18 million visitors, organised about 2 300 environmental education activities and collected about 9 400 tonnes of recyclables. The total amount of recyclables collected by GREEN@COMMUNITY facilities for the year was about 41 800 tonnes, representing an increase of nearly 60% over 2023.

To enhance the overall cost-effectiveness of the operation of the community recycling network GREEN@COMMUNITY, we are reviewing the tender arrangements and requirements for GREEN@COMMUNITY facilities, and will relocate some of the Recycling Stores to suitable government facilities and gradually transform the Recycling Stores in PRH estates into self-service recycling facilities so as to reduce the rental expenses and operating costs.

(3) The EPD set up the Green Outreach in 2018 to provide outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, and disseminating the latest

information on waste reduction and recycling to the community. They also provide support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, assisting them in improving their recycling facilities and arrangements, as well as providing training for property management staff and frontline cleansing workers on proper handling of recyclables. In addition, the Green Outreach plans and implements publicity and education work to promote waste reduction and recycling in the community, including launching large-scale online and offline publicity and education activities, and collaborating with non-profit-making organisations to implement the Green Outreach Volunteer Programme. GREEN@COMMUNITY Recycling Stations also organise educational activities, including workshops, carnivals, exchanges of second-hand items, etc. from time to time to encourage the public to make good use of resources and educate the public on waste reduction as well as source separation and clean recycling.

Publicity and public education on resource separation (including plastics) and clean recycling are part of the daily work of the Green Outreach and GREEN@COMMUNITY. We do not have a breakdown of expenditures in this regard.

(4) As at end-December 2024, there were over 1 million registered users of the GREEN$ Electronic Participation Incentive Scheme (GREEN$ ePIS), with an accumulative total of over 90 000 tonnes of recyclables being collected through the scheme, contributing to the improvement of the overall effectiveness of recycling. In 2024, members of the public used a total of about 2.074 billion GREEN$ points to redeem gifts. In the 2024-25 financial year, the expenditure on procurement of gifts is about $10.25 million.

The EPD will continue to optimise the GREEN$ ePIS to enhance its attractiveness. Since February 2024, members of the public may convert their GREEN$ points into a more diverse range of electronic rewards. These include Carbon Wallet points of the MTRC's carbon-reduction platform to redeem free single journey MTR tickets and local eco-tours, and MoneyBack points on its retail electronic reward platform to redeem gift items of their own choices from over 500 supermarkets and retail outlets across the territory.

Annex

44 Operating Contracts for Recycling Stores

	Project	Operator	Contract Commencement Date	Contract End Date
1.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Eastern District (GREEN@QUARRY BAY)	Buddhist Compassion Relief Tzu-Chi Foundation Hong Kong Limited	1/1/2023	30/9/2025
2.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Southern District (GREEN@ABERDEEN)	121C Society for Recycling Limited	1/1/2023	30/9/2025
3.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Wan Chai District (GREEN@TIN HAU)	Tung Wah Group of Hospitals	1/1/2023	30/9/2025
4.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Central & Western District (Mid-level) (GREEN@SAI YING PUN)	121C Society for Recycling Limited	1/1/2023	30/9/2025
5.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Kowloon City District (To Kwa Wan) (GREEN@TO KWA WAN)	Christian Family Service Centre	1/1/2023	30/9/2025
6.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Kowloon City District (Hung Hom) (GREEN@HUNG HOM)	Christian Family Service Centre	1/1/2023	30/9/2025
7.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Kowloon City District (Ho Man Tin) (GREEN@WALLED CITY)	Christian Family Service Centre	1/1/2023	30/9/2025
8.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Kwun Tong District (GREEN@YUE MAN SQUARE)	Christian Family Service Centre	1/1/2023	30/9/2025

	Project	Operator	Contract Commencement Date	Contract End Date
9.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Sham Shui Po District (GREEN@CHEUNG SHA WAN)	Cheungshawan Kaifong Welfare Association Limited	1/1/2023	30/9/2025
10.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Yau Tsim Mong District (GREEN@TAI KOK TSUI)	New Life Cycle Co., Limited	1/1/2023	30/9/2025
11.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Wong Tai Sin District (GREEN@SAN PO KONG)	East Kowloon District Residents' Committee Limited	1/1/2023	30/9/2025
12.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Islands District (GREEN@MUI WO)	OIWA Limited	1/1/2023	30/9/2025
13.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – North District (Fanling) (GREEN@FANLING)	North District Residents Association Limited	1/1/2023	30/9/2025
14.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – North District (Sheung Shui) (GREEN@SHEK WU HUI)	North District Residents Association Limited	1/1/2023	30/9/2025
15.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Sai Kung District (GREEN@PO LAM)	Tseung Kwan O Kai Fong Joint Association Limited	1/1/2023	30/9/2025
16.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Sha Tin District (GREEN@TAI WAI)	Shatin Women's Association Limited	1/1/2023	30/9/2025
17.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Tai Po District (GREEN@TAI PO MARKET)	Environmental Association Limited	1/1/2023	30/9/2025

	Project	Operator	Contract Commencement Date	Contract End Date
18.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Tsuen Wan District (GREEN@LO TAK COURT)	New Life Cycle Co., Limited	1/1/2023	30/9/2025
19.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Tuen Mun District (GREEN@SAN HUI)	Green Commune Education Charity Foundation Limited	1/1/2023	30/9/2025
20.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on) – Yuen Long District (GREEN@YUEN LONG HUI)	Action Health Limited	1/1/2023	30/9/2025
21.	Provision of Services for Setting Up and Operation of Recycling Store (Phase 1 Follow-on Contract) – Central & Western District (area other than Mid-level) (GREEN@SHEUNG WAN)	The Association of the Hong Kong Central and Western District Limited	1/7/2023	30/9/2025
22.	Provision of Services for Setting Up and Operation of Recycling Store at Tsing Yi Station (GREEN@TSING YI)	Tsuen Wan Development Association Limited	1/8/2023	30/9/2025
23.	Provision of Services for Setting up and Operation of Recycling Stores in Public Rental Housing (PRH) Estates – Kwai Fong Estate and Tai Wo Hau Estate	Christian Family Service Centre	26/11/2023	25/1/2026
24.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Yiu Tung Estate and Hing Tung Estate	Hong Kong Youth Power Association	1/2/2024	31/5/2026
25.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Yue Wan Estate, Siu Sai Wan Estate and Wan Tsui Estate	Youth Chain Limited	14/1/2024	13/5/2026
26.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Tak Long Estate and Choi Wan (I) Estate	Community Care Limited	1/2/2024	31/5/2026

	Project	Operator	Contract Commencement Date	Contract End Date
27.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Wang Tau Hom Estate and Chuk Yuen South Estate	New Life Psychiatric Rehabilitation Association	1/2/2024	31/5/2026
28.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Tsz Ching Estate, Tsz Man Estate and Tsz Lok Estate	Christian Family Service Centre	1/2/2024	31/5/2026
29.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Shun Lee Estate and Kai Yip Estate	Christian Family Service Centre	14/1/2024	13/5/2026
30.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Yau Lai Estate, Ping Tin Estate and Sau Mau Ping (South) Estate	Wegeneration Limited	1/2/2024	31/5/2026
31.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Queens Hill Estate and Ching Ho Estate	Luen Heep Social Service Limited	1/2/2024	31/5/2026
32.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Tai Yuen Estate and Kwong Fuk Estate	Joyteam Volunteers Alliance Limited	1/2/2024	31/5/2026
33.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Kin Ming Estate and Sheung Tak Estate	Tseung Kwan O Kai Fong Joint Association Limited	1/2/2024	31/5/2026
34.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Sha Kok Estate and Shui Chuen O Estate	Project Tomorrow Limited	1/2/2024	31/5/2026
35.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Chun Yeung Estate and Yan On Estate	Shatin Inhabitants Association Limited	14/1/2024	13/5/2026
36.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Un Chau Estate, So Uk Estate and Pak Tin Estate	Sham Ching Youth Association Limited	1/2/2024	31/5/2026

	Project	Operator	Contract Commencement Date	Contract End Date
37.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Shek Wai Kok Estate and Lei Muk Shue (2) Estate	Tsuen Wan Development Association Limited	1/2/2024	31/5/2026
38.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – On Ting Estate and Wu King Estate	New Life Psychiatric Rehabilitation Association	14/1/2024	13/5/2026
39.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Yan Tin Estate and Fu Tai Estate	Hong Kong Youth Affairs Development Foundation Limited	14/1/2024	13/5/2026
40.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Tin Wah Estate, Tin Yan Estate and Tin Heng Estate	Pumen Foundation Limited	1/2/2024	31/5/2026
41.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – Cheung Hong Estate and Lai King Estate	Kwai Tsing Women's Community Development Limited	1/2/2024	31/5/2026
42.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates – On Yam Estate and Kwai Shing West Estate	CC Smile Charity Foundation Limited	1/2/2024	31/5/2026
43.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates in Tung Chung – Yat Tung (2) Estate and Ying Tung Estate	New Life Cycle Co., Limited	1/11/2024	31/8/2026
44.	Provision of Services for Setting up and Operation of Recycling Stores in PRH Estates in Kwun Tong – Choi Tak Estate, Upper Ngau Tau Kok Estate and Choi Ying Estate	Hong Kong Community & Construction Association Charitable Foundation Limited	1/11/2024	31/8/2026

- End -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. **EEB(E)087**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2550)

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 food waste recycling, please advise this Committee of the following:
(1) In the past 3 years, what were the quantities of food waste treated by O·PARK (Organic Resources Recovery Centre) and the costs and expenditures involved? What is the amount of electricity generated and renewable energy exported and its percentage share in the current power supply?
(2) There are certain requirements for food waste recovery. Regarding the current food waste recycling practice, are there cases where the food waste contains impurities that make it not comply with the treatment requirements? If yes, what is the percentage share? Will that add to the cost of food waste treatment? How can such cases be reduced?
(3) In the coming year, what initiatives will the Government implement to continue to raise the food waste recovery rate?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 5)

Reply:

(1) O·PARK1 and O·PARK2 are waste-to-energy facilities that adopt anaerobic digestion technology to convert food waste into biogas to generate electricity, which will be used to meet the operational needs of the facilities, with surplus electricity being exported to the power grid. Around 70% of the electricity generated by O·PARK1 are currently for internal use, with the remaining around 30% being exported to the power grid.

The quantities of food waste treated and the amount of electricity generated by O·PARK1 in the past 3 years are tabulated below:

	2022	**2023**	**2024**
Quantity of food waste treated (tonnes)	45 654	52 340	59 684
Amount of electricity generated (million kWh)	11.4	12.5	12.6

Having begun receiving food waste for operational testing in March 2024, O·PARK2 treated a total of around 27 804 tonnes of food waste in 2024. During the operational testing, the contractor of O·PARK2 was required to test and fine-tune each combined

heat and power unit in phases, hence the electricity generated did not reflect the amount of usage during normal operation, and no detailed records of electricity generated were kept.

The operating expenditures of O·PARK1 and O·PARK2 in the past 3 financial years are tabulated below:

	Operating expenditure ($million)		
	2022-23 (Actual)	**2023-24 (Actual)**	**2024-25 (Revised estimate)**
O·PARK1	75	76	68
O·PARK2[Note]	-	-	20

Note: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 in the table above represents the estimated operational expenditure for the period from January to March 2025.

(2) The Government collects food waste from various sources across the territory. The impurity content of the food waste received by O·PARK1 and O·PARK2 ranges from around 5% to 30%. Both O·PARK1 and O·PARK2 are equipped with food waste pre-treatment systems which remove impurities from food waste and minimise the wearing of the machinery units in the downstream treatment systems. O·PARK1 and O·PARK2 are operated by contractors engaged by the Environmental Protection Department (EPD) and the operation of food waste pre-treatment systems and repair and maintenance of the machinery units in the downstream treatment systems are included in the contractors' operating expenditure, with no breakdown available.

In addition, the EPD and the Environment and Conservation Fund (ECF) provide promotional and educational support through funding projects for the public rental housing (PRH) estates and the private residential buildings participating in food waste recycling. Under these funding projects, residents are guided on how to properly use food waste smart recycling bins (FWSRBs) and practise source separation of food waste at home. For the commercial & industrial sectors, prior to the commencement of food waste collection, the EPD will arrange for the contractors to provide professional guidance and training to the management and staff of participating organisations, including the food waste recycling procedures and matters requiring attention, to ensure the recycling quality. The contractors will also review and monitor the food waste collected in accordance with the contract terms to ensure compliance with the requirements of treatment facilities.

(3) In 2025-26, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of FWSRBs or food waste collection facilities in residential premises to about 1 600 across the territory in 2025. The EPD will progressively increase the number of FWSRBs in PRH estates with higher usage rates and newly completed PRH estates. Meanwhile, we will continue to subsidise the installation of relevant facilities in private residential buildings through the Recycling Fund and the ECF, and set up more Public Food Waste Recycling Points in suitable locations to encourage wider public participation in food waste

recycling. In addition, in 2025, the EPD will continue to provide point-to-point food waste collection services for more public and private premises through the Pilot Scheme on Food Waste Collection to further encourage the commercial & industrial sectors to participate in food waste recycling.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2551)

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 Reverse Vending Machine (RVM) Pilot Scheme, please advise this Committee of the following:

(1) Please provide the following information by year according to the table below:

	RVM	No. of containers collected	Amount and percentage share of rebates redeemed for donation	Amount of rebates redeemed
North	·Location .			
Tai Po				
Sha Tin				
...				

(2) In the past 3 years, what are the numbers of containers collected and the amount of rebates redeemed? What is the percentage share of rebates redeemed for donation?

(3) In the past 3 years, what are the maintenance and manpower costs of RVMs?

(4) How many additional RVMs for plastic beverage containers and beverage cartons are planned to be set up in the next 3 years? Please set out the respective districts, numbers and target commencement dates in tabular form.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 6)

Reply:

(1)&(2) In the past 3 years, the quantities of containers collected, the total amount of rebates redeemed and the amount of rebates redeemed for donation under the Reverse Vending Machine (RVM) Pilot Scheme are tabulated below by district:

District	**No. of plastic beverage containers collected (million)**			**Total amount of rebates redeemed ($million)**[Note 1]			**Amount ($) and percentage share of rebates redeemed for donation**					
	2022	**2023**	**2024**	**2022**	**2023**	**2024**	**2022**		**2023**		**2024**	
Central & Western	1.02	1.58	2.39	0.102	0.158	0.239	5,000	5%	5,400	3%	6,500	3%
Eastern	2.12	3.73	5.02	0.212	0.373	0.502	5,200	2%	7,300	2%	6,400	1%
Islands	0.55	0.82	0.98	0.055	0.082	0.098	1,000	2%	1,000	1%	1,000	1%

District	No. of plastic beverage containers collected (million)			Total amount of rebates redeemed ($million)[Note 1]			Amount ($) and percentage share of rebates redeemed for donation					
	2022	2023	2024	2022	2023	2024	2022		2023		2024	
Kowloon City	0.75	1.56	2.16	0.075	0.156	0.216	2,800	4%	5,800	4%	5,700	3%
Kwai Tsing	1.02	1.70	2.84	0.102	0.170	0.284	1,700	2%	1,700	1%	3,100	1%
Kwun Tong	2.49	3.21	5.52	0.249	0.321	0.552	4,400	2%	4,400	1%	5,600	1%
North	1.34	2.27	2.77	0.134	0.227	0.277	3,100	2%	4,200	2%	3,600	1%
Sai Kung	1.44	3.16	4.44	0.144	0.316	0.444	6,100	4%	8,800	3%	7,000	2%
Sha Tin	2.55	4.87	6.48	0.255	0.487	0.648	7,600	3%	8,700	2%	7,900	1%
Sham Shui Po	1.69	2.87	4.48	0.169	0.287	0.448	1,700	1%	2,700	1%	3,000	1%
Southern	0.33	1.05	1.46	0.033	0.105	0.146	900	3%	1,600	2%	2,500	2%
Tai Po	1.29	1.94	2.93	0.129	0.194	0.290	1,600	1%	2,700	1%	2,000	1%
Tsuen Wan	1.69	2.76	3.43	0.169	0.276	0.343	3,000	2%	4,600	2%	3,800	1%
Tuen Mun	1.74	3.29	4.78	0.174	0.329	0.478	3,500	2%	7,200	2%	5,400	1%
Wan Chai	0.57	0.83	1.31	0.057	0.083	0.131	1,100	2%	1,100	1%	1,300	1%
Wong Tai Sin	1.98	4.10	5.93	0.198	0.410	0.593	3,000	1%	5,400	1%	5,400	1%
Yau Tsim Mong	1.15	1.97	3.17	0.115	0.197	0.317	2,200	2%	3,400	2%	3,400	1%
Yuen Long	1.81	3.02	4.47	0.181	0.302	0.447	2,700	1%	3,600	1%	3,200	1%
Total[Note 2]	**25.53**	**44.72**	**64.55**	**2.553**	**4.472**	**6.455**	**56,600**	**2%**	**79,500**	**2%**	**76,700**	**1%**

Note 1: The amount of rebate for each plastic beverage container is $0.1.

Note 2: Due to rounding method applied, the sum of individual amounts may not be equal to the total.

As at mid-March 2025, the locations of the 120 RVMs are at the **Annex**.

(3) The operating expenditure incurred by the Pilot Scheme in the past 3 years are shown in the table below. The Environmental Protection Department (EPD) does not have a breakdown of the maintenance and manpower expenditures relating to RVMs.

Financial year	Expenditure ($million)[Note]
2022-23	30
2023-24	31
2024-25 (Revised estimate)	34

Note: The operating expenditure includes the expenditure involved in the research of the scheme, development of electronic systems, publicity campaigns, and the operating expenditure for the Pilot Scheme.

(4) At 5 GREEN@COMMUNITY Recycling Stations, the EPD has initiated a RVM Technical Trial for Beverage Carton in phases from June 2024 to evaluate the feasibility of recovering beverage cartons through RVMs for local recycling and to identify any technical issues. The technical trial will end in mid-2025, after which

the EPD will conclude the experience and review the effectiveness of the trial to determine the way forward. In addition, the Government is planning to implement the producer responsibility scheme (PRS) on plastic beverage containers and beverage cartons. We anticipate that after the launch of this PRS, there will be more recycling facilities (including RVMs for plastic beverage containers and beverage cartons) available in the market for the convenience of the public in recycling plastic beverage containers and beverage cartons.

Annex

Location of Reverse Vending Machines (RVMs)
(As at mid-March 2025)

District	Location of RVMs
Central & Western	- Smithfield Market, Kennedy Town - IFC Mall, Central - Hong Kong City Hall, Central - Central Market - Admiralty Centre, Admiralty
Eastern	- Siu Sai Wan Plaza - Wan Tsui Shopping Centre, Chai Wan - Paradise Mall, Chai Wan - Tsui Wan Estate, Chai Wan - Oi Tung Estate, Shau Kei Wan - Hing Tung Shopping Centre, Sai Wan Ho - Taikoo Place (The Loop), Quarry Bay - AEON STYLE Kornhill, Quarry Bay - WORFU, North Point
Islands	- Fu Tung Plaza, Tung Chung - Yat Tung (I) Estate, Tung Chung
Kowloon City	- Hung Hom Pier - AEON STYLE Whampoa, Wonderful Worlds of Whampoa, Hunghom - Kowloon City Pier - Tak Long Estate, Kai Tak - Homantin Plaza
Kwai Tsing	- Cheung Fat Plaza, Tsing Yi - Maritime Square 2, Tsing Yi - Metroplaza, Kwai Chung - Kwai Chung Estate - Shek Lei (II) Estate, Kwai Chung - Lai King Estate, Kwai Chung
Kwun Tong	- Telford Plaza, Kowloon Bay - Enterprise Square 5 (MegaBox), Kowloon Bay - Amoy Plaza, Kowloon Bay - Manulife Financial Centre, Kwun Tong - Millennium City 5 (APM), Kwun Tong - Lok Wah Commercial Centre, Ngau Tau Kwok - Tak Tin Plaza, Lam Tin - Sau Mau Ping Estate - Lei Yue Mun Plaza, Yau Tong
North	- Choi Yuen Plaza, Sheung Shui - Sheung Shui Town Centre - Fanling Town Centre - Cheung Wah Shopping Centre, Fanling - Avon Mall, Fanling - Union Plaza, Fanling

District	Location of RVMs
Sai Kung	- Choi Ming Shopping Centre, Tiu Keng Leng - Yee Ming Estate, Tseung Kwan O - PopCorn 2, Tseung Kwan O - TKO Spot, Tseung Kwan O - The LOHAS - Maritime Bay Shopping Mall, Hang Hau - MCP Discovery, Po Lam - Po Lam Shopping Centre
Sha Tin	- Wo Che Plaza, Sha Tin - Lucky Plaza, Sha Tin - Citylink, Sha Tin - Sha Tin Town Hall - Chun Shek Shopping Centre, Sha Tin - Yu Chui Shopping Centre, Sha Tin - Kings Wing Plaza 1, Sha Tin - The Wai, Tai Wai - Hin Keng Shopping Centre, Tai Wai - Heng On Commercial Centre, Ma On Shan - MOSTown, Ma On Shan - Yiu On Shopping Centre, Ma On Shan
Sham Shui Po	- Shek Kip Mei Estate - Nam Cheong Place, Sham Shui Po - V Walk, Sham Shui Po - Lai On Estate, Sham Shui Po - Un Chau Shopping Centre, Cheung Sha Wan - AEON Lai Chi Kok Store, AquaMarine
Southern	- The Southside, Wong Chuk Hang - Shek Pai Wan Estate, Aberdeen - Tin Wan Shopping Centre, Aberdeen - Lei Tung Commercial Centre, Ap Lei Chau
Tai Po	- Fu Shin Shopping Centre, Tai Po - The Golden Gate Shopping Mall, Tai Po - Tai Wo Plaza, Tai Po - Tai Po Mega Mall, Tai Po - Tai Yuen Estate, Tai Po
Tsuen Wan	- Lei Muk Shue Estate, Tsuen Wan - AEON Tai Wo Hau Store, Panda Place, Tsuen Wan - Nina Mall 1, Tsuen Wan - Tsuen Wan Plaza - Kolour Tsuen Wan I - Luk Yeung Galleria, Tsuen Wan - D·PARK, Tsuen Wan - Shek Wai Kok Estate, Tsuen Wan

District	Location of RVMs
Tuen Mun	- V city, Tuen Mun - Tai Hing Commercial Centre, Tuen Mun - Ocean Walk, Tuen Mun - Hanford Plaza, Tuen Mun - Sun Tuen Mun Shopping Centre, Tuen Mun - H.A.N.D.S., Tuen Mun - AEON Tuen Mun Store, Tuen Mun Town Plaza - Leung King Plaza, Tuen Mun - Fu Tai Shopping Centre, Tuen Mun
Wan Chai	- Victoria Park, Causeway Bay - Lockhart Road Market, Wan Chai - Immigration Tower, Wan Chai
Wong Tai Sin	- Tsz Wan Shan Shopping Centre, Tsz Wan Shan - Tsz Ching Estate, Tsz Wan Shan - Choi Hung Estate, Ngau Chi Wan - Choi Wan Commercial Complex, Ngau Chi Wan - Lower Wong Tai Sin (II) Estate, Wong Tai Sin - Tung Tau Estate Retail, Wong Tai Sin - Chuk Yuen Plaza, Wong Tai Sin - Fung Tak Shopping Centre, Diamond Hill - AIA Financial Centre, San Po Kong
Yau Tsim Mong	- Langham Place, Mongkok - Olympian City 2, Tai Kok Tsui - GREEN@JORDAN - Kwun Chung Municipal Services Building, Jordan - ELEMENTS, Tsim Sha Tsui - K11 Art Mall, Tsim Sha Tsui
Yuen Long	- Hung Fuk Estate, Hung Shui Kiu - Tin Shui Shopping Centre, Tin Shui Wai - Tin Chak Shopping Centre, Tin Shui Wai - Tin Tsz Shopping Centre, Tin Shui Wai - T Town, Tin Shui Wai - Long Ping Commercial Centre, Yuen Long - YOHO MALL I, Yuen Long - Shui Pin Wai Estate, Yuen Long

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2457)

Head: (44) Environmental Protection Department

Subhead (No. & title): (700) General non-recurrent

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has been promoting the transformation to green transport in Hong Kong through the New Energy Transport Fund, with initiatives such as subsidies for technological research and development, tax concessions, subsidy schemes for vehicle replacement, and improvements to infrastructure. Furthermore, it is highlighted in the newly announced Budget that the Government will launch the Fast Charger Incentive Scheme. In this connection, please advise this Committee of the following:

1) Under the EV-charging at Home Subsidy Scheme launched by the Government in October 2020, how many of the approved applications have completed the works to date, and how many have commenced the works? Will all works be completed by 2027-28 based on the current progress?

2) As at 2024, how many chargers are available in Hong Kong?

3) Are there any policies in place to incentivise the market to proactively install charging facilities in private buildings?

4) The Government has earmarked $300 million to provide impetus for the industry to install 3 000 fast chargers across Hong Kong, which equates to a subsidy of approximately $100,000 per charger. Has the Administration assessed the current installation costs for slow, medium, and fast chargers?

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

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. 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 2025, among the applications approved under the EHSS, 198 car parks (involving around 34 870 parking spaces) have completed the installation works. The peak period for the completion of installation works under the EHSS will be in 2025. Based on the current progress, we anticipate that an accumulated total of around 77 000 parking spaces will have the installation of electric vehicle charging-enabling infrastructure (EVCEI) completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates.

2) As at the end of December 2024, there are a total of 10 401 public chargers provided by the Government and private sectors in Hong Kong. The Government does not have information on the private chargers in Hong Kong.

3) The Chief Executive announced in his 2023 Policy Address that the Government strives to expand the network of electric vehicle (EV) 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 93 700 relevant parking spaces, of which about 46 000 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.

   On the other hand, in order to promote market participation in providing EV charging services, the EPD has been marketising the EV charging services in government car parks from the end of 2023 by outsourcing the EV charging services to market operators who have started offering paid services. The EPD completed the marketisation of the EV charging services in June 2024, covering a total of 74 government car parks with about 1 600 medium chargers (with rated output power above 2.8 kilowatts (kW) up to 20 kW) provided. With the marketisation of the Government's EV charging services, it is anticipated that more private car park operators will install chargers in their public car parks to provide paid EV charging services for public use.

   In addition, the Government is offering incentives to petrol filling station (PFS) operators, including granting lease extensions of PFSs, to facilitate the retrofitting of EV chargers at PFSs. As promulgated in the Green Transformation Roadmap of Public Buses and Taxis in December 2024, subject to the feasibility of additional electricity supply by the power companies as well as the outcome of the vetting and approval by the relevant government departments (e.g. Fire Services Department, Electrical and Mechanical Services Department, Transport Department, etc.) concerning safety, technical and traffic considerations, etc., we expect that about 100 fast chargers (FCs)(with rated output power of 100 kW or above) can be provided through retrofitting the existing PFSs in 2025.

   The Government is striving to take forward the development of EVs and the associated charging facilities and encourage active participation from the private market. For instance, 3 000 additional FCs will be provided by 2030 under the Fast Chargers Incentive Scheme to give full play to market forces and further expand the network of charging facilities to cater for the charging demand of the market. The scheme is expected to be launched in mid-2025 for accepting applications.

4) Since the installation fee of each charger is affected by a number of factors (such as whether works are required for increasing electricity supply) and can vary significantly, it is difficult to make an objective comparison of the construction cost of different chargers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2460)

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 has mentioned that it will continue to optimise the community recycling network and support for waste reduction and recycling. In this connection, please inform this Committee of the following:

1) While the GREEN$ Electronic Participation Incentive Scheme is an important measure of the Government in achieving carbon neutrality by 2050, GREEN$ Points are currently not linked to the amount of carbon reduced. Will the Department consider introducing a linkage mechanism?

2) What policies and measures are currently available to support the recycling industry?

3) What were the expenditure items and the total expenditure involved in the Recycling Stations of GREEN@COMMUNITY in the past 3 years?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 24)

Reply:

1) The Environmental Protection Department (EPD) will look into the suggestion of introducing a function to quantify the carbon reduction corresponding to recyclables submitted when reviewing the GREEN$ Electronic Participation Incentive Scheme (GREEN$ ePIS) in future.

2) The EPD has been actively creating a favourable business environment for the recycling industry by providing them with different forms of support, such as financial assistance and land supply, to help them cope with the challenges and to foster the sustainable development of the industry. The specific measures are:

Recycling Fund

The EPD set up the Recycling Fund in 2015, which has so far received an allocation of $2 billion, to foster the sustainable development of the recycling industry through various funding programmes. These include the Industry Support Programme that subsidises non-profit-distributing organisations registered in Hong Kong, such as professional bodies, trade and industry organisations, research institutes and other industry support organisations, to undertake non-profit-making projects for enhancing the overall operational capabilities and productivity of the local recycling industry, and the

Enterprise Support Programme (ESP) that provides enterprises with matching funds for projects to enhance and expand the recycling operation. Enterprises can also implement standard projects through simplified application procedures in the "Standard Project" under the ESP, including purchase / installation of equipment for enhancement of recycling capability, capacity, operation efficiency, skills, etc. In addition, the "Projects from New and Start-up Enterprises" under the ESP supports new and start-up enterprises in adopting innovative ideas to facilitate recycling operations. The EPD and the Advisory Committee on Recycling Fund have been reviewing the operation of the Recycling Fund from time to time, so as to timely introduce different enhancement measures to meet the needs of the recycling industry in its operation, upgrading and transformation.

Environment and Conservation Fund (ECF)

Over the past 3 financial years, a total amount of about $19.85 million has been approved under the "Research and Development Projects" funding scheme of the ECF to support eligible organisations in Hong Kong to implement 31 research projects related to "Waste Management, Reduction and Recycling". Moreover, a total amount of about $53.6 million has been approved under the "Practice and Action Projects" funding scheme of the ECF from March 2022 to November 2024 to subsidise the installation of treatment systems in the community to convert food waste into slurry, thereby facilitating the application of innovative recycling technology while reducing the cost of food waste recovery.

EcoPark in Tuen Mun

EcoPark, which came into operation in 2007, is one of the major initiatives of the Government for fostering the development of the local recycling industry. EcoPark is designated for use by the environmental and recycling industry and it offers the trade with long-term land lease at an affordable rental cost. Meanwhile, EcoPark offers together with a whole package of basic utilities including sea and land transport access, water and electricity supply, sewerage system and telecommunication system. Besides, common facilities including standard berthing spaces at the marine frontage, weighbridge, as well as the meeting room and conference room etc. inside the administration building, are available for use by the tenants, so as to help reducing their capital expenditure and encourage them to invest in more advanced technology and treatment processes. Currently, about 90% of the EcoPark area for waste recycling purpose has been utilised.

Land support

Apart from the 20 hectares of land in EcoPark designated for recycling purposes, 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, 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 EPD has introduced measures to remove barriers with a view to optimising the land use restriction and tendering arrangements of the existing 20 short-term tenancy sites designated for waste recycling purposes.

3) The operating expenditures of GREEN@COMMUNITY Recycling Stations include the

expenses on manpower employed by the operators, purchase or hire of vehicles for transporting recyclables, etc. The actual/estimated operating expenditures incurred by the Recycling Stations in the past 3 years are tabulated below:

Project	**Actual/Estimated Operating Expenditure by Financial Year ($Million)[Note 1]**		
	2022-23 (Actual)	2023-24 (Actual)	2024-25[Note 2] (Revised Estimate)
Recycling Station	69	64	70

Note 1: The operating expenditures of Recycling Stations in each financial year include the expenditures incurred by the operators in operating Recycling Spots.

Note 2: The 12th Recycling Station, namely GREEN@WONG TAI SIN, has been put into service progressively since the fourth quarter of 2024.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0792)

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 been striving to expand the electric vehicle (EV) charging network, aiming to increase the total number of public and private parking spaces with charging infrastructure to about 200 000 by mid-2027. In this connection, please advise this Committee of the following:

1. Please set out the numbers of standard, medium and fast EV chargers currently provided by the Government and the private sector respectively, with a breakdown by District Council district.

2. What are the ratios of the number of EV chargers to the number of EVs in Hong Kong in the past 3 years?

3. What is the number of new chargers installed by the Government in each of the past 3 years? How many of them are fast chargers and what is the expenditure involved? What is the estimated number of new chargers to be installed by the Government this year? How many of them are fast chargers and what is the expenditure involved?

4. What is the number of new chargers installed by the private sector in each of the past 3 years? How many of them are fast chargers? What are the number of chargers installed under the EV-charging at Home Subsidy Scheme (EHSS) and the subsidy amount involved? What is the estimated number of new private chargers to be installed this year? How many of them are fast chargers? What are the number of chargers installed under the EHSS and the expenditure involved?

5. Considering the current growth rate of EV chargers, is the target of increasing the total number of public and private parking spaces with charging infrastructure to about 200 000 by mid-2027 expected to be achieved? If not, what measures will be taken to increase the number of chargers?

6. The Government has earmarked $300 million for launching the Fast Charger Incentive Scheme, under which a cumulative total of 3 000 fast chargers are expected to be installed by 2030. What is the estimated total number of fast chargers by 2030, and will this number be sufficient to meet the charging demand of local EVs?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 6)

Reply:

1. As at the end of December 2024, 10 401 public electric vehicle (EV) chargers had been provided by the Government and the private sector across the territory, of which about 2 500 were government chargers, and the remaining of about 7 900 were provided by the private sector. The numbers of public EV chargers provided by the Government and the private sector by the 18 districts are set out in the table below:

The numbers of standard, medium, quick and fast public EV chargers provided by the Government

District	Number of public EV chargers				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Central & Western	0	300	0	0	300
Eastern	0	179	0	0	179
Southern	0	57	0	0	57
Wan Chai	0	162	0	0	162
Kowloon City	63	28	0	0	91
Kwun Tong	59	50	0	0	109
Sham Shui Po	23	98	0	0	121
Wong Tai Sin	0	88	0	0	88
Yau Tsim Mong	0	9	0	0	9
Kwai Tsing	6	114	0	0	120
Tsuen Wan	2	180	0	0	182
Sai Kung	14	35	0	0	49
North	130	176	0	0	306
Tai Po	28	76	0	0	104
Sha Tin	103	144	0	0	247
Yuen Long	13	78	0	0	91
Tuen Mun	3	45	0	0	48
Islands	95	137	4	0	236
Total	**539**	**1 956**	**4**	**0**	**2 499**

The numbers of standard, medium, quick and fast public EV chargers provided by the private sector

District	Number of public EV chargers				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Central & Western	9	73	100	0	182
Eastern	14	251	85	0	350
Southern	6	411	58	0	475
Wan Chai	55	283	86	1	425
Kowloon City	37	359	77	0	473
Kwun Tong	499	730	207	0	1 436
Sham Shui Po	6	102	66	0	174
Wong Tai Sin	15	198	58	2	273
Yau Tsim Mong	50	207	185	2	444
Kwai Tsing	52	137	64	0	253
Tsuen Wan	14	87	85	4	190
Sai Kung	138	223	146	0	507
North	40	106	44	0	190
Tai Po	2	138	33	0	173

District	Number of public EV chargers				
	Standard	Medium	Quick	Fast	Sub-total
Sha Tin	643	576	229	0	1 448
Yuen Long	12	343	94	0	449
Tuen Mun	9	147	75	0	231
Islands	5	176	48	0	229
Total	**1 606**	**4 547**	**1 740**	**9**	**7 902**

Note:
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)
Fast charger (with rated output power of 100 kW or above)

2. In the past 3 years, the year-on-year increase in the number of public EV chargers provided by the Government and the private sector has broadly kept pace with the growth in the number of electric private cars (e-PCs), with the ratio as tabulated below:

Year	Ratio of the number of public EV chargers to the number of e-PCs
2022	1:9
2023	1:10
2024	1:10

3. In the past 3 years, the total numbers of public EV chargers newly provided by all government departments (with no fast chargers), the numbers of which managed by the Environmental Protection Department (EPD), the installation cost of new chargers and the electricity tariff incurred by all chargers are set out in the below table:

Year	Number of public EV chargers newly provided by all government departments	Public chargers managed by the EPD		
		Number of new EV chargers	Installation cost of new EV chargers ($ million)	Electricity tariff incurred by all EV chargers ($ million)
2022	421	312	25.50	8.90
2023	340	28	1.12	21.70
2024	(-51)(Note 1)	(-52)(Note 1)	0	5.25(Note 2)

Note 1: As some government car parks are no longer open for public use, the number of EV chargers has reduced.

Note 2: Since June 2024, when the EPD marketised its EV charging services provided in government car parks, the electricity tariff for EV chargers in these car parks has been borne by the operators.

The EPD does not have information on the expenditure for public EV chargers incurred by other government departments. Since the marketisation of EV charging services in government car parks starting from the end of 2023, the EPD has no plan to install new EV chargers in government car parks.

4. The numbers of EV chargers newly provided by the private sector in the past 3 years are tabulated below. These figures do not include those electric vehicle charging-enabling infrastructure (EVCEI) installed under the EV-charging at Home Subsidy Scheme

(EHSS), as those EVCEI are funded mainly for private use in car parks of private residential buildings.

Year	**Number of EV chargers provided by the private sector**	**Number of EV chargers newly provided by the private sector (compared to the previous year)**	**Number of quick chargers provided by the private sector**	**Number of fast chargers provided by the private sector**	**Number of fast and quick chargers newly provided by the private sector (compared to the previous year)**
2022	3 224	+317	985	0	+189
2023	4 865	+1 641	1 147	0	+162
2024	7 902	+3 037	1 740	9	+602

5. 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 93 700 relevant parking spaces, of which about 46 000 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.

   As at the end of February 2025, among the car parks approved under the EHSS, 198 car parks (involving around 34 870 parking spaces) have completed the installation works. The peak period for the completion of installation works under the EHSS will be in 2025. Based on the current progress, we anticipate that an accumulated total of around 77 000 parking spaces will have the installation of EVCEI completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates. Together with the over 93 700 parking spaces installed through the measure of gross floor area concessions, we expect that the target of 200 000 parking spaces can be achieved by mid-2027.

6. It is announced in the Chief Executive's 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install fast chargers. The target is to install an additional 3 000 fast chargers in total by 2030 to provide additional support to about 160 000 EVs, so as to further expand the charging infrastructure to meet the charging demand. The new scheme is expected to launch and start accepting applications in mid-2025.

   The Government does not have an estimated number of fast chargers available by 2030. At present, there are more than 10 400 public EV chargers with different rated output powers across the territory. The Government will continue to adopt a multi-pronged strategy to increase the charging infrastructure, so as to establish a comprehensive territory-wide charging network. Our initiatives include converting conventional

petrol filling stations (PFSs) into fast charging stations, retrofitting PFSs with fast charging facilities, opening up the charging facilities at bus depots, etc. With the Government's policies leading the way and the incentive measures promoting active participation by the private sector, the local EV charging facilities will continue to improve to meet the demand.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0798)

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 Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020. In this connection, please advise this Committee of the following:

1. Please set out by District Council district the numbers of smart recycling devices (including smart recycling bins, smart balances and gift redemption units) currently in service.
2. Please set out by type of recyclables the quantities collected by smart recycling bins and smart balances in each of the past 3 years.
3. Please set out the number of times gifts were redeemed through gift redemption units in each of the past 3 years.
4. Please provide the operating expenditure for smart recycling bins, smart balances and gift redemption units in each of the past 3 years and the estimated expenditure for this year.
5. What factors will be considered when selecting the locations of smart recycling devices? Will the Administration consider increasing the coverage? If yes, what are the details and the expenditures involved?
6. How effective is the Smart Recycling Promotion Vehicles (SRPV) in promoting the new smart recycling systems? How many members of the public have been reached by the SRPV and what is the operating expenditure in each of the past 3 years?
7. How effective is the Pilot Programme as assessed by the Administration? Does the Administration have any measures to optimise it? Will the Administration consider regularising the Pilot Programme?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 11)

Reply:

1. The Environmental Protection Department (EPD) launched the Pilot Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020 to test the local application of smart recycling devices (comprising smart recycling bins, smart balances and gift redemption units) in phases, with a view to enhancing the community recycling services and efficiency. In 2022, apart from setting up smart balances at all recycling facilities under the GREEN@COMMUNITY to facilitate self-service recycling, smart recycling bins and gift redemption units have also been gradually installed in Recycling Stations and Recycling Stores. Starting from March

2023, smart recycling bins have also been progressively set up in public rental housing estates, private housing estates, villages, shopping malls, universities, government venues, etc. As at end-February 2025, the number of application points has increased to over 500 locations, while the application of smart recycling devices has also expanded gradually to 106 smart recycling bins, 334 smart balances and 109 gift redemption units. The distribution of smart recycling devices set up under the Pilot Programme in various districts is tabulated below:

District	No. of smart recycling devices by type (set/unit)		
	Smart recycling bin[Note 1] (set)	Smart balance (unit)	Gift redemption unit (unit)
Central & Western	6	14	4
Wan Chai	3	15	4
Eastern	11	21	7
Southern	5	11	4
Yau Tsim Mong	6	9	3
Sham Shui Po	6	17	7
Kowloon City	4	17	6
Wong Tai Sin	2	19	8
Kwun Tong	10	26	12
Kwai Tsing	7	23	10
Tsuen Wan	4	13	3
Tuen Mun	6	25	7
Yuen Long	4	21	6
North	5	20	5
Tai Po	4	19	4
Sai Kung	8	18	7
Sha Tin	10	23	8
Islands	5	15	4
Other	0	8[Note 2]	0
Total	106	334	109

Note 1: Each set of smart recycling bin comprises 2 to 6 compartments, depending on the requirements of each location and the space available therein.

Note 2: Nighttime Recycling Spots in 4 regions (Hong Kong Island, Kowloon, New Territories East and New Territories West).

2. The quantities of recyclables collected by smart recycling bins and smart balances in each of the past 3 years are tabulated below:

Recyclables	**Quantity of recyclables collected by smart recycling bins each year (tonnes)**		
	2022	**2023**	**2024**
Paper	1.1	395.1	896.5
Metals	0.0	54.6	145.5
Plastic bottles	0.4	106.7	424.0
Other plastics	0.3	134.8	389.9
Glass bottles	0.6	69.3	169.3
Total quantity of recyclables collected (tonnes)	2.4	760.5	2 025.2

Recyclables	Quantity of recyclables recorded by smart balances each year (tonnes)		
	2022	2023	2024
Paper	1 506.1	4 434.6	9 893.2
Metals	227.2	636.1	1 304.3
Plastic bottles	598.4	1 899.3	4 051.4
Other plastics	839.7	2 331.6	4 737.5
Glass bottles	953.7	2 550.0	5 465.4
Small electrical appliances	258.4	718.0	1 416.6
Fluorescent lamps and tubes	8.6	22.8	36.0
Rechargeable batteries	6.1	16.8	23.3
Beverage cartons	-	25.8	157.3
Total quantity of recyclables collected (tonnes)	4 398.2	12 635.0	27 085.0

3. In the past 3 years (i.e. 2022, 2023 and 2024), the number of gifts redeemed through gift redemption units was about 60 000, 290 000 and 1.24 million respectively.

4. The expenditures incurred in the Pilot Programme (including the operation of smart recycling bins, smart balances and gift redemption units) in the past 3 financial years and the estimated expenditure for 2025-26 are as follows:

Financial year	Expenditure ($ million)			
	Smart recycling bin (A)	Smart balance (B)	Gift redemption unit (C)	The Pilot Programme (A)+(B)+(C)
2022-23	6.7	5.5	1.9	14.1
2023-24	11.1	2.6	2.8	16.5
2024-25	10.7	5.7	4.1	20.5
2025-26 (Estimated expenditure)	23.0	5.7	1.3	30.0

5.&7. When setting up smart recycling bins at different locations through the Pilot Programme, the EPD will take into account various factors such as foot traffic, the available community recycling facilities and the demand, availability of space, convenience, etc. of the locations concerned, with a view to facilitating the public in using the smart recycling bins. Since the launch of the Pilot Programme, the EPD has been monitoring the usage and recycling data of the smart recycling systems at different locations and has completed a review on the effectiveness of the Pilot Programme, which reveals that smart recycling devices are popular among the public and can enhance the community recycling services and efficiency. Taking into account the findings of the review, the EPD is adjusting the locations and the number of smart recycling devices, and will increase the number of application points of smart recycling bins to around 200 starting from the first quarter of 2025. With the introduction of the new e-point conversion features in the GREEN$ Mobile App which

offer the public with more diverse range of reward options, the EPD will progressively reduce the number of gift redemption units for more effective use of public resources. In the 2025-26 financial year, we will earmark approximately $30 million to continue implementing the Pilot Programme, among which about $21 million will be used to maintain the operation of the existing smart recycling bins, smart balances and gift redemption units, and about $9 million will be earmarked for the operation of newly installed smart recycling bins to expand the scope of application of smart recycling facilities.

6. To support the extension of the Pilot Programme, the EPD has arranged a Smart Recycling Promotion Vehicle (SRPV) to promote the new smart recycling systems. Installed with smart recycling facilities, the SRPV tours various districts across the territory to introduce the smart recycling technology and the procedures of using the facilities to the public, as well as providing the public with on-site experience of operating the smart recycling systems. This project came to an end in early March 2025. With smart recycling services becoming more common and familiar to the public, we will adjust our publicity and promotion strategy accordingly to adopt approaches such as on-site promotion and demonstration by GREEN@COMMUNITY operators and promotion at events organised by the Green Outreach to encourage members of the public to make good use of smart recycling facilities.

The number of people reached by the SRPV and the operating expenditure incurred in each of the past 3 years are tabulated below:

Year	Number of people reached
2022	20 200
2023	18 500
2024	23 500

Financial year	Expenditure ($ million)
2022-23	2.9
2023-24	2.1
2024-25	1.9

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0808)

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 Village Sewerage Programme (the Programme) was launched in the 1990s to provide public sewerage facilities and improve the environmental hygiene in rural areas. In this connection, please advise this Committee of:

1. the number of villages covered and to be covered by the Programme, as well as those with sewerage works completed and in progress respectively as at the end of 2024;
2. the details of the projects planned in the past year, including the districts, the names of the villages covered, the number of village houses involved and the planned population; the number and details of the projects planned for this year;
3. the actual and estimated expenditures involved in the projects in the past 2 years and this year;
4. the expected completion time for providing all villages covered by the Programme with public sewerage facilities and whether a schedule has been formulated; if no, the reasons;
5. the factors to be considered when setting priorities for conducting sewerage works in the villages; whether priorities will be given to the new development areas of villages with sewerage systems; if no, the reasons.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 17)

Reply:

1. The Government strives to take forward the Village Sewerage Programme (the Programme) to progressively provide public sewerage facilities in village areas for improving rural environment and enhancing the water quality of rivers and coastal waters. As at end-2024, the Programme has covered 586 villages, of which the sewerage systems for 297 villages with relatively large de jure populations and in close proximity to public sewerage works have been completed, serving a population of about 210 000. In addition, public sewerage works for another 30 villages are currently under construction.

2. Details of the projects planned in the past year and for this year are as follows:

Project title	District	Name of village	No. of village house (approx.)	Planned population (approx.)
Year 2024-2025 (Projects commenced)				
Port Shelter sewerage, stage 2-trunk sewers between Marina Cove and Hong Kin Road	Sai Kung	The trunk sewers will be connected to 7 villages or areas[Note] along Hiram's Highway (including Tai Chung Hau, Pak Sha Wan, Ta Ho Tun Sheung Wai, Ta Ho Tun Ha Wai, Kau Sai San Tsuen, Pak Wai and Pak Kong (Remainder)) upon completion	1 620	9 450
Village sewerage at Tung Tau Tsuen, Shap Pat Heung, Yuen Long	Yuen Long	Tung Tau Tsuen (Shap Pat Heung)	240	2 530
Year 2025-2026 (Projects to be commenced)				
Tung Chung New Town Extension - site formation and infrastructure works (stage 2)	Islands	Wong Nei Uk Village, Ma Wan Chung Village, Shek Mun Kap Village, Ngau Au Village, Lam Che Village, Nim Yuen Village, Mok Ka Village and Shek Lau Po Village	500	5 220
West Kowloon and Tsuen Wan village sewerage - phase 2 (part 1)	Tsuen Wan	San Tsuen, Wo Yi Hop and Sheung Kwai Chung	330	3 000

Note: The sewerage works for the villages or areas concerned are at planning and design stage.

3. The actual and estimated expenditures incurred by the projects in the past 2 years and this year are as follows:

Year	2023-24 (Actual)	2024-25 (Revised estimate)	2025-26 (Estimate)
Expenditure ($million)	1,067.7	781.6	714.3

4&5. The advance work for the remaining projects in the Programme involves various steps including planning, feasibility studies, detailed design, consultation, gazetting, land resumption, etc., in particular, it is necessary to communicate with various stakeholders in reaching consensus on the sewerage schemes, site selection and land resumption matters before the projects could be taken forward in an orderly manner. Hence, it is difficult to draw up a concrete completion schedule for the remaining village sewerage

works in the Programme. The Government will take into account various factors, including level of improvement to the environment by the Programme, density of village population, preference of residents, technical feasibility, cost-effectiveness, fiscal situation, etc. to plan relevant works in a timely manner.

If a village is already provided with a public sewerage system, the owners of newly built village houses may consider making their own connection to that sewerage system where feasible; otherwise these houses should be equipped with on-site sewage treatment facilities (e.g., septic tanks) to properly treat the domestic sewage in accordance with the regulations. The overall environmental hygiene of a sewered village is generally better than that of an unsewered one. The Government has no plan at this stage to accord priority to these villages for extending the sewerage system.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0689)

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:

1. Please provide details on the work plans and budget for the provision of additional food waste smart recycling bins, three-colour recycling bins and GREEN@COMMUNITY facilities in 2025-26. What specific measures are in place to support more premises in conducting source-separation and collection of food waste? What is the manpower involved?
2. Please set out the number of food waste smart recycling bins by District Council district. What are the provision and manpower involved?
3. What are the findings of the evaluation on the effectiveness of the Smart Food Waste Recycling Programme in Hong Kong? Has the Programme met the expectation (including the utilisation rates, quantities of food waste collected)?

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

Reply:

1.
In 2025-26, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

For domestic food waste recycling, as at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency etc., to ensure the proper use of public resources.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the

Environment and Conservation Fund (ECF). The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and 'three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

Moreover, the EPD has rolled out a number of waste reduction and recycling schemes to facilitate public participation in waste reduction at source, which include the Programme on Source Separation of Waste, under which free waste separation bins have been provided to over 2 800 housing estates/residential buildings and 1 400 commercial and industrial buildings. There are also some 1 100 sets of kerbside recycling bins provided in rural areas for recycling plastics, waste paper and metals. In the 2025-26 financial year, the EPD will earmark about $13.6 million for the recyclables collection service from kerbside recycling bins. The manpower required in implementing the Programme on Source Separation of Waste and the related work of the kerbside recycling bins is absorbed by the existing resources of the EPD.

In addition, the EPD is continuously enhancing the community recycling network GREEN@COMMUNITY to strengthen the recycling supporting facilities at district level. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory. These include 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 430 Recycling Spots. Together, these facilities support residents living in the clusters of residential buildings that are lacking space for setting up their own recycling facilities (including single-block residential buildings and "three-nil" buildings) and PRH estates to participate in waste separation at source and clean recycling for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc. The recycling network formed by the aforementioned programmes has covered over 85% of the population in various districts of Hong Kong. GREEN@COMMUNITY also supports collection-at-door service for the aforementioned 9 types of common recyclables for a total of about 200 PRH estates and over 2 400 private housing estates/single-block buildings/villages/etc.

In response to the public demand, the service hours of 22 Recycling Stores have been extended by 3 hours, i.e. operating from 8 am to 9 pm (except GREEN@ABERDEEN at the Aberdeen Market which only operates from 8 am to 8 pm). The remaining Recycling Stores will also extend their service hours progressively in 2025. The EPD has also set up

Nighttime Recycling Spots starting from mid-2024 to facilitate public who need to work in the daytime to participate in recycling.

To enhance the overall cost-effectiveness of the operation of the community recycling network GREEN@COMMUNITY, we are reviewing the tender arrangements and requirements for GREEN@COMMUNITY facilities and will relocate some of the Recycling Stores to suitable government facilities and gradually transform the Recycling Stores in PRH estates into self-service recycling facilities so as to reduce the rental expenses and operating costs.

The operating expenditures of GREEN@COMMUNITY include the expenses on manpower employed by the operators, purchase or hire of vehicles for transporting recyclables, rental expenses (if applicable), etc. The estimated operating expenditures incurred by GREEN@COMMUNITY projects for the 2025-26 financial year are set out below:

Project	**Estimated Operating Expenditure for the 2025-26 Financial Year ($Million)**
Recycling Station	78
Recycling Store	300
Recycling Store set up in PRH estate	129

At present, there are 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.

2&3.
As at February 2025, there are a total of 1 294 FWSRBs for collecting domestic food waste, with a cumulative usage of over 49.5 million times and a total quantity of about 29 000 tonnes of food waste recovered. Both the quantity of food waste recovered and the utilisation rate of FWSRBs are in line with our expectations. The distribution of FWSRBs in various districts of Hong Kong is shown in the table below:

District	**No. of FWSRBs**
Central & Western	4
Wan Chai	9
Eastern	91
Southern	37
Yau Tsim Mong	9
Sham Shui Po	69
Kowloon City	44
Wong Tai Sin	88
Kwun Tong	193
Kwai Tsing	130
Tsuen Wan	65
Tuen Mun	97
Yuen Long	101
North	55
Sha Tin	140
Tai Po	28

District	No. of FWSRBs
Sai Kung	90
Islands	44
Total	**1 294**

In addition to setting up food waste collection facilities, the EPD and the ECF provide promotional and educational support through funding projects for the PRH estates and the private residential premises participating in food waste recycling, as well as the residential buildings in the vicinity of Public Food Waste Recycling Points. The support includes distributing leaflets containing information on food waste recycling and promotional videos, displaying promotional posters, setting up customer service hotlines, as well as arranging green ambassadors to assist residents in using the GREEN$ services and teach them to practise source separation of food waste at home. The EPD will continue to strengthen publicity and education in the community to encourage wider public participation in food waste recycling.

The manpower required in implementing the food waste recycling initiatives is absorbed by the existing staff establishment of the EPD. The total estimated expenditure incurred in the 2025-26 financial year is $357 million, whereas the expenditure for subsidising private residential premises in using FWSRBs is absorbed by the abovementioned funding schemes.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1838)

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:

As mentioned in paragraph 177 of the Budget Speech, the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city. In this connection, please advise this Committee of the following:
How will the Administration make use of the additional funding of $180 million to promote food waste recycling? Please set out in detail the uses of the funding.
In the past year, what is the percentage of the quantity of food waste recovered per day in the overall quantity of food waste in Hong Kong?
What is the food waste recovery target of the Government?

Asked by: Hon LEE Wai-wang, Robert (LegCo internal reference no.: 36)

Reply:

According to the report on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the statistics on food waste disposed of at landfills and the recovery rate in 2023 are tabulated below. The relevant statistics for 2024 are under compilation.

Year	Overall municipal food waste			
	Disposal quantity (tonnes/day)	**Quantity generated (tonnes/day)**	**Quantity recovered (tonnes/day)**	**Recovery rate**
2023	3 191	3 407	216	6.4%

In the 2025-26 financial year, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

For domestic food waste recycling, as at February 2025, the EPD has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will

review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc., to ensure the proper use of public resources.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the Environment and Conservation Fund (ECF). The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

The EPD and the ECF provide promotional and educational support through funding projects for the PRH estates and the private residential buildings participating in food waste recycling, as well as the residential buildings in the vicinity of Public Food Waste Recycling Points. The support includes distributing leaflets containing information on food waste recycling and promotional videos, displaying promotional posters, setting up customer service hotlines, as well as arranging green ambassadors to assist residents in using the GREEN$ services and teach them to practise source separation of food waste at home.

For commercial & industrial (C&I) food waste recycling, the EPD will continue to promote food waste recycling in the C&I sectors in 2025 through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

By taking forward the above initiatives, we expect that there will be over 1.2 million households participating in food waste recycling across the territory, with the quantity of domestic food waste recovered increasing gradually from about 100 tonnes per day at present to about 130 tonnes per day in 2026. The overall quantity of food waste recovered is expected to increase progressively from about 280 tonnes per day on average in 2024 to about 350 tonnes per day on average in 2025, representing an increase of around 30%. With the introduction of more initiatives facilitating the public and the C&I sectors to participate in food waste recycling, and as the public gradually cultivates such a habit, we anticipate that the quantity of food waste recovered will continue to increase.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2092)

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:

Private housing estates with no less than 1 000 households can be provided with free food waste smart recycling bins (FWSRBs) through the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Pilot Scheme). In this connection, please advise this Committee of the following:

1. How many applications have been received by the Environmental Campaign Committee since the launch of the Pilot Scheme? What are the numbers of applications approved and rejected?

2. How many FWSRBs have been put into service in private housing estates since the launch of the Pilot Programme? How many FWSRBs will be in service by end-2025?

3. The Administration stated that they would consider expanding the Pilot Scheme to private housing estates with less than 1 000 households. Has this measure been implemented yet? If yes, when will applications be officially accepted?

4. Apart from public housing rental estates, are FWSRBs being installed in other places, including but not limited to public facilities and Recycling Stations of the community recycling network?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 12)

Reply:

1&2. As at February 2025, about 240 applications have been received under the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates (the Pilot Scheme), among which about 90 applications have been approved, with 220 food waste smart recycling bins (FWSRBs) already put into service. No eligible applications have been rejected so far. It is expected that over 400 FWSRBs under the Pilot Scheme will be put into service by end-2025.

3. Given that around 40% of the Hong Kong population resides in large-scale private housing estates with over 1 000 households, the Pilot Scheme will focus resources on providing these large-scale housing estates with FWSRBs at this stage, so as to facilitate participation of more members of the pubic in the recycling of food waste. The Government is also subsidising the installation of FWSRBs in private residential

premises (including those with less than 1 000 households) through the Recycling Fund and the Environment and Conservation Fund (ECF).

4. Apart from public housing rental estates, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the ECF. To further facilitate residents of single-block buildings and "three-nil buildings" in recycling food waste, the Environmental Protection Department has set up FWSRBs at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets. GREEN$ points are rewarded to encourage active participation of the public.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2113)

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 information since the Government's announcement to suspend the implementation of the municipal solid waste charging scheme (the announcement) last year:

1. the number of additional recycling facilities provided since the announcement and their service levels, with a breakdown by District Council district;
2. the quantities of various types of recyclables collected each month since the announcement, with a breakdown by District Council district;
3. the expenditure and manpower involved in implementing the scheme in this financial year.

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 110)

Reply:

1. The Environmental Protection Department (EPD) is continuously enhancing the community recycling network GREEN@COMMUNITY. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory, representing an increase of 330 public collection points compared to the time before the suspension of implementation of the municipal solid waste (MSW) charging scheme in May 2024. These public collection points include 1 Recycling Station, 5 Recycling Stores set up in public rental housing estates, 303 Recycling Spots and 21 application points of smart recycling bins.

   As for food waste recycling, as at February 2025, 1 516 food waste collection points have been set up across the 18 districts in the territory, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, residential estates, etc., representing an increase of 323 food waste collection points as compared to May 2024.

   The numbers of public collection points under GREEN@COMMUNITY and food waste collection points in the 18 districts are summarised in the table below:

District	As at February 2025[Note 1]				
	Public collection points under GREEN@COMMUNITY				Food waste collection points
	Recycling Stations	Recycling Stores	Recycling Spots	Smart recycling bins	
Eastern	1 (0)	6 (0)	31 (22)	11 (4)	81 (29)
Central & Western	0 (0)	3 (0)	16 (4)	6 (1)	64 (18)
Southern	0 (0)	2 (0)	18 (11)	5 (3)	55 (15)
Wan Chai	1 (0)	2 (0)	22 (9)	3 (2)	43 (12)
Kowloon City	0 (0)	4 (0)	25 (18)	4 (2)	73 (22)
Kwun Tong	1 (0)	9 (3)	30 (23)	10 (0)	120 (32)
Sham Shui Po	1 (0)	4 (0)	28 (20)	6 (2)	71 (9)
Wong Tai Sin	1 (1)	7 (0)	12 (9)	2 (0)	73 (11)
Yau Tsim Mong	0 (0)	2 (0)	17 (6)	6 (1)	91 (25)
Islands	1 (0)	3 (2)	13 (7)	5 (0)	47 (23)
Kwai Tsing	1 (0)	7 (0)	28 (24)	7 (0)	140 (31)
North	0 (0)	5 (0)	21 (13)	5 (1)	55 (18)
Sai Kung	1 (0)	4 (0)	39 (34)	8 (1)	63 (17)
Sha Tin	1 (0)	5 (0)	26 (23)	10 (1)	122 (15)
Tai Po	1 (0)	4 (0)	26 (18)	4 (1)	101 (-1) (Note 2)
Tsuen Wan	0 (0)	4 (0)	16 (13)	4 (1)	61 (13)
Tuen Mun	1 (0)	6 (0)	30 (22)	6 (-1) (Note 3)	118 (13)
Yuen Long	1 (0)	5 (0)	38 (27)	4 (2)	138 (21)
Total	**12 (1)**	**82 (5)**	**436 (303)**	**106 (21)**	**1 516 (323)**

Note 1: Figures in the brackets denote changes in the numbers of collection points from May 2024 to February 2025.

Note 2: The decrease in food waste collection point in Tai Po district was due to the closure of participating premises during the period.

Note 3: A set of smart recycling bins removed in Tuen Mun district at end-February 2025 has been installed at another location of the district in March 2025.

2. After the suspension of implementation of the MSW charging scheme, in the second half of 2024, the Recycling Stations, Recycling Stores, Recycling Spots, smart recycling bins and food waste collection points across the territory altogether collected a total of about 79 180 tonnes of recyclables and food waste, representing an increase of around 25% when compared to the first half of 2024. The quantities of various types of recyclables are tabulated below:

Recyclables	**Approximate quantity of recyclables collected in the second half of 2024[(Note)] (tonnes)**
Regulated electrical equipment	480
Non-regulated electrical equipment (such as small electrical appliances)	980
Glass containers	5 180
Rechargeable batteries	23
Compact fluorescent lamps/fluorescent tubes	35
Waste paper	7 110
Waste plastics	7 840
Waste metals	940
Beverage cartons	190
Food waste	56 400
Total quantity collected	**79 180**

Note: The above are preliminary data and the actual figures are still being verified. The breakdown by various districts is still under compilation.

3. The estimated expenditure incurred by the EPD in 2024-25 on the implementation of the MSW charging scheme and the follow-up work after its suspension is revised to $90.6 million. Regarding manpower, the EPD has accordingly redeployed most of the civil service posts previously designated for MSW charging work to take forward and enhance waste reduction and recycling initiatives. The remaining 9 civil service posts are responsible for reviewing the MSW charging scheme and handling contractual matters. The review does not involve any additional expenditure.

The Government is currently reviewing the MSW charging scheme and continuously evaluating public opinion and the level of participation in waste reduction and recycling. We plan to report on the progress of relevant work and present the way forward of MSW charging scheme to the Legislative Council Panel on Environmental Affairs in mid-2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3195)

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 food waste recycling, please inform this Committee of the following:
1. What are the respective numbers of newly set up food waste smart recycling bins (FWSRBs) and recycling points by District Council district after the Government's announcement to suspend the implementation of the municipal solid waste charging scheme last year?
2. Please list out the total monthly quantity of food waste collected through FWSRBs in each public rental housing (PRH) estate, the average quantity of food waste deposited by members of the public each time, as well as the number of times and hours of service suspension due to full load or malfunction in each month, since last year.
3. The Administration stated earlier that it would optimise the ratio of FWSRBs with the goal of achieving at least "one bin per block" in PRH estates within 2 years. What is the expenditure involved in this initiative this year? Is there already a list regarding the FWSRBs to be added? What are the details?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 111)

Reply:

1. After the Government's announcement to suspend the implementation of the municipal solid waste charging scheme in May 2024, the Environmental Protection Department (EPD) continues to expand the food waste recycling network. Since May 2024, we have newly set up 323 food waste collection points and 384 food waste smart recycling bins (FWSRBs). The distribution of the relevant facilities in the 18 districts is tabulated below:

	May 2024		February 2025	
	Number of food waste collection points[Note 1]	**Number of FWSRBs involved**	**Number of food waste collection points**[Note 1] (figures in the brackets denote changes in numbers from May 2024 to February 2025)	**Number of FWSRBs involved** (figures in the brackets denote changes in numbers from May 2024 to February 2025)
Eastern	52	68	81 (29)	91 (23)
Central & Western	46	4	64 (18)	4 (0)
Southern	40	27	55 (15)	37 (10)
Wan Chai	31	4	43 (12)	9 (5)
Kowloon City	51	31	73 (22)	44 (13)
Kwun Tong	88	154	120 (32)	193 (39)
Sham Shui Po	62	58	71 (9)	69 (11)
Wong Tai Sin	62	61	73 (11)	88 (27)
Yau Tsim Mong	66	6	91 (25)	9 (3)
Islands	24	33	47 (23)	44 (11)
Kwai Tsing	109	98	140 (31)	130 (32)
North	37	29	55 (18)	55 (26)
Sai Kung	46	68	63 (17)	90 (22)
Sha Tin	107	97	122 (15)	140 (43)
Tai Po	102	11	101 (-1)[Note 2]	28 (17)
Tsuen Wan	48	30	61 (13)	65 (35)
Tuen Mun	105	59	118 (13)	97 (38)
Yuen Long	117	72	138 (21)	101 (29)
Total	**1 193**	**910**	**1 516 (323)**	**1 294 (384)**

Note 1: There may be 1 or more FWSRBs or traditional food waste collection bins set up in each food waste collection point.

Note 2: The decrease in food waste collection point in Tai Po district was due to the closure of participating premises during the period.

2. The total monthly quantities of food waste collected through FWSRBs in PRH estates from January 2024 to February 2025 are tabulated below. The average quantity of food waste recycled by residents of PRH estates each time is 0.6 kg.

Month	Monthly quantity of food waste recycled (tonnes)
January 2024	538
February 2024	632
March 2024	936
April 2024	1 114
May 2024	1 365
June 2024	1 699
July 2024	1 974
August 2024	2 043
September 2024	2 047
October 2024	2 289
November 2024	2 284
December 2024	2 365
January 2025	2 361

Month	Monthly quantity of food waste recycled (tonnes)
February 2025	2 218

The EPD attaches great importance to the operational conditions of FWSRBs, and deploys staff to regularly inspect the FWSRBs in place. The contractors also conduct routine inspections and maintenance for the FWSRBs. Occasionally, the FWSRBs installed in PRH estates might experience minor and temporary malfunctions due to frequent usage. At present, 899 FWSRBs have been installed in PRH estates, and there are on average about 30 cases each month requiring more than 24 hours for repair. Upon inspection and repair work by the contractor, the services could usually be resumed within 48 hours.

In addition, the EPD enhanced the notification mechanism of FWSRBs in mid-2024. When a FWSRB reaches full capacity, it will automatically notify the cleaning staff, with a simultaneous alert to the estate management office and their cleaning contractor for follow-up action. Service suspension due to full load is uncommon.

3. As at February 2025, the EPD has installed a total of 899 FWSRBs in 217 PRH estates (about 1 500 blocks) in Hong Kong, and among them 96 PRH estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc. and continue to progressively install more FWSRBs as necessary in accordance with the principle of optimal use of public resources, with a view to enabling more PRH estates to achieve the "one FWSRB per block" target.

The estimated expenditure incurred in the Food Waste Collection Scheme in PRH Estates is about $98.5 million in 2025-26. The expenditure mainly covers the operation and maintenance of FWSRBs, the related publicity and education work, as well as engagement of additional cleansing staff at PRH estates.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3025)

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:

In the past 2 years,
1. Has the Environment and Ecology Bureau (EEB) assessed the feasibility and effectiveness of applying biological deodorisation at harbourfront areas? Does the EEB have any plan to apply such method at suitable locations? What is the estimated expenditure involved?
2. Has the EEB set up any monitoring and assessment mechanism for biological deodorisation at harbourfront areas? What are the relevant data and analysis?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 19)

Reply:

The Government attaches great importance to enhancing nearshore water quality and ameliorating odour problems along the waterfront of Victoria Harbour and is adopting a multi-pronged approach, taking into consideration the varying environment and conditions of individual harbourfront areas, in implementing pragmatic and cost-effective measures including tracing major pollution sources in the stormwater drainage system and rectifying sewerage misconnection for intercepting pollutants at source from entering the harbour, carrying out desilting and dredging works at stormwater drainage culverts and outfalls, as well as conducting sediment bioremediation at suitable locations to mitigate odour problems. The Environmental Protection Department and the Civil Engineering and Development Department had already in the past carried out bioremediation at Shing Mun River in Sha Tin, Kai Tak Approach Channel and Kwun Tong Typhoon Shelter to treat sediments. The bioremediation works at To Kwa Wan Typhoon Shelter were completed at the end of 2024, involving an area of about 3.3 hectares and a total cost of approximately $32.6 million. The results showed that, major odour indicators such as acid volatile sulphides in the sediment were reduced by over 95%, thereby successfully treating the seabed sediment and further alleviating the odour problems in the vicinity.

The principle of bioremediation is to inject oxidising agent (i.e. calcium nitrate) into the sediment to provide oxygen for microorganisms to decompose organic pollutants and acid volatile sulphides therein, so as to resolve or alleviate odour problems. Assessing the feasibility of bioremediation involves professional and stringent scientific protocols,

including firstly conducting site investigations on the condition and pollution level of the seabed sediment concerned and then taking in-situ samples for testing and data analysis, before a specific bioremediation plan could be formulated to cover the scope, depth of the sediment to be treated and dosage of the chemicals to be injected, etc. Therefore, the work plan is site-specific and needs to be tailor-made to achieve the desired cost-effectiveness. The Government will keep collating and analysing relevant environmental data, such as water quality and odour levels, to continuously enrich experience, assess the effectiveness of bioremediation works in solving odour problems at the harbourfront, and, with due regard to the actual situation, consider to apply this technology at suitable locations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1738)

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 funding allocated to the yard waste recycling centre by the Environmental Protection Department (EPD), it is learnt from the Budget that the EPD will continue to oversee the operation of a pilot biochar plant with a view to expanding the scope of recyclable yard waste. In this connection, please advise this Committee of the following:

1. What is the funding amount for the yard waste recycling centre in each of the past 5 years?
2. What are the specific details of the funding allocation, such as the expenditure on salary, rent, operation as well as research and development, in the past 5 years?
3. What is the research and development expenditure incurred by the yard waste recycling centre regarding the pilot biochar plant?
4. What is the budget for developing new technologies to enhance yard waste recycling efficiency in the past 5 years?

Asked by: Hon LEUNG Tsz-wing, Dennis (LegCo internal reference no.: 8)

Reply:

1. The annual operating expenditure of the yard waste recycling centre (Y·PARK) in the past 5 years are as follows:

Financial year	2020-21	2021-22	2022-23	2023-24	2024-25 (Revised Estimate)
Operating expenditure ($ million)	21[1]	37	30	20	32

Note[1]: Y·PARK commenced operation in June 2021.

2&4. Y·PARK is operated by a contractor engaged by the Environmental Protection Department (EPD). The expenditures on salary, operation and maintenance, marketing, transportation cost, etc. have been included in the above operating expenditure.

The contractor of Y·PARK will from time to time review the current operation mode and upgrade the existing equipment to enhance yard waste recycling efficiency. The relevant expenditure incurred has been included in the operating expenditure. A breakdown is not available.

3. Running the Pilot Biochar Production Plant (PBPP) is not part of the operation of Y·PARK. The PBPP was set up separately by the EPD to study the conversion of wood materials produced from yard waste into biochar using the pyrolysis technology. The total value for the design-build-operate contract of the PBPP is about $146.5 million and the revised estimate of the operating expenditure in 2024-25 was about $13 million.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1945)

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:

1. In formulating a roadmap for the promotion of electric public transport and commercial vehicles, what plans does the Government have in providing appropriate charging facilities and space for green minibus operators in the future? What are the amounts involved?
2. Since the launch of the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), what is the total amount of subsidy provided to public light buses (PLB) operators for purchasing electric PLBs (e-PLBs) and how many e-PLBs are involved? Are all the e-PLBs concerned still in service? Have PLB operators given any feedback on the Pilot Scheme? When does the Government expect to fully implement the electrification of PLBs?
3. What policies do the Environmental Protection Department and the Transport Department have in place when implementing the Pilot Scheme so that PLB operators will acquire low-floor e-PLBs (not necessarily wheelchair-accessible) to facilitate the boarding and alighting of the elderly who rely on PLBs for daily commuting? What are the details?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 31)

Reply:

1. The Government has earmarked $80 million for the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme) to test the operational performance of the existing electric public light bus (e-PLB) models available in the market, so as to evaluate the feasibility of the application of e-PLBs and the associated charging arrangements in Hong Kong. Meanwhile, the Government recognises the importance of charging network in promoting popularisation of electric vehicles (EVs), and will examine the demand for dedicated charging facilities for e-PLBs based on the results of the Pilot Scheme. The Government is planning to gradually convert some existing petrol filling stations (PFSs) to fast charging stations serving different types of vehicles in the medium to long term, and offer appropriate incentives to PFS operators to install fast charging facilities (with a rated power output of 100 kW or above) in the existing PFSs and provide priority charging services for electric taxis and e-PLBs during designated time slots.

   The Government is actively engaging with the industry and will take into account various factors including EV technology, market development, the Government's

financial situation, etc., to formulate a roadmap to promote electric public transport and commercial vehicles with a pragmatic approach. The roadmap will be published by 2025 and will elaborate in detail the future direction of green transformation of relevant transport (including public light buses).

2. The Environmental Protection Department (EPD) is implementing the Pilot Scheme, with Kwun Tong Yue Man Square and Kowloon Tong (Suffolk Road) Public Transport Interchanges (PTIs) as the first trial points. The EPD launched 2 rounds of application under the Pilot Scheme in November 2023 and August 2024 respectively 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 e-PLBs, the models of which were chosen by the GMB operators based on their operational needs. 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 $20 million for the aforementioned 16 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	Model of e-PLB with subsidy approved	Prequalified supplier	Approved quantity of subsidised e-PLB per model	Total quantity of e-PLB with subsidy approved	Amount of subsidy
First round	March 2024	THOR	Green Mobility Innovations Limited	2	2	About HK$2.21 million
Second round	The trial is expected to commence in the second quarter of 2025	THOR	Green Mobility Innovations Limited	4	14	About HK$17.72 million
	The first e-PLB commenced trial in February 2025 (the remaining 8 are expected to commence trial in the second quarter of 2025)	XML6722JEV	E. Tech Dynamic Technology Co., Limited	9		
	The trial is expected to commence in the second quarter of 2025	WD6757BEV RG01	Jupiter EV HK Limited	1		

The EPD will collect the 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.

3. To encourage the introduction of more e-PLBs with low-floor feature, the Pilot Scheme offers more favourable terms in this regard and sets a higher ceiling for the number of

vehicles that can be sold with subsidy granted under the Pilot Scheme by suppliers of e-PLBs with low-floor feature as compared to those that provide ordinary ones, allowing the PLB operators to consider procuring more e-PLBs with low-floor feature. Currently, there are a total of 6 suppliers supplying e-PLBs under the Pilot Scheme, of which 3 suppliers provide models with low-floor feature. At present, the e-PLB models of 5 suppliers (including 2 with low-floor feature) have passed the type approval from the TD and specification verification by an independent assessor engaged by the EPD, and are available for selection by the operators participating in the Pilot Scheme.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0029)

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:

I·PARK1, Hong Kong's first waste-to-energy facility for treating municipal solid waste, is expected to commence operation this year. In this regard, please advise this Committee of the following:

1. It is estimated that I·PARK1 can supply 480 million kilowatt-hours of electricity or more per year, which is equivalent to the annual power consumption of about 100 000 households. How will the electricity generated be allocated and utilised? Is there any plan to supply the electricity to nearby communities or other public facilities? If yes, what are the details?

2. How will the Government ensure that the impact of the operation of I·PARK1 on the surrounding environment be minimised? What measures will be taken to monitor and control harmful emissions? Will the information be released regularly for the public's information? Is there any third-party scientific assessment or authentication report to support the expected effectiveness of the project in terms of waste reduction, energy saving and electricity generation?

3. Open tenders have been invited for I·PARK2, the second large-scale facility. What are the differences or improvements regarding its treatment capacity and technology when compared with I·PARK1?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 6)

Reply:

1. The Integrated Waste Management Facilities Phase 1 (I·PARK1) adopts advanced incineration technology to generate thermal energy through municipal solid waste (MSW) incineration. The thermal energy recovered is in turn used to generate electricity for the daily operation of the facility, with the surplus being exported to the power grid. It is estimated that up to 480 million kWh of electricity can be exported to the power grid annually. The revenue earned will be paid into the general revenue of the Government.

2. I·PARK1 adopts advanced incineration technology to ensure effective decomposition of organic compounds including dioxins. In addition, I·PARK1 employs highly efficient air pollution control systems for treating flue gas emissions, ensuring that air pollutants comply with emission standards stipulated in the Specified Process Licence

issued under the Air Pollution Control Ordinance (Cap. 311). In parallel, the contractor is required to continuously monitor flue gas emissions with online monitoring equipment and establish air quality monitoring stations at Cheung Chau and South Lantau to collect air sample data. The environmental monitoring data will be verified and made available to the public through a dedicated website, as required by the Environmental Permit and the contract.

Furthermore, pursuant to the Environmental Impact Assessment Ordinance (Cap. 499), an environmental monitoring and audit (EM&A) programme shall be implemented for the I·PARK1 project to ensure that the recommendations given in the Environmental Impact Assessment (EIA) report are properly carried out. To this end, we have engaged an Independent Environmental Checker and established an Environmental Team to conduct environmental monitoring of marine water quality, air quality, ecology, etc., and to submit the relevant report according to the monitoring requirements specified in the EM&A programme and the Environmental Permit. The contractor is also required to obtain licences for effluent and flue gas discharge under the relevant pollution control ordinances, regularly collect samples of effluent and flue gas as per the licence requirements, and submit these samples to an accredited third-party laboratory for examination, thereby ensuring that all discharges during the operational phase meet the applicable standards.

With regard to energy conservation, the building services installations designed and installed by the I·PARK1 contractor shall comply with the energy efficiency requirements set out in the Building Energy Code issued by the Electrical and Mechanical Services Department (EMSD) under the Buildings Energy Efficiency Ordinance (Cap. 610). In order to achieve the Green Energy Target, data on the energy consumption and renewable energy application of I·PARK1 will be submitted to the EMSD annually for reviewing the energy performance after commissioning.

As an eligible project under the Government's sustainable bond, after commencement of operation, I·PARK1 shall have its operational data (including the amount of MSW treated and electricity generated) and related information to be examined by a third party annually to verify its expected impacts as outlined in the annual Green Bond Report. According to the latest Green Bond Report 2024, the expected impacts of I·PARK1 include a treatment capacity of 3 000 tonnes of MSW per day, the export of up to 480 million kWh of surplus electricity every year, and a reduction of about 440 000 tonnes of greenhouse gas emissions per year.

3. The proposed I·PARK2 will have a treatment capacity of about 6 000 tonnes of MSW per day, doubling the capacity of I·PARK1. Upon full commissioning, it is expected to export up to 960 million kWh of surplus electricity to the power grid annually, in addition to the electricity to be used for the daily operation of the facility.

The latest internationally recognised standards, including the National Standard and European Union standards, will be benchmarked for setting the flue gas emission standard to be adopted at the proposed I·PARK2. Similar to I·PARK1, the mainstream incineration technology that is commonly used both internationally and in the Mainland will also be adopted. In addition, more advanced air pollution control systems for treating flue gas emissions will be employed to further reduce air pollutants.

In addition, bottom ash treatment facilities will be set up at the proposed I·PARK2 to treat bottom ash generated from I·PARK1 and the proposed I·PARK2. Building on experiences from the Mainland and other regions, properly treated and processed bottom ash can be recycled for beneficial reuse such as low-carbon cement, non-structural concrete aggregate and road base aggregate, thereby minimising the amount of bottom ash disposed of at landfills.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0079)

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 paragraph 177 of the Budget Speech, it is stated that the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please advise this Committee of the following:

1. There are concerns that the service performance of different outsourced food waste collectors varies. For instance, there is room for improvement in their handling of malfunctioning or overloaded food waste recycling bins. What measures have been put in place to monitor the performance of outsourced food waste collectors? What are the details of these measures?

2. Has an assessment been conducted on the coverage rate of food waste recovery in residential premises in Hong Kong, as well as the average daily amount of food waste recovered after the allocation of additional funding?

3. With the operation of food waste recycling and treatment facilities, including O·PARK1 and the recently commissioned O·PARK2, Hong Kong's total food waste recovery capacity has increased to 600 tonnes per day. However, 3 300 tonnes of food waste are still being dumped in landfills daily in Hong Kong, indicating a significant shortfall in treatment capacity. Does the Administration have any plans and a timeline to construct additional food waste treatment facilities? If so, what are the details? If not, what are the reasons?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 26)

Reply:

1. The Environmental Protection Department (EPD) attaches great importance to the operation of food waste smart recycling bins (FWSRBs), and deploys staff to regularly inspect the FWSRBs in place. The contractors also conduct routine inspections and maintenance for the FWSRBs. Each FWSRB adopted by the EPD is 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 cleaning staff through phone messages to replace the inner bin. When a FWSRB is

unable to operate normally due to full load or malfunctions, the system will send messages to the Housing Department's estate management office/property management company concerned and their cleaning contractors for immediate follow-up. The EPD also monitors through a big data platform to ensure that the contractors comply with contract requirements and follow up in a timely manner. Additionally, we have optimised the screen interface of the FWSRBs to display a "Temporarily Full" status when they are full, making it easier for cleaning staff and residents to understand the situation and prevent food waste overflow. In the event of machine malfunctions or a high quantity of food waste collected, cleaning staff would place traditional pedal-operated food waste bins next to the FWSRBs to ensure the provision of food waste collection services and maintain environmental hygiene.

To continuously improve durability and stability of the FWSRBs, the EPD conducted a comprehensive optimisation work in 2024. For example, the replacement of door lock components of the FWSRBs in all public rental housing estates across the territory was completed in May 2024, and other optimisation works (including replacement of top cover sensors and actuators, installation of new antennas, enhancement of odour abatement devices and installation of ultrasonic insect repellents) were completed by November 2024. Upon completion of these optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements.

It is stipulated in the EPD's contract for the provision of FWSRBs that the contractor shall provide steady and continuous food waste collection services. According to the contract, the service performance of the contractor is assessed mainly based on the number and duration of FWSRB service disruptions. If the contractor fails to meet the contract requirements, the EPD may deduct the relevant service fees in accordance with the contract provisions.

2. In 2025, the Government will increase the number of FWSRBs in residential premises from the current nearly 1 300 to 1 600 across the territory. Additionally, the Government will also subsidise the installation of FWSRBs at private residential properties through the Recycling Fund and the Environment and Conservation Fund, and setting up additional Public Food Waste Recycling Points at suitable premises. By taking forward the above initiatives, we expect that there will be over 1.2 million households participating in food waste recycling across the territory, with the quantity of domestic food waste recovered increasing gradually from about 100 tonnes per day at present to about 130 tonnes per day in 2026.

3. The 4 food waste treatment facilities, including 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, add 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 food waste treatment facilities from time to time to ensure sufficient treatment capacity is maintained.

In the long run, the Government is currently exploring and identifying new technologies for food waste treatment that are more cost-effective, including on-site food waste treatment technologies.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1103)

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 revised provision for 2024-25 under this Programme is $5,676.7 million, which is considerably lower than the original provision for 2024-25 by 10%. In this connection, will the Government inform this Committee of the reason for the decrease in revised provision for 2024-25?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 24)

Reply:

The revised estimate for the Waste Programme of the Environmental Protection Department for 2024-25, which is lower than the original estimate by $629.3 million (10%), is mainly due to reduced estimated expenditure arising from the suspension of implementation of the municipal solid waste charging scheme and the reduction in operation fees for waste management facilities, with the increase in the estimated expenditure arising from enhanced implementation of waste reduction and recycling initiatives taken into account.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1104)

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 provision for 2025-26 under this Programme is $2,297.4 million, which is considerably lower than the revised provision for 2024-25 by 11.5%. According to the Controlling Officer's explanation, the change is mainly due to decreased cash flow requirement for non-recurrent projects. In this connection, will the Government inform this Committee of:
(a) the details of these non-recurrent projects concerned;
(b) the revised provisions for these non-recurrent projects for 2024-25; and
(c) the relevant provisions for these non-recurrent projects for 2025-26?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 25)

Reply:

Under the Air Programme, the provision for the 2025-26 financial year is $298.6 million (11.5%) lower than the revised estimate for the 2024-25 financial year. This is mainly due to changes in cash flow requirement for the 3 non-recurrent projects below.

Major project	Revised Estimate for the 2024-25 Financial Year ($ million)	Estimate for the 2025-26 Financial Year ($ million)	Increase/ decrease in Estimate for the 2025-26 Financial Year ($ million)	Reason
Ex-gratia payment for phasing out Euro IV Diesel Commercial Vehicles (DCVs)	1,169.9	723.3	-446.6	The figures show that the estimated number of DCVs involved in the coming year will be lower than that of the 2024-25 financial year. Hence, the estimated expenditure for the 2025-26 financial year is lower.

Major project	Revised Estimate for the 2024-25 Financial Year ($ million)	Estimate for the 2025-26 Financial Year ($ million)	Increase/ decrease in Estimate for the 2025-26 Financial Year ($ million)	Reason
Pilot Scheme for Electric Ferries	88.3	64.1	-24.2	According to the progress of the shipbuilding works and trial of electric ferries, the estimated amount of subsidies to be disbursed for the above shipbuilding works for the 2025-26 financial year will be lower than that of the 2024-25 financial year.
EV-charging at Home Subsidy Scheme (EHSS)	610.0	800.0	+190.0	It is expected that the installation of electric vehicle charging-enabling infrastructure will be completed progressively in the 2025-26 financial year for many of the approved applications, and the estimated amount of subsidies to be disbursed for the completion of installation will increase in the 2025-26 financial year as compared to that of the 2024-25 financial year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1105)

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 revised provision for 2024-25 under this Programme is $568.5 million, which is considerably higher than the original provision for 2024-25 by 66.8%. In this connection, will the Government inform this Committee of the reason for the increase in revised provision for 2024-25?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 26)

Reply:

Under Programme (4) of Head 44, the revised estimate of the Environmental Protection Department (EPD) for 2024-25 is higher than the original estimate, mainly for the preparation work of the 15th National Games in 2025, as well as the additional work to further improve the nearshore environmental condition and protect the aquatic ecological environment.

Upon finalisation of the sports and venues of the National Games in Hong Kong in April 2024, the EPD implemented a series of measures in 2024-25 for improving nearshore water quality. These measures include: enhancing the water quality of the To Kwa Wan Typhoon Shelter, the Kai Tak River and the waterfront of Wan Chai; addressing odour issues in key areas along the waterfront of Victoria Harbour, including Tsuen Wan, Kowloon City and Sham Shui Po; and engaging relevant departments to carry out drainage channel desilting works and rectify drainage misconnections.

The increased estimate also covers other additional work, which includes: upgrading the sewage treatment capacity and conducting relevant trials; enhancing water quality monitoring to tie in with the all year round opening arrangement of the 2 beaches in Tsuen Wan District (namely Lido Beach and Casam Beach) starting from November 2024; and further improving the water quality of the cross-boundary rivers. Moreover, in response to the fluctuations in the accumulation of shoreline refuse due to changes in weather condition (such as heavy rain or typhoon), the EPD, in collaboration with relevant government departments, has stepped up cleansing efforts in 2024 in key coastal areas such as Sai Kung, Lantau, and the north-eastern and western waters (including several country parks and marine parks).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1106)

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 provision for 2025-26 under this Programme is $352.2 million, which is considerably lower than the revised provision for 2024-25 by 38%. According to the Controlling Officer's explanation, the change is mainly due to decreased provision for operating expenses. In this connection, will the Government inform this Committee of:
(a) the details of the operating expenses concerned and the relevant provisions involved; and
(b) the impacts of decreased provision for operating expenses on the work under this Programme and the measures to mitigate the impacts?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 27)

Reply:

Under Programme (4) of Head 44, the estimate of the Environmental Protection Department (EPD) for 2025-26 is lower than the revised estimate for 2024-25, mainly due to the increased expenditure in 2024-25 for the preparation work of the 15th National Games in 2025, as well as the additional work to further improve the nearshore environmental condition and protect the aquatic ecological environment.

Upon finalisation of the sports and venues of the National Games in Hong Kong in April 2024, the EPD implemented a series of measures in 2024-25 for improving nearshore water quality. These measures include: enhancing the water quality of the To Kwa Wan Typhoon Shelter, the Kai Tak River and the waterfront of Wan Chai; addressing odour issues in key areas along the waterfront of Victoria Harbour, including Tsuen Wan, Kowloon City and Sham Shui Po; and engaging relevant departments to carry out drainage channel desilting works and rectify drainage misconnections.

The increased estimate also covers other additional work, which includes: upgrading the sewage treatment capacity and conducting relevant trials; enhancing water quality monitoring to tie in with the all year round opening arrangement of the 2 beaches in Tsuen Wan District (namely Lido Beach and Casam Beach) starting from November 2024; and further improving the water quality of the cross-boundary rivers. Moreover, in response to the fluctuations in the accumulation of shoreline refuse due to changes in weather condition (such as heavy rain or typhoon), the EPD, in collaboration with relevant government departments, has stepped up

cleansing efforts in 2024 in key coastal areas such as Sai Kung, Lantau, and the north-eastern and western waters (including several country parks and marine parks).

With the implementation and completion of the aforementioned measures in 2024-25, we estimated that the expenditure for 2025-26 will be similar to the actual expenditure for 2023-24. The recurrent work under this Programme will not be affected.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1107)

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:

Under this programme, the Government states that there will be a net decrease of 64 posts in 2025-26. In this connection, will the Government inform this Committee of:
(a) the ranks and responsibilities of the posts to be reduced in 2025-26;
(b) the justification for reduction of staffing provision in 2025-26; and
(c) the impacts of reduction of staffing provision on the work under this Programme and the measures to mitigate the impacts?

Asked by: Hon LOONG Hon-biu, Louis (LegCo internal reference no.: 28)

Reply:

In 2025-26, the Environmental Protection Department (EPD) will adjust the manpower resources under Programme (1) Waste by deleting 64 civil service posts, which include 52 non-directorate professional posts (involving Environmental Protection Officer and Environmental Protection Inspector grades of the Green Outreach) and 12 non-directorate posts providing administrative support (involving Executive Officer, Clerical Officer, Clerical Assistant and Motor Driver grades).

Since its establishment in 2018, the Green Outreach has been providing outreaching services to the community, educating and encouraging the public to reduce waste at source and practise source separation of waste and clean recycling. Besides, they promote and assist in planning the GREEN@COMMUNITY services, including disseminating the latest information on waste reduction and recycling to the community, providing support to housing estates/residential buildings participating in the Programme on Source Separation of Waste, collaborating with non-profit-making organisations to implement the Green Outreach Volunteer Programme, so as to encourage all members of the public to integrate waste reduction and recycling into their daily lives. The current-term Government has actively taken forward various waste reduction and recycling measures, enhanced the community recycling support and stepped up efforts in public education. A green living culture of waste separation for recycling has been established progressively in the community. Hence, in 2025-26, the Green Outreach will focus on territory-wide or district-based waste reduction and recycling publicity programmes, including "We-recycle@School", Programme on Source Separation of Waste, etc. It will make more use of various platforms such as social

media and the Internet for publicity and promotion, collaborate more with the GREEN@COMMUNITY operators, local groups, non-governmental organisations, etc. for organising a variety of publicity activities, so as to strengthen the promotion of green living culture of waste reduction and recycling among people from different backgrounds.

The EPD will continue to allocate resources prudently, in order to promote and encourage the public to integrate waste reduction and recycling into their daily lives in a more cost-effective manner. The above adjustment to the staff establishment will not affect the implementation of the relevant measures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2002)

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:

a) The actual total quantity of livestock waste produced in 2023 was 65 000 tonnes, whereas this number increased substantially by 36% to 89 000 tonnes in 2024. What are the reasons for such increase?
b) Given that 90% of livestock waste is disposed of by environmentally acceptable means, how is the remaining 10% disposed of? Is it possible to minimise the proportion disposed of by environmentally unacceptable means?
c) Regarding the number of prosecutions for "waste import/export offences", why does it drop by more than half from 33 cases in 2023 to 14 cases in 2024? Is it due to a drop in enforcement efforts? Or the number of such offences drops significantly due to some other reasons? What are those reasons?
d) Regarding the number of prosecutions for "illegal deposit of waste offences", why does it drop by nearly half from 240 cases in 2023 to 145 cases in 2024? What are the reasons?

Asked by: Hon LUK Hon-man, Benson (LegCo internal reference no.: 26)

Reply:

a) The quantity of livestock waste is estimated primarily based on the rearing capacity specified in the Livestock Keeping Licence (LKL) issued by the Agriculture, Fisheries and Conservation Department (AFCD). In 2024, the Environmental Protection Department (EPD) updated the livestock population of individual farms according to the LKLs, resulting in an increase in the total quantity of livestock waste.

b) The EPD estimates the percentage of livestock waste disposed of by environmentally acceptable means based on the livestock waste disposal methods adopted by the farms (including collection and treatment by the EPD's contractor) and the operational performance of the waste disposal facilities at the farms. To further increase the percentage, the EPD has been closely monitoring the operations of livestock farms. In 2024, a total of 1 787 inspections and ambush operations were conducted. The EPD has also employed smart technologies to assist in evidence collection and enforcement actions, such as using drones for high altitude monitoring and recording, the installation of closed-circuit television (CCTV) systems, and application of in-pipe cameras to trace the source of pollution. In addition to stepping up enforcement against illegal

discharge of livestock waste, the EPD collaborates closely with the AFCD, including conducting joint operations and strengthening communication and education with the industry to upgrade livestock waste treatment technologies in the farms. Moreover, the Government will continue to take forward the "Blueprint for the Sustainable Development of Agriculture and Fisheries" to assist the upgrading and transformation of the livestock industry, and encourage them to set up multi-storey, modernised and environmentally-friendly livestock farms. Currently, the Government is carrying out site formation works for a piece of land, aiming for completion by 2026, for the livestock industry to construct the first multi-storey, modernised and environmentally-friendly livestock farm. This farm will be equipped with a modernised and advanced system to treat livestock waste, to further improve the environment. In addition, the Government will provide financial and technical support for the industry to adopt technologies and automation equipment to effectively address environmental issues associated with livestock farming.

c) The EPD and the Customs and Excise Department (C&ED) have been conducting random checks on import/export shipments based on risk assessment and intelligence to combat waste import/export offences. The EPD and the C&ED jointly inspected 215 and 298 suspected illegal waste import/export shipments in 2023 and 2024, respectively. Regarding the decrease in the number of prosecutions for "waste import/export offences" in 2024, it is believed to be attributable to the EPD's enhanced communication and publicity efforts with the industry in recent years, which results in heightened awareness of the industry to comply with the law and regulations.

d) In order to step up our efforts in monitoring and combating illegal disposal of construction waste, the EPD has made use of technologies to facilitate law enforcement and enhance the deterrent effect by installing surveillance camera systems across the territory at locations where illegal disposal of construction waste is more frequently found. As at 2024, the systems, which operate round-the-clock under all weather conditions, cover about 250 locations. The EPD has also publicised through various channels, including the displaying of warning banners and posters, as well as the distribution of leaflets, to remind the public of the importance of proper disposal of construction waste. Furthermore, the Government raised the amount of fixed penalty for the offence of unlawful depositing of waste from $1,500 to $6,000 in 2023. All the aforementioned measures have considerably enhanced the deterrent effect against such offences, resulting in a decrease in the number of prosecutions for "illegal deposit of waste offences" in 2024.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2003)

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:

Compared with 1999, the ambient concentrations of respirable suspended particulates (RSP or PM_{10}), fine suspended particulates (FSP or $PM_{2.5}$), nitrogen dioxide (NO_2) and sulphur dioxide (SO_2) dropped by 54%, 55%, 44% and 83% respectively in 2024. Ozone was the only pollutant that showed an increase in concentration by 74%. According to the Air Quality Health Index website, ozone toxicity occurs in a continuum in which higher concentrations, longer exposure durations and greater activity levels during exposure cause greater effects. Ozone has the greatest impact on the respiratory system, where it irritates the mucous membranes of the nose, throat and airways. Symptoms associated with exposure include cough, chest pain, and throat and eye irritation. Ozone can also increase susceptibility to respiratory infection. Acute adverse effects may impair normal functioning of the lungs and induce respiratory inflammation. In this connection, please advise this Committee of the following:

a) Is there a breakdown of the increase in ozone concentration by district or season?

b) Given the high concentration of ozone, have the relevant policy departments provided any appropriate health guidelines (e.g. recommendations to avoid going out or engaging in outdoor activities) to the chronically ill, the elderly and other vulnerable groups to raise the awareness?

c) Are there suitable measures in place to reduce ozone concentration at its source? Have the strategies outlined in the Clean Air Plan for Hong Kong 2035 been reviewed?

Asked by: Hon LUK Hon-man, Benson (LegCo internal reference no.: 27)

Reply:

a) The causes of ozone (O_3) pollution are complex and involve the photochemical reactions of nitrogen oxides (NOx) and volatile organic compounds (VOCs) emitted both locally and from neighbouring regions. O_3 concentrations are generally higher during the summer monsoon season (i.e. summer and autumn), because there are more meteorological conditions that are favourable for photochemical reactions, such as strong solar radiation, little rainfall, and calm wind periods before storms, which can cause NOx and VOCs to accumulate in the atmosphere and produce relatively more O_3. In addition, since the nitric oxide (NO) emitted by vehicles depletes O_3, generally speaking, O_3 levels in areas with heavy traffic are lower than in areas with less traffic.

Although the annual average O_3 concentration in Hong Kong has increased in the past few years, it has gradually stabilised. The main reason is believed to be related to the reduction in regional NOx and VOCs, and a balance between O_3 production and depletion. The relevant O_3 concentration data, without classification on district or season, have been uploaded to the Environmental Protection Department (EPD) website at https://cd.epic.epd.gov.hk/EPICDI/air/?lang=en.

b) To assist the public in reducing the short-term health risks arising from air pollution, the EPD introduced the Air Quality Health Index (AQHI) on 30 December 2013. The AQHI notifies the public of the potential health risks associated with various levels of air pollution (including O_3) in the outdoor environment. It enables the general public and those susceptible to air pollution, to make informed decision about whether to take appropriate precautionary measures, such as avoiding outdoor physical exertion and reducing the time of staying outdoors.

Making reference to health risk data from hospital admissions associated with air pollutants over the past decade, the EPD has updated the relevant risk factors assigned to relevant air pollutants. The EPD also updated the compilation methods of AQHI with reference to the latest guideline levels for air pollutants as set out in the latest air quality guidelines published by the World Health Organization, thereby providing more accurate information and warning forecast. The updated AQHI has come into effect on March 22, 2025. Detailed information on the updates is available to the public via the dedicated website at http://www.aqhi.gov.hk/en/index.html.

c) The causes of O_3 pollution are complex and involve photochemical reactions between NOx and VOCs on a regional scale. To make effort to improve regional air quality and protect public health, the EPD has collaborated with the Guangdong Provincial and Macao Special Administrative Region Governments to conduct a joint study on "Characterisation of Photochemical Ozone Formation, Regional and Super-Regional Transportation in the Greater Bay Area" with a view to providing scientific supports in formulating more targeted measures for tackling regional O_3 pollution problem. Meanwhile, in accordance with the strategies outlined in the Clean Air Plan for Hong Kong 2035, the Government is adopting a multi-pronged approach, including local emission reduction and regional collaboration, to strive towards hindering the formation of O_3 by reducing the emissions of NOx and VOCs as far as possible, thereby further improving the air quality of the Pearl River Delta Region.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2004)

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 October 2020, with a total funding of $3.5 billion allocated in 2 phases, to incentivise installation of electric vehicle charging-enabling infrastructure (EVCEI) in car parks of existing private residential buildings. Out of 788 applications, 724 were approved to provide the infrastructure for over 140 000 parking spaces. In this connection, please advise this Committee of the following:

a) What is the charging speed of the EVCEI concerned? In the future, if alteration of the EVCEI is required to increase the charging speed in order to meet the actual needs, what will be the cost involved?

b) The 724 existing car parks in private housing estates account for about half of the eligible parking spaces in Hong Kong. Will the Administration launch the next round of the EHSS for installing the EVCEI in the remaining half of the car parks in private housing estates?

c) The Government stated in the Estimate that it has completed the marketisation of the EV charging services by contracting 2 operators to provide around 1 600 medium chargers in over 70 government car parks. Why are only medium chargers provided instead of chargers with a higher charging speed? What is the difference in installation cost between medium chargers and fast chargers?

d) The "EV-Charging Easy" mobile app has been upgraded to incorporate the information of non-government public chargers, providing information of over 10 400 public EV chargers in both government and private car parks. Will the mobile app be further upgraded to include the status of the EVCEI in all the 140 000 parking spaces under the EHSS? What is the current usage rate of the mobile app?

Asked by: Hon LUK Hon-man, Benson (LegCo internal reference no.: 28)

Reply:

a) The EV-charging at Home Subsidy Scheme (EHSS), rolled out in October 2020 with a total funding of $3.5 billion allocated in 2 phases, aims to assist existing private residential buildings and housing estates in installing electric vehicle charging-enabling

infrastructure (EVCEI) in their parking spaces, thereby resolving the technical and financial difficulties often encountered by parking space owners in installing such infrastructures. The subsidy covers the installation and upgrading of cable containment/trays/trunking, protection devices, distribution boards, conduits, switches, cables/wirings, isolators, alteration and addition to switchgear, meter boards for installation of electric meters, fireman's emergency switch, and associated builder's works required. It does not cover electric vehicle (EV) chargers (the current average market price of a medium charger is around $5,000). Currently under the EHSS, parking space owners mainly install medium chargers with rated output power of 7 kilowatts (kW) at their parking spaces. If parking space owners intend to convert to chargers with faster charging rate, they will have to bear the installation costs themselves, which will depend on the size of their parking spaces, power supply capacity and actual circumstances. However, as the parking space owners are not required to notify the Environmental Protection Department (EPD) of any subsequent conversion, we do not have comprehensive information on the types of chargers involved.

b) The EHSS has successfully promoted the installation of EVCEI in car parks of many private residential buildings and housing estates, while stimulating the market demand for and supply of charging facilities for electric private cars. The Government has no plan to inject additional funding into the EHSS at this stage.

c) In order to promote market participation in providing EV charging services, the EPD has been marketising the EV charging services of existing medium chargers in government car parks from the end of December 2023 by outsourcing the EV charging services to market operators who have started offering paid services. The marketisation of EV charging services does not involve the installation of new EV chargers.

To our understanding, the installation cost of a fast charger (with rated output power of 100 kW or above) can be several times higher than that of a medium charger (with rated output power above 2.8 kW up to 20 kW). However, there is no common figure for the actual cost difference, as it depends on various factors, including the charger model and the electrical infrastructure condition at the installation locations. In fact, the charging facilities at government car parks are set up for opportunity charging of electric private cars and electric commercial vehicles, and its market positioning is not set as fast charging stations. Medium chargers with rated output power of 7 kW to 20 kW will be sufficient for top-up purpose, given a longer parking duration. Apart from the difference in installation cost, fast chargers also have considerably high electricity consumption, which is subject to the electricity supply available for the car park and the nearby area.

d) The "EV-Charging Easy" Mobile App, launched by the Government in 2022, aims to provide EV drivers with information on public charging facilities, allowing them to conveniently locate available public chargers in real-time for top-ups. In 2024, the EPD further upgraded the "EV-Charging Easy" Mobile App to incorporate the information of non-government public chargers, providing information of over 10 400 public EV chargers in both government and private car parks. As at February 2025, the mobile app has been downloaded 19 479 times. The EVCEI installed under the EHSS is exclusively for parking space owners to charge their EVs at home in private

residential buildings and housing estates. Such infrastructure is not open for public use, and therefore not included in the “EV-Charging Easy” Mobile App.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0969)

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 the Budget Speech, it is stated that "To enhance waste reduction at source, the Government will allocate additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, as well as expanding the recycling network and enhancing recycling rate." In this connection, please advise this Committee of the following:

1. Please set out the specific locations, numbers and distribution of food waste recycling bins in public rental housing (PRH) estates and private housing estates in Hong Kong, with a breakdown by the 18 districts.

2. Please provide the performance evaluation report of the food waste recycling bins in Hong Kong. The report should include information on utilisation rates or frequency, quantities of food waste collected, and failure rates for each food waste recycling bin.

3. As the Government will allocate an additional funding of $180 million for increasing residential food waste recycling facilities across the city, please provide details of the specific plan for distributing this $180 million funding, including how resources will be allocated among different types of residential premises (e.g. PRH estates, private housing estates, single-block buildings, etc.). Will certain types of buildings (e.g. old districts lacking recycling facilities or single-block buildings) be prioritised when implementing relevant administrative support measures?

4. Will the Government upgrade the technology of food waste smart recycling bins, such as improving the overflow prevention function, enhancing data collection capabilities, or incorporating other smart features? If so, what are the details? If not, what are the reasons?

Asked by: Hon NGAN Man-yu (LegCo internal reference no.: 27)

Reply:

In 2025-26, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (around 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. In response to the considerable amount of food waste collected in certain PRH estates, and following the successive completion of new PRH estates, we will continue to progressively install more FWSRBs as necessary. The number of FWSRBs installed in PRH estates is expected to increase to about 1 000 in 2025.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

As at February 2025, a total of 1 294 FWSRBs have been installed, with a cumulative usage of over 49.5 million times and a total quantity of about 29 000 tonnes of food waste recovered. Both the quantity of food waste recovered and the utilisation rate of FWSRBs have been in line with our expectations. The distribution of FWSRBs in various districts of Hong Kong is shown in the table below:

District	PRH Estates	Private Residential Premises	Public Food Waste Recycling Points	Total
Central & Western	4	0	0	4
Wan Chai	3	5	1	9
Eastern	49	38	4	91
Southern	29	8	0	37
Yau Tsim Mong	2	7	0	9
Sham Shui Po	64	4	1	69
Kowloon City	42	1	1	44
Wong Tai Sin	75	13	0	88
Kwun Tong	147	46	0	193
Kwai Tsing	107	22	1	130
Tsuen Wan	39	26	0	65
Tuen Mun	66	30	1	97
Yuen Long	78	23	0	101
North	34	19	2	55
Sha Tin	83	55	2	140
Tai Po	17	11	0	28
Sai Kung	29	60	1	90

District	PRH Estates	Private Residential Premises	Public Food Waste Recycling Points	Total
Islands	31	13	0	44
Total	**899**	**381**	**14**	**1 294**

Each FWSRB adopted by the EPD is 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 cleaning 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 Housing Department's estate management office/property management company concerned and their cleaning contractors for immediate follow-up. The EPD also monitors through a big data platform to ensure that the contractors comply with contract requirements and follow up in a timely manner. Additionally, we have optimised the screen interface of the FWSRBs to display a "Temporarily Full" status when they are full, making it easier for cleaning staff and residents to understand the situation and prevent food waste overflow. In the event of machine malfunctions or a high food waste quantity collected, cleaning staff would place traditional pedal-operated food waste recycling bins next to the FWSRBs to ensure the provision of food waste collection service and maintain environmental hygiene.

The EPD attaches great importance to the operational conditions of FWSRBs, and deploys staff to regularly inspect the FWSRBs in place. The contractors also conduct routine inspections and maintenance for the FWSRBs. Occasionally, the FWSRBs might experience minor and temporary malfunctions due to frequent usage. In the past year, there were approximately 420 cases requiring more than 24 hours for repair. Upon inspection and repair work by the contractor, the services could usually be resumed within 48 hours.

To continuously improve durability and stability of the FWSRBs, the EPD conducted a comprehensive optimisation works in 2024, for example, the replacement of door lock components of the FWSRBs in all PRH estates across the territory was completed in May 2024, and other optimisation works (including replacement of top cover sensors and actuators, installation of new antennas, enhancement of odour abatement devices and installation of ultrasonic pest repellents) were completed by November 2024. Upon completion of these optimisation works, the operational performance and service availability of the FWSRBs have shown significant improvements.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2777)

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 management strategies and schemes on waste-to-resources in Hong Kong, please advise:

1. the amount of municipal solid waste (MSW) generated in Hong Kong, the recovery rate, the effectiveness of waste-to-energy, and the percentage of MSW converted into energy in the past 3 years;

2. the expenditure incurred by the collection, transfer, treatment and landfill disposal of waste in the past 3 years, along with details of measures taken to reduce the operating expenditure incurred by waste treatment; and

3. the details of ongoing waste-to-resources projects, the costs and manpower involved, as well as the benefits expected from converting waste into resources.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 12)

Reply:

1&3. According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the Environmental Protection Department (EPD), the quantities of municipal solid waste (MSW) generated in Hong Kong and their recovery rates from 2021 to 2023 are tabulated below. The relevant statistics for 2024 are still under compilation.

Year	MSW	
	Quantity generated (million tonnes)	Recovery rate
2021	5.99	31%
2022	5.97	32%
2023	5.94	33%

Apart from promoting waste reduction and clean recycling, the Government is working full steam on developing a network of waste-to-energy (WtE) facilities for treating MSW. Located on an artificial island adjacent to southwestern side of Shek Kwu Chau, I·PARK1, the first modern WtE facility for treating MSW, is expected to commence operation in 2025 for handling 3 000 tonnes of MSW per day. The Government is also fully committed to advancing the development of the proposed I·PARK2 at Tsang Tsui, Tuen Mun, which has a treatment capacity of about 6 000

tonnes of MSW per day. I·PARK1 and the proposed I·PARK2 altogether have a treatment capacity of up to 9 000 tonnes of MSW per day. The heat energy generated from the incineration process is in turn used to generate electricity for the daily operation of the facilities, with the surplus being exported to the power grid.

As for food waste recycling, O·PARK1 and O·PARK2 can handle 200 and 300 tonnes of food waste each day respectively by adopting advanced anaerobic digestion technology to convert food waste into biogas for electricity generation to support the daily operation of the facilities, and the surplus electricity can be exported to the power grid. Besides, the EPD, in collaboration with the Drainage Services Department, is implementing the Food Waste/Sewage Sludge Anaerobic Co-digestion Trial Scheme to utilise the anaerobic digestion facilities in the Tai Po and Sha Tin Sewage Treatment Works, which can handle a total of 100 tonnes of food waste each day. The 4 food waste treatment facilities add up to a total capacity of 600 tonnes of food waste per day.

I·PARKs and O·PARKs operate under a design-build-operate contract. The contractors are responsible for the daily operation of the 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 handled by the current staff establishment of the EPD. The approved project estimates of the relevant WtE facilities and the operating expenditures incurred in the 2024-25 financial year are tabulated below:

Facility[Notes 1 & 2]	**Approved Project Estimate (in money-of-the-day (MOD) prices)**	**Operating Expenditure**
		2024-25 Financial Year (Revised Estimate)
I·PARK1	$19.204 billion	N/A[Note 3]
O·PARK1	$1.589 billion	$68 million
O·PARK2	$2.584 billion	$20 million[Note 4]

Note 1: Apart from the above WtE facilities for treating MSW, T·PARK is a WtE facility for treating sludge. Its approved project estimate is $5.364 billion (in MOD prices) and the operating expenditure incurred in the 2024-25 financial year is about $320 million (revised estimate).

Note 2: As the open tender exercise for the proposed I·PARK2 project commenced in December 2024 and the tender invitation will close on 27 June 2025, it is not appropriate to disclose the project estimate and operating expenditure of the proposed project at the current stage to avoid affecting the tender exercise.

Note 3: No operating expenditure has been incurred as I·PARK1 is still under construction. The estimated annual recurrent operating expenditure for I·PARK1 is about $400 million. The actual operating expenditure will have to be calculated according to the price fluctuation factors set out in the contract terms.

Note 4: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 represents the estimated operational expenditure for the period from January to March 2025.

The revised estimates of the operating expenditures for other resources recovery programmes in the 2024-25 financial year and the respective quantities collected/treated in 2024 are tabulated below:

Programme	Recyclables	Operating expenditure for the 2024-2025 financial year ($million) (Revised Estimate)	Quantity collected/treated in 2024 (tonnes)
WEEE·PARK	Regulated electrical equipment	205.3	22 050
Glass management contract	Waste glass containers	59.1	23 190
Reverse Vending Machine (RVM) Pilot Scheme (plastic beverage containers)	Plastic beverage containers	34.0	1 610[Note 1]
Waste paper collection and recycling services	Waste paper	250.0	580 000[Note 2]
The Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials[Note 3]	Waste plastics	38.4	8 840
RVM Technical Trial for Beverage Carton[Note 4]	Beverage cartons	0.5	5

Note 1: Calculated on the basis of an average weight of 25 grams per plastic beverage container.

Note 2: The quantity of waste paper recovered in 2024 is a preliminary figure and is pending verification.

Note 3: The Pilot Scheme on Collection and Recycling Services of Plastic Recyclable Materials was concluded on 18 January 2025. Relevant plastics recycling services have been taken over by the GREEN@COMMUNITY recycling network of the respective districts.

Note 4: At 5 GREEN@COMMUNITY Recycling Stations, the EPD has initiated a RVM Technical Trial for Beverage Carton in phases from June 2024 to assess the application of RVMs for recovering beverage cartons and to identify any technical issues.

The above recycling programmes effectively turn waste into resources and reduce the need for landfill space.

The EPD is responsible for handling various waste infrastructure projects, including overseeing the management and operation of existing waste treatment facilities, overseeing the construction of waste facilities, as well as planning for new infrastructure facilities, etc. The relevant work is handled by the current staff establishment of the EPD. We do not have a breakdown of the manpower resources and expenditures involved in the above projects.

2. The operation costs for the waste treatment processes such as transfer and landfilling in the past 3 years are tabulated below:

Financial year	Operation cost ($million)	
	Transfer	Landfilling
2022-23 (Actual)	778	1,045
2023-24 (Actual)	704	1,458
2024-25 (Revised Estimate)	643	1,272

Collection and delivery services for domestic waste is mainly provided by the Food and Environmental Hygiene Department. The operation costs for the services in the past 3 years are tabulated below:

Financial year	Operation cost for collection and delivery services for domestic waste ($million)
2022-23 (Actual)	766
2023-24 (Actual)	827
2024-25 (Revised Estimate)	839

In the Waste Blueprint for Hong Kong 2035, the Government sets out the vision to move away from the reliance on landfills for direct disposal of MSW by around 2035. The Government's strategy has two main directions. The first is to mobilise the entire community to practise waste reduction and waste separation for recycling in the upstream to reduce the overall waste disposal amount. The second is to proactively drive the development of downstream WtE facilities for sustainable disposal of the remaining MSW. Whilst waste reduction and recycling can reduce the amount of waste to be handled, the heat energy recovered from the waste incineration process of advanced and highly efficient modern WtE facilities can be used to generate electricity for the daily operation of the facilities, with the surplus electricity being exported to the power grid.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2778)

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 on the issue of disposable plastic tableware and other plastic products:
1. the specific effectiveness of the regulation on disposable plastic tableware and other plastic products since its implementation in 2024;
2. the number of enforcement staff, the number of inspections conducted and the expenditure incurred after the implementation of the regulation; the share of such expenditure in the overall expenditure of the Department; the number of warnings issued, the number of fixed penalties imposed and the total amount of fines imposed each year; and
3. the impact on the catering industry after the implementation of the regulation, whether the Government has put in place any assistance measures for the industry, and the amount of money involved.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 13)

Reply:

1. Since the new regulation on disposable plastic products (the new regulation) came into effect on 22 April 2024, the trades have actively complied with the new regulation 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 new regulation took effect. More than 80% of takeaway customers patronising chain restaurants no longer request for disposable cutlery. It is estimated that, on average, the new regulation can reduce the use of more than 60 million sets of disposable cutlery in Hong Kong every year, achieving an effective waste reduction goal. In addition, with the co-operation and change in the daily life of members of the public and the trades, the "bring your own reusable tableware" and plastic-free cultures have been developed gradually in the society.

2. After the 6-month adaptation period ended on 21 October 2024, the Environmental Protection Department (EPD) conducted more than 480 inspections as at end-February 2025. During this period, written warnings were issued in respect of 108 suspected non-compliant cases, with the persons-in-charge of 16 premises being issued with fixed

penalty notices of $2,000 (i.e. the total penalty imposed amounting to $32,000) for failing to take specific actions to rectify the situation in spite of the warnings. In 2024-25, the expenditure incurred by the EPD in implementing the new regulation (including visiting and inspecting business premises, holding training seminars for the trades, setting up the Green Tableware Platform, launching various publicity and promotional activities, etc.) is $46.4 million, which is less than 1% of the overall expenditure of the department. The EPD monitors the implementation of the regulation with the existing staff establishment.

3. Disposable plastic products being regulated in the first phase primarily consist of tableware and products for which there are already well-established alternatives available in the market at comparable prices. To assist the catering trade in procuring compliant alternatives, we have engaged the Hong Kong Quality Assurance Agency to establish a Green Tableware Platform (https://www.greentableware.hk//en-us/) early in January 2022. Currently, the platform has enlisted more than 170 tableware suppliers and over 2 000 non-plastic disposable tableware products for the trade's reference. With the increase in the supply of alternatives and heightened public awareness of environmental protection, we notice that the prices of the alternatives have continued to drop since the implementation of the new regulation. At the same time, the use of disposable cutlery in catering premises has dropped significantly as there is a drastic increase in the number of people opting for takeaways without cutlery. This shows that the impact of the new regulation on the operating costs of the catering industry is limited.

After the adaptation period, the EPD focuses on publicity and education as the primary approach, supplemented by enforcement actions, to encourage the public and the trades to go "plastic-free" in their daily life and businesses to achieve waste reduction at source through different channels, as well as publicity and educational activities. As for the supports to the trades, the EPD staff will continue to attend the "Requirements for Applying for Restaurant License" seminars regularly organised by the Food and Environmental Hygiene Department to help prospective restaurant operators understand the requirements of the new regulation.

Please refer to part (2) above for the expenditure incurred by the EPD on publicity, education and enforcement for implementing the new regulation in 2024-25.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2779)

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 respect of food waste recycling, please advise:
1. What is the amount of food waste generated and the recovery rate achieved this year under the Pilot Scheme on Food Waste Collection (the Pilot Scheme)? Please provide a breakdown by commercial and industrial food waste and domestic food waste.
2. What are the costs incurred in the collection, transfer, and conversion of food waste since the launch of the Pilot Scheme? How effective has the waste-to-energy process been?
3. What is the household participation rate, number of buildings involved, number of food waste recycling bins, and average monthly amount of food waste recovered in the public rental housing estates and private housing estates participating in the Pilot Scheme? Please provide a breakdown by the 18 districts.
4. What is the number of participants and the participation rate in the Pilot Scheme on Food Waste Smart Recycling Bins in Private Housing Estates? How much funding has been allocated to this scheme? Are there plans to lower the application threshold to attract more housing estates to apply? If not, what are the reasons? If so, what are the plans, and how much funding has been earmarked?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 14)

Reply:

1. Since 2021, the Environmental Protection Department (EPD) has extended the scale 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. Currently, there are approximately 1 500 collection points across the territory, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, residential estates, etc.

   In 2024, the quantity of food waste delivered to government treatment facilities through the Pilot Scheme, government-funded projects, and self-financed channels amounted to 100 831 tonnes, with 77 851 tonnes from commercial & industrial premises and 22 980 tonnes from domestic premises. As the statistics on waste for 2024 are under

compilation, the overall quantity of municipal food waste generated and its recovery rate for the year are not available at this stage.

2. The Government is adopting anaerobic digestion technology to convert food waste into biogas for electricity generation and to convert the treated residues into compost, thereby turning waste into energy and resources. There are a total of 4 food waste treatment facilities, including 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).

From the commencement of O·PARK1 in 2018 till December 2024, a cumulative total of 285 089 tonnes of food waste has been treated by the facility, with 64.98 million kWh of electricity generated and 14 530 tonnes of compost converted, thereby turning waste into energy and resources. O·PARK2 began receiving food waste for operational testing in March 2024 and treated a total of around 27 804 tonnes of food waste in 2024. As the contractor of O·PARK2 was required to test and fine-tune each combined heat and power unit and compost production line in phases during the operational testing, the electricity and compost generated did not reflect the amount of generation during normal operation, and no detailed records were kept.

The Trial Scheme at the Tai Po and Sha Tin STWs, which commenced operation in 2019 and 2023 respectively, treated a total of 32 240 tonnes of food waste as at December 2024. Food waste has been converted into biogas to generate electricity for powering the operation of the STWs. As food waste is mixed with sewage sludge for treatment under the Trial Scheme, a breakdown of the amount of biogas or electricity generated from food waste treatment is not available.

The expenditures incurred in implementing food waste recycling initiatives and the operation of food waste treatment facilities in the past 5 financial years are given in Tables 1 and 2 respectively.

Table 1 Total expenditure incurred by food waste recycling initiatives

Financial year	**Expenditure incurred ($million)**
2020-21	39.1
2021-22	45.0
2022-23	76.8
2023-24	134.4
2024-25 (Revised estimate)	279.5

Table 2 Operating expenditure of food waste treatment facilities

Financial year	**Operating expenditure ($million)**			
	O·PARK1	**O·PARK2**	**Trial Scheme at Tai Po STW**	**Trial Scheme at Sha Tin STW[Note 2]**
2020-21	58	-	10	-
2021-22	75	-	11	-
2022-23	75	-	11	-
2023-24	76	-	9	3

Financial year	Operating expenditure ($million)			
	O·PARK1	O·PARK2	Trial Scheme at Tai Po STW	Trial Scheme at Sha Tin STW[Note 2]
2024-25 (Revised estimate)	68	20[Note 1]	10	15

Note 1: O·PARK2 began receiving food waste for operational testing in March 2024. According to the terms of the contract, the Government is required to begin paying the operational expenditure in January 2025 upon the completion of the operational testing. Therefore, the estimated figure for O·PARK2 represents the estimated operational expenditure for the period from January to March 2025.

Note 2: The Trial Scheme at the Sha Tin STW commenced operation in November 2023.

3. With the expansion of the domestic food waste recycling network, the quantity of domestic food waste recovered has increased significantly from about 210 tonnes per month on average in 2023 to about 1 900 tonnes per month on average in 2024.

As at February 2025, the EPD has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong. The Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund (ECF). Currently, there are over 120 000 households using the FWSRBs per day on average. The EPD does not keep the record of household participation rates in various districts.

The numbers of FWSRBs set up in PRH estates and private residential premises in various districts and the quantities of food waste recovered are tabulated below:

District	PRH estates			Private residential premises		
	No. of PRH estates	No. of FWSRBs	Quantity of food waste recovered in Feb 2025 (tonnes) Note 3	No. of housing estates/ villages	No. of FWSRBs	Quantity of food waste recovered in Feb 2025 (tonnes) Note 3
Central & Western	2	4	15	0	0	0
Wan Chai	1	3	3	0[Note 1]	5	1
Eastern	17	49	127	5	38	34
Southern	7	29	86	1	8	7
Yau Tsim Mong	2	2	18	4	7	4
Sham Shui Po	17	64	124	1[Note 1]	4	3
Kowloon City	10	42	94	1	1	0[Note 2]
Wong Tai Sin	18	75	178	3	13	21
Kwun Tong	31	147	376	8	46	42

District	PRH estates			Private residential premises		
	No. of PRH estates	No. of FWSRBs	Quantity of food waste recovered in Feb 2025 (tonnes) Note 3	No. of housing estates/ villages	No. of FWSRBs	Quantity of food waste recovered in Feb 2025 (tonnes) Note 3
Kwai Tsing	23	107	266	5	22	21
Tsuen Wan	9	39	73	8	26	38
Yuen Long	17	78	193	17	23	24
Tuen Mun	13	66	136	11	30	42
North	9	34	107	16	19	28
Tai Po	4	17	60	2	11	14
Sha Tin	18	83	245	16	55	85
Sai Kung	9	29	79	20	60	51
Islands	10	31	36	2	13	4
Total	**217**	**899**	**2 218**	**120**	**381**	**417**

Note 1: The 7 FWSRBs located in the vicinity of "three-nil" buildings are not counted in the number of FWSRBs in housing estates/villages as they are not located within housing estates.

Note 2: The quantity of food waste recovered in February 2025 was less than 1 tonne.

Note 3: The above figures may not add up to the total due to rounding.

4. About 240 applications have been received under the Pilot Scheme on FWSRBs in Private Housing Estates launched through the ECF, among which about 90 applications have been approved for installing FWSRBs by phase, covering about one-fifth of the large-scale private housing estates across the territory. A total funding of $44 million has been allocated to the scheme in 2 phases.

Given that around 40% of the Hong Kong population resides in large-scale private housing estates with over 1 000 households, the Pilot Scheme will continue to focus resources on providing these large-scale housing estates with FWSRBs at this stage, so as to facilitate participation of more members of the pubic in the recycling of food waste. The Government is also subsidising the installation of FWSRBs in private residential premises (including those with less than 1 000 households) through the Recycling Fund and the ECF.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2780)

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 air pollution in Hong Kong, please inform this Committee of:
1. the extent of roadside air pollution and regional smog problems in Hong Kong in the past 5 years;
2. the pollutant emissions from vehicles and vessels in the past 5 years, the measures in place to reduce the emissions and the effectiveness of such measures;
3. the number of diesel vehicles installed with emission-reduction devices for minimising roadside air pollution and the percentage share in the total number of diesel vehicles; the pollutant emissions that can be reduced each year; and
4. the effectiveness of collaborative projects with the Guangdong Provincial Government in solving the regional air pollution problems; and the emission reduction plans and targets for the next 3 years?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 15)

Reply:

1. Hong Kong's overall air quality has continued to improve in recent years. The concentrations of major air pollutants have steadily declined, remaining at low levels in the past few years since Hong Kong's return to the motherland. Taking 2024 as an example, compared with 2004, the average annual concentrations of respirable suspended particulates (PM_{10}), fine suspended particulates ($PM_{2.5}$), sulphur dioxide (SO_2) and nitrogen dioxide (NO_2) in the ambient air recorded by general air quality monitoring stations in Hong Kong decreased by 45% to 88%. The average annual concentrations of these major air pollutants at the roadside decreased by 36% to 88%. Although ozone (O_3) concentration has increased when compared with the 2004 level, it has gradually stabilised over the past 5 years. The hours of reduced visibility dropped from 1 570 hours in 2004 to 286 hours in 2024 (a significant reduction by 82%), reflecting a significant reduction in particulate matters in the regional air. The long-term health risks arising from air pollution also decreased by more than 50% between 2004 and 2024.

2. 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 Inventories for 2022 have been uploaded to the EPD website. The Emission Inventories for 2023 and 2024 are still under compilation. From 2018 to 2022, emissions of major air pollutants (including SO_2, nitrogen oxides (NO_x), PM_{10} and $PM_{2.5}$) from vehicles (road transport) and vessels (navigation) decreased by 25-37% and 43-84% respectively. The detailed figures on emissions of air pollutants are tabulated below:

Year	Emission source	Emissions[Note] (tonnes)					
		SO_2	NO_x	PM_{10}	$PM_{2.5}$	Volatile organic compounds (VOC)	Carbon monoxide
2018	Road transport	40	14 800	380	350	4 900	31 600
	Navigation	8 290	27 980	1 430	1 330	3 650	20 250
2019	Road transport	40	12 700	330	300	4 900	30 100
	Navigation	2 560	26 250	1 040	970	3 830	21 920
2020	Road transport	40	10 800	280	250	5 100	27 000
	Navigation	1 930	20 500	860	800	3 600	21 190
2021	Road transport	30	10 300	290	270	5 000	28 000
	Navigation	1 600	18 220	720	670	3 270	20 380
2022	Road transport	30	9 300	280	250	4 700	25 700
	Navigation	1 350	15 920	630	590	3 100	20 400

Note: The vessel emission data are rounded to the nearest ten. For vehicle emission data, figures between 10 and 1 000 are rounded to the nearest ten, while figures between 1 000 and 10 000 are rounded to the nearest hundred.

The Government's key measures to reduce local vehicle emissions include the introduction of ex-gratia payment schemes for phasing out Euro IV and pre-Euro IV diesel commercial vehicles, tightening the vehicle emission standards to Euro VI (with a reduction of 80% in NO_x compared with Euro V), and promoting the popularisation of electric vehicles (EVs). As at the end of 2024, approximately 28 400 Euro IV and 79 000 pre-Euro IV old diesel commercial vehicles had been phased out. In 2021, the Government announced the Hong Kong Roadmap on Popularisation of Electric Vehicles with a plan to cease the new registration of fuel-propelled private cars in 2035 or earlier, which led to a surge in the current number of over 110 000 EVs, about 8 times that of 5 years ago. In addition, the Green Transformation Roadmap of Public Buses and Taxis promulgated in December 2024 sets out the future direction and policy objectives of the green transformation of buses and taxis, which include introducing about 700 electric buses and about 3 000 electric taxis by end-2027, with a view to completing green transformation in an orderly manner.

The main source of roadside NO_2 is vehicle emissions. In 2024, the annual average concentration of NO_2 recorded at 3 roadside air quality monitoring stations operated by the EPD decreased by approximately 19% compared to 2019.

As for vessels, the EPD controls the sulphur content of marine fuel to reduce the SO_2 and suspended particulate emissions from vessels, thereby improving air quality. The control applies to locally supplied marine light diesel. In addition, all vessels (including ocean-going vessels, river trade vessels and local vessels) are required to use compliant fuel, which includes fuel with sulphur content not exceeding 0.5% or liquefied natural gas, irrespective of whether they are sailing or berthing within Hong Kong waters. These measures have resulted in a significant improvement to air quality along the coast. In 2024, the annual average concentrations of SO_2 and PM_{10} recorded at the Kwai Chung Monitoring Station near the Kwai Tsing Container Terminals have been reduced by approximately 38% and 17% respectively as compared with those in 2019.

3. The Government has completed the phasing out of pre-Euro IV diesel commercial vehicles. All diesel commercial vehicles currently on the road meet the emission standards of Euro IV or higher, and their original factory equipment includes emission-reduction devices. Besides, since 2018, the Government has tightened the emission standards for first registered diesel vehicles to Euro VI. Compared with Euro III standards, the emission limits for NO_x and suspended particulates under the Euro VI standards for diesel vehicles are reduced by over 80%.

4. The governments of Hong Kong and Guangdong have been working closely over the years to improve air quality. With the Hong Kong-Guangdong Joint Working Group on Sustainable Development and Environmental Protection established under the Hong Kong/Guangdong Co-operation Joint Conference, the two sides have been collaborating to improve air quality in the Pearl River Delta (PRD) region through various cross-boundary co-operation and agreements. The governments of Hong Kong and Guangdong have implemented several emission reduction measures targeting major pollution sources, such as power plants, vehicles, vessels and the industrial sector. As a result, the annual average concentrations (Note 1) of major air pollutants in the PRD region recorded in 2023 have significantly decreased from their high levels in 2006, which include SO_2 (86%), NO_2 (45%) and PM_{10} (48%), while $PM_{2.5}$ has dropped by 34% from the level in 2015 when the regional air quality monitoring network began monitoring $PM_{2.5}$.

   While significant progress has been made in improving regional air quality, O_3 pollution remains a major challenge. The causes of O_3 pollution are complex and involve the photochemical reactions of NO_x and VOC emitted both locally and regionally. To this end, Guangdong and Hong Kong have been implementing our respective emission reduction measures targeting NO_x. Both sides have also established medium-term emission reduction targets to reduce NO_x and VOC emissions in the PRD Economic Zone (Note 2) by 12-20% and 10-19% respectively by 2030 as compared to 2019, while the targets for the Hong Kong Special Administrative Region are to reduce NO_x and VOC emissions by 25-35% and 15-20% respectively.

   The governments of Guangdong, Hong Kong and Macao are progressively incorporating routine monitoring of VOC into the regional air monitoring network. Currently, there are 3 monitoring sites in Hong Kong (located in Yuen Long, Tsuen Wan and Tung Chung), 4 in Guangdong, and 1 in Macao, for the 3 places to share data and jointly analyse and identify the causes and progression of severe pollution in the region.

Note 1: The average concentrations of air pollutants in the PRD region are calculated by taking the arithmetic mean of the concentrations of corresponding air pollutants recorded at all 23 air quality monitoring stations within the Guangdong-Hong Kong-Macao Pearl River Delta Regional Air Quality Monitoring Network.

Note 2: The PRD Economic Zone includes Guangzhou, Shenzhen, Zhuhai, Dongguan, Zhongshan, Foshan, Jiangmen, Huizhou and Zhaoqing.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2782)

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 been actively promoting electric vehicles (EVs) for Hong Kong to move towards the target of carbon neutrality by 2050. Please inform this Committee of the following:

1. the numbers of charging posts for electric private cars and electric taxis by district and their output power respectively;
2. the numbers of charging stations for electric light buses by district and their output power respectively;
3. the numbers of charging stations for electric buses by district and their output power respectively; and
4. the numbers of applications received and processed under the EV-charging at Home Subsidy Scheme launched by the Government in October 2020; and the number of EV charging infrastructure with installation completed.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 17)

Reply:

1. It has been the Government's policy direction that electric private car (e-PC) owners should perform daily charging of their e-PCs at their homes, workplaces, etc. Public charging facilities are set up for opportunity charging of electric vehicles (EVs) during daytime. As at the end of December 2024, 10 401 public EV chargers had been provided by the Government and the private sector in the 18 districts over the territory, of which about 2 500 were government chargers and the remaining of about 7 900 were provided by the private sector. The numbers of public EV chargers provided by the Government and the private sector by the 18 districts are set out in the table below:

   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)
   Fast charger (with rated output power of 100 kW or above)

District	Number of public EV chargers				
	Standard	**Medium**	**Quick**	**Fast**	**Sub-total**
Central & Western	9	373	100	0	482
Eastern	14	430	85	0	529
Southern	6	468	58	0	532
Wan Chai	55	445	86	1	587
Kowloon City	100	387	77	0	564
Kwun Tong	558	780	207	0	1 545
Sham Shui Po	29	200	66	0	295
Wong Tai Sin	15	286	58	2	361
Yau Tsim Mong	50	216	185	2	453
Kwai Tsing	58	251	64	0	373
Tsuen Wan	16	267	85	4	372
Sai Kung	152	258	146	0	556
North	170	282	44	0	496
Tai Po	30	214	33	0	277
Sha Tin	746	720	229	0	1 695
Yuen Long	25	421	94	0	540
Tuen Mun	12	192	75	0	279
Islands	100	313	52	0	465
Total	2 145	6 503	1 744	9	10 401

Apart from the above public EV chargers, the Government has engaged contractors to provide 12 dedicated fast chargers (with rated power output of 100 kW or above) for electric taxis on Lantau Island and in the Sai Kung district. A total of 10 chargers located at Yat Tung Estate, Mui Wo and Ngong Ping on Lantau Island, Sai Kung, and Kin Ming Estate in Tseung Kwan O came into service progressively between October 2023 and December 2024. The remaining 2 chargers in Tung Chung are expected to become operational in the second quarter of 2025.

2. Regarding electric public light buses (e-PLBs), the Environmental Protection Department (EPD) is implementing the Pilot Scheme for Electric Public Light Buses (the Pilot Scheme), including providing charging service for e-PLBs at suitable public transport interchanges (PTIs). For more effective assessment of the operational arrangements and performance of different charging modes for e-PLBs, operators participating in the Pilot Scheme are conducting the charging of their e-PLBs with pantograph and plug-in chargers during the trial period so as to collect the data for analysis. Currently, a quick charging station at the Kowloon Tong (Suffolk Road) PTI, which includes 2 fast pantograph chargers (each with rated output power of 300kW) and 2 backup plug-in chargers (each with rated output power of 150kW), has been installed by a contractor and put into operation. In addition, a quick charging station installed by a private operator at its own expense has been in operation at the Kwun Tong Yue Man Square PTI, which is equipped with 1 fast pantograph charger (with rated output power of 300kW) and 1 backup plug-in charger (with rated output power of 150kW). The EPD will follow up closely the progress of the trials and collect data for assessing the performance of e-PLBs and the charging facilities.

3. As at the end of December 2024, the numbers of charging facilities for electric buses (e-buses) (see Note) by the 18 districts are set out in the table below:

District	Number of e-bus chargers			
	75kW	80kW	150kW	200kW
Central & Western	-	3	3	-
Eastern	4	4	-	-
Southern	1	1	-	-
Kwun Tong	-	5	1	1
Sham Shui Po	-	6	-	3
Sha Tin	-	-	-	3
Yuen Long	-	2	-	-
Tuen Mun	-	-	-	2
Islands	-	6	-	-
Total	5	27	4	9

Note: Only government-funded charging facilities procured and installed by franchised bus companies under the trial for single-deck e-buses are included.

Apart from the trial for single-deck e-buses, franchised bus operators will arrange all necessary supporting facilities for the operation of e-buses at their own expenses, including but not limited to charging facilities and maintenance personnel. The Government will continue to closely liaise with the relevant franchised bus companies to promote the development of new energy buses. As for non-franchised buses, the Government is actively engaging with the industry and will take into account various factors including EV technology, market development, the Government's financial situation, etc., to formulate a roadmap to promote electric public transport and commercial vehicles with a pragmatic approach. The roadmap will be published by 2025 and will elaborate in detail the future direction of green transformation of relevant transport.

4. 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. The EPD has completed processing all applications in the first quarter of 2024, with a total of 724 applications approved. As at end-February 2025, among the applications approved under the EHSS, 198 car parks (involving around 34 870 parking spaces) have completed the installation works. The peak period for the completion of installation works under the EHSS will be in 2025. Based on the current progress, we anticipate that an accumulated total of around 77 000 parking spaces will have the installation of EV charging-enabling infrastructure (EVCEI) completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0208)

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:

To support wider use of electric vehicles (EVs), the Government launched the EV-charging at Home Subsidy Scheme to incentivise installation of EV charging facilities in car parks of private residential buildings, and awarded contracts for the provision of medium chargers in over 70 car parks. Please provide information on:

4. the current percentage share of EVs in the total number of functional vehicles in Hong Kong; the number of parking spaces in car parks with charging facilities (with a breakdown by charging speeds) and its percentage share in the total number of parking spaces in Hong Kong;

5. the number of housing estates that have submitted applications under the EV-charging at Home Subsidy Scheme, the number of applications approved, the number of housing estates with installation of charging facilities completed, and the amount of subsidy granted; and

6. whether there are any measures to promote the installation of additional charging facilities in shopping malls and commercial buildings; if yes, the details; if no, the reasons.

Asked by: Hon SHIU Ka-fai (LegCo internal reference no.: 9)

Reply:

1&2. According to the figures provided by the Transport Department, as at the end of December 2024, the total number of electric vehicles (EVs) in Hong Kong was 110 014, representing about 12.2% of the total number of vehicles. The Government does not have the information on the parking spaces in car parks with charging facilities across the territory and is thus unable to provide the relevant figure and the percentage share in the total number of parking spaces in Hong Kong.

The EV-charging at Home Subsidy Scheme (EHSS) assists existing private residential buildings and housing estates in installing EV charging-enabling infrastructure (EVCEI) in their parking spaces.

The 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. As at end-February 2025, among the applications approved under the EHSS, 198 car parks (involving around 34 870 parking spaces) have completed the installation works. The subsidy amount involved is about $960 million. The peak period for the completion of the installation works will be in 2025. Based on the current progress, we anticipate that an accumulated total of around 77 000 parking spaces will have the installation of EVCEI completed by the end of 2025. 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 in car parks of existing private residential buildings and housing estates.

3. The Government has been taking a multi-pronged approach to encourage the industry to expand charging facilities and is pleased to see the active participation of the private sector. In order to promote market participation (including shopping malls and commercial buildings) in providing EV charging services, the EPD completed the marketisation of the EV charging services in 74 government car parks in June 2024 by outsourcing the EV charging services to market operators who have started offering paid services. With the marketisation of the Government's EV charging services, we anticipate that more private car park operators will install chargers in their public car parks to provide EV charging services. In addition, the Chief Executive stated in the 2024 Policy Address that the Government will launch a $300 million new scheme to subsidise the private sector to install fast chargers (FCs) (with rated output power of 100 kilowatts (kW) or above). The target is to drive the trade to accelerate the installation of a total of 3 000 FCs at various eligible locations (including shopping malls and commercial buildings) by 2030, so as to further expand the charging infrastructure. The scheme is expected to be launched and start accepting applications in mid-2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2022)

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) The recycling stores: (i) total 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 TIEN Puk-sun, Michael (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[Note 1]	**Actual/Estimated Operating Expenditure by Financial Year ($Million)**		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)
Recycling Station	69	64	70
Recycling Store	201	238	280
Recycling Store set up in public rental housing (PRH) estate[Note 2]	N/A	11	125

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. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 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:

Recyclables	**Approximate quantity of recyclables collected by Recycling Stations and their Recycling Spots (tonnes)**		
	2022	**2023**[Note 1]	**2024**[Note 2]
Regulated electrical equipment	326	340	380
Non-regulated electrical equipment (such as small electrical appliances)	385	510	610
Glass containers	3 628	3 540	3 580
Rechargeable batteries	13	15	18
Compact fluorescent lamps/fluorescent tubes	26	26	29
Waste paper	1 024	1 710	2 250
Waste plastics	973	1 630	2 150
Waste metals	156	230	300
Beverage cartons	43	58	80

Note 1: The quantities of each type of recyclables collected in 2023 are revised data.

Note 2: The quantities of each type of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

Recyclables	**Approximate quantity of recyclables collected by Recycling Stores and their Recycling Spots (tonnes)**		
	2022	**2023**[Note 1]	**2024**[Note 2]
Regulated electrical equipment	360	420	630
Non-regulated electrical equipment (such as small electrical appliances)	740	940	1 560
Glass containers	2 290	3 020	5 860

Recyclables	Approximate quantity of recyclables collected by Recycling Stores and their Recycling Spots (tonnes)		
	2022	**2023**[Note 1]	**2024**[Note 2]
Rechargeable batteries	17	23	27
Compact fluorescent lamps/fluorescent tubes	29	29	41
Waste paper	3 870	5 410	10 450
Waste plastics	5 950	8 050	12 090
Waste metals	660	810	1 430
Beverage cartons	130	160	270

Note 1: The quantities of each type of recyclables collected in 2023 are revised data.

Note 2: The quantities of each type of recyclables collected in 2024 are preliminary data and the actual figures are still being verified.

(c)

The 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	Operating expenditure ($million)
2022-23 (Actual)	6.7
2023-24 (Actual)	11.1
2024-25 (Revised estimate)	10.7

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]		
	2022	**2023**	**2024**
Central & Western	0	3	6
Wan Chai	0	1	3
Eastern	0	6	9
Southern	0	2	5
Yau Tsim Mong	0	5	6
Sham Shui Po	1	4	6
Kowloon City	0	2	4
Wong Tai Sin	0	2	2
Kwun Tong	1	10	10
Kwai Tsing	1	7	7
Tsuen Wan	0	3	4
Tuen Mun	1	4	7
Yuen Long	1	3	3
North	0	4	5
Sha Tin	0	5	9
Tai Po	1	4	3
Sai Kung	2	5	8
Islands	1	6	5
Total	**9**	**76**	**102**

Note: Each set of smart recycling bin comprises 2 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)**		
	2022	**2023**	**2024**
Paper	1.1	395.1	896.5
Metals	0.0	54.6	145.5
Plastic bottles	0.4	106.7	424.0
Other plastics	0.3	134.8	389.9
Glass containers	0.6	69.3	169.3
Total quantity of recyclables collected (tonnes)	**2.4**	**760.5**	**2 025.2**

(d)&(e)
As at February 2025, the EPD has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 PRH estates in Hong Kong. In addition, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund, as well as setting up FWSRBs at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets.

The distribution of FWSRBs and the quantity of food waste collected in the past 3 years are tabulated below by district:

District	**2022**		**2023**		**2024**	
	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	24.7	3	103.0	4	153.2
Wan Chai	0	0.0	0	0.0	4	53.8
Eastern	16	231.5	30	292.2	88	1 414.9
Southern	9	45.7	9	299.9	37	888.6
Yau Tsim Mong	0	0.0	2	2.3	9	109.3
Sham Shui Po	0	0.0	20	33.4	66	1 204.3
Kowloon City	0	0.0	6	49.6	36	685.6
Wong Tai Sin	0	0.0	32	98.8	85	1 613.8
Kwun Tong	8	26.8	49	265.5	193	3 512.9
Kwai Tsing	0	0.0	34	88.2	127	2 220.2
Tsuen Wan	0	0.0	20	62.2	55	810.2
Tuen Mun	0	0.0	32	65.8	94	1 574.4
Yuen Long	0	0.0	26	204.3	93	1 901.8

District	2022		2023		2024	
	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)
North	4	25.1	25	37.6	51	998.0
Sha Tin	0	0.0	53	183.9	133	2 609.3
Tai Po	0	0.0	9	28.2	27	497.9
Sai Kung	8	26.2	41	302.7	90	1 186.2
Islands	0	0.0	10	25.2	36	431.5
Total	**48**	**380.0**	**401**	**2 142.7**	**1 228**	**21 866.2**

Among which, the number of FWSRBs set up 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)
2022	29	125
2023	300	1 657
2024	860	19 010

A small amount of impurities (e.g. plastic bags for containing food waste) has been found in the FWSRBs. The overall quality of food waste collected complies with the requirements of the treatment facilities. Therefore, the EPD does not maintain statistics on the weight of non-food waste in the FWSRBs.

The EPD does not have a breakdown of the expenditure on FWSRBs by the respective PRH estate. The expenditure involved in the Food Waste Collection Scheme in PRH Estates in the past 3 years is tabulated below:

Financial year	Expenditure ($million)[Note]
2022-23 (Actual)	3.5
2023-24 (Actual)	18.7
2024-25 (Revised Estimate)	101.0

Note: Covering the operation and repairs 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 aforementioned funding projects and the total amount of subsidies for the approved projects is about $80 million. Such 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 (12 to 48 months). Setting up FWSRBs in Recycling Stations under GREEN@COMMUNITY and public markets forms part of the food waste collection contracts and we do not maintain a separate breakdown of the expenditure on FWSRBs by district or individual estate.

(f)
The distribution of kerbside recycling bins in various districts in the past 3 years is tabulated below:

District	Number of kerbside recycling bins (set)		
	2022	**2023**	**2024**
Central & Western	1	1	0
Wan Chai	1	0	0
Eastern	0	0	0
Southern	4	2	2
Yau Tsim Mong	0	0	0
Sham Shui Po	0	0	0
Kowloon City	0	0	0
Wong Tai Sin	0	0	0
Kwun Tong	2	1	0
Kwai Tsing	17	17	16
Tsuen Wan	65	65	63
Tuen Mun	72	74	72
Yuen Long	200	204	198
North	189	185	184
Sha Tin	83	82	81
Tai Po	162	164	167
Sai Kung	182	181	179
Islands	139	140	134
Total	**1 117**	**1 116**	**1 096**

Given that the EPD's recyclables collection service contractors may collect recyclables from kerbside recycling bins across districts, the EPD does not have a breakdown of recyclables and 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)**		
	2022 (including school recycling bins)	**2023** Note (including school recycling bins)	**2024** (not including school recycling bins)
Paper	337	412	186
Metal	26	35	37
Plastic	360	172	155
Non-recyclables	474	217	171
Total	**1 197**	**836**	**549**

Note: The EPD progressively removed about 800 sets of kerbside recycling bins from urban areas (including new towns) in 2022.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2023)

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 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.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 10)

Reply:

(a)

According to the information provided by 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		
	2022	2023	2024	2022	2023	2024
Private car	602 861	570 336	522 836	46 565	74 896	107 762
Motorcycle/motor tricycle	105 923	108 183	108 090	282	491	793
Taxi	12	11	15	1	18	139
Bus	13 858	13 909	13 732	60	94	118

Vehicle class	Number of registered vehicles					
	Fuel-driven vehicle (petrol and diesel)			EV		
	2022	2023	2024	2022	2023	2024
Light bus	3 038	3 081	3 185	6	6	10
Goods vehicle	120 187	119 166	114 838	288	592	839
Special purpose vehicle	1 924	1 957	1 937	128	123	115
Total	**847 803**	**816 643**	**764 633**	**47 330**	**76 220**	**109 776**

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.

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 electric vehicle charging-enabling infrastructure (EVCEI) in parking spaces of newly built private buildings. The Government has approved over 93 700 relevant parking spaces, of which about 46 000 parking spaces have been completed and equipped with EVCEI; and

(2) the EV-charging at Home Subsidy Scheme (EHSS) to assist existing private residential buildings and housing estates in installing EVCEI in their parking spaces.

It has been the Government's policy direction that electric private car (e-PC) owners should perform daily charging of their e-PCs at their homes, workplaces, etc. Public charging facilities are set up for opportunity charging of EVs during daytime. The Government does not have the information on the number of non-public chargers in Hong Kong. The numbers of public EV chargers provided by the Government and the private sector in the past 3 years are tabulated below:

Year	Number of public chargers
2022	5 434
2023	7 415
2024	10 401

(b)-(d)

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:

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)

Fast charger (with rated output power of 100 kW or above)

District	Number of public chargers provided by the Government and the private sector as at end-December 2022												
	Standard (Note)			Medium (Note)			Quick (Note)			Fast			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector	Sub-total (a)	Govern-ment	Private sector	Sub-total (b)	Govern-ment	Private sector	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
Central& Western	35	11 (3)	46	273	26 (3)	299	0	47 (3)	47	0	0	0	392
Eastern	5	16	21	179	48	227	0	69 (3)	69	0	0	0	317
Southern	0	6 (3)	6	57	135 (3)	192	0	42	42	0	0	0	240
Wan Chai	18	49	67	192	74	266	0	47	47	0	0	0	380
Kowloon City	63	32	95	24	21	45	0	36 (12)	36	0	0	0	176
Kwun Tong	59	502	561	43	279	322	3	105 (14)	108	0	0	0	991
Sham Shui Po	23	6	29	94	88	182	0	97	97	0	0	0	308
Wong Tai Sin	5	18	23	41	18	59	0	25	25	0	0	0	107
Yau Tsim Mong	0	54	54	9	171 (20)	180	0	100	100	0	0	0	334
Kwai Tsing	5	4	9	112	17	129	6	47 (10)	53	0	0	0	191
Tsuen Wan	7	13	20	178	23	201	0	25	25	0	0	0	246
Sai Kung	14	107	121	35	48	83	0	71	71	0	0	0	275
North	130	39	169	49	87	136	0	31	31	0	0	0	336
Tai Po	28	2	30	16	4	20	0	17	17	0	0	0	67
Sha Tin	103	15	118	141	173	314	0	94	94	0	0	0	526
Yuen Long	14	40	54	77	37	114	0	60 (3)	60	0	0	0	228
Tuen Mun	3	11	14	37	15	52	0	30	30	0	0	0	96
Islands	11	5	16	117	45	162	4	42	46	0	0	0	224
Total	**523**	**930**	**1 453**	**1 674**	**1 309**	**2 983**	**13**	**985**	**998**	**0**	**0**	**0**	**5 434**

Note: 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 2023												
	Standard (Note)			Medium (Note)			Quick (Note)			Fast			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector	Sub-total (a)	Govern-ment	Private sector	Sub-total (b)	Govern-ment	Private sector	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
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

District	Number of public chargers provided by the Government and the private sector as at end-December 2023												
	Standard (Note)			Medium (Note)			Quick (Note)			Fast			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector	Sub-total (a)	Govern-ment	Private sector	Sub-total (b)	Govern-ment	Private sector	Sub-total (c)	Govern-ment	Private sector	Sub-total (d)	
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: 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)			Medium (Note)			Quick (Note)			Fast			Total (a)+(b)+(c)+(d)
	Govern-ment	Private sector	Sub-total (a)	Govern-ment	Private sector	Sub-total (b)	Govern-ment	Private sector	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
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: 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 abovementioned measure of gross floor area concessions and the EHSS are tabulated below:

Year	Number of parking spaces with EVCEI (Note)		
	Gross floor area concessions	EHSS	Total
2022	30 500	85	30 585
2023	35 500	7 000	42 500
2024	46 000	33 000	79 000

Note: The Government does not have the information on other private charging facilities.

For the abovementioned parking spaces with EVCEI, parking space owners may choose to install suitable chargers according to their needs.

(f)
(i) According to the information provided by the TD, the number of public parking spaces for private cars in government car parks by the 18 districts of Hong Kong in the past 3 years are tabulated below. As for (ii) the number of EV parking spaces and (iii) the number of various chargers, please refer to the tables in part (b)-(d) above.

District	Number of public parking spaces for private cars in government car parks		
	As at end-December 2022	As at end-December 2023	As at end-December 2024
Central& Western	1 803	1 797	1 791
Wan Chai	762	762	605
Eastern	813	815	816
Southern	756	761	761
Yau Tsim Mong	85	85	85
Sham Shui Po	863	808	918
Kowloon City	298	216	215
Wong Tai Sin	856	808	808
Kwun Tong	1 380	1 339	1 355
Tsuen Wan	712	708	724
Tuen Mun	322	357	349
Yuen Long	446	460	436
North	1 072	919	1 366
Tai Po	469	640	647
Sai Kung	248	246	255
Sha Tin	942	843	1 013
Kwai Tsing	977	986	1 017
Islands	782	1 158	806
Total	**13 586**	**13 708**	**13 967**

In order to promote market participation in providing EV charging services, the Environmental Protection Department (EPD) has been marketising the EV charging services

in government car parks from the end of 2023 by outsourcing the EV charging services to market operators who have started offering paid services. The EPD completed the marketisation of the EV charging services in June 2024, covering a total of 74 government car parks with about 1 600 medium chargers (with rated output power above 2.8 kW up to 20 kW) provided. With the progressive marketisation of the Government's EV charging services, more private car park operators will install chargers in their public car parks to provide paid EV charging services for public use.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3151)

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:

Last year, the Government announced the suspension of municipal solid waste (MSW) charging, and that it would implement a series of measures including enhancing recycling supporting facilities, stepping up public education and promotion, as well as examining how to optimise the MSW charging scheme. In this connection, please inform this Committee of:

1. the details of the additional recycling facilities set up in the past 3 years, including the respective quantities of the major supporting facilities (such as three-colour recycling bins, recycling stations, etc.) and the expenditures involved; and
2. the quantities of food waste disposed of at landfills and food waste recovery rates in each of the past 5 years?

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 28)

Reply:

1. The Environmental Protection Department (EPD) has rolled out a number of waste reduction and recycling schemes to facilitate public participation in waste reduction at source. Among these schemes include the Programme on Source Separation of Waste, under which free waste separation bins have been provided to over 2 800 housing estates/residential buildings and 1 400 commercial and industrial buildings. There are also some 1 100 sets of kerbside recycling bins provided in rural areas for recycling plastics, waste paper and metals. In addition, the EPD is continuously enhancing the community recycling network GREEN@COMMUNITY. As at February 2025, around 630 public collection points have been set up across the 18 districts in the territory. These include 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 public rental housing (PRH) estates; and around 430 Recycling Spots. Together, these facilities support residents living in the clusters of residential buildings that are lacking space for setting up their own recycling facilities (including single-block residential buildings and "three-nil" buildings) and PRH estates to participate in waste separation at source and clean recycling for the collection of 9 common types of recyclables (including waste paper, metals, regulated electrical equipment and those lacking commercial recycling value, such as glass

containers, plastics, small electrical appliances, compact fluorescent lamps/fluorescent tubes, rechargeable batteries and beverage cartons). There are also over 100 sets of smart recycling bins set up at various locations across the territory (including Recycling Stations, Recycling Stores, PRH estates, private housing estates, villages, shopping malls, universities, government premises, etc.) for collecting recyclables such as paper, metals, plastics, etc. The recycling network formed by the aforementioned programmes has covered over 85% of the population in various districts of Hong Kong.

For food waste recycling, since 2021, the EPD has extended the scale of the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for public and private premises with a larger amount of food waste. The number of food waste collection points across the territory has increased from some 200 in 2022 to 1 516 at present, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, residential estates, etc.

For domestic food waste recycling, as at February 2025, the EPD has installed a total of 899 food waste smart recycling bins (FWSRBs) in 217 PRH estates (about 1 500 blocks) in Hong Kong. Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund. For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory, including FWSRBs installed at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets.

The numbers of GREEN@COMMUNITY public collection points (including Recycling Stations, Recycling Stores, Recycling Spots and smart recycling bins), kerbside recycling bins and FWSRBs in the past 3 years are tabulated below:

	2022	**2023**	**2024**
Recycling Station	11	11	12
Recycling Store	32	35	82
Recycling Spot	120	130	383(Note)
Smart recycling bin (set)	9	76	102
Kerbside recycling bin (set)	1 117	1 116	1 096
FWSRB	48	401	1 228

Note: Including add-on Recycling Spots and Nighttime Recycling Spots.

The actual/estimated operating expenditures incurred by public collection points under GREEN@COMMUNITY, kerbside recycling bins and the implementation of food waste recycling projects in the past 3 years are tabulated below:

Project	Actual/Estimated Operating Expenditure ($Million)		
	2022-23 (Actual)	2023-24 (Actual)	2024-25 (Revised Estimate)
Recycling Station(Note 1)	69	64	70
Recycling Store(Note 1)	201	238	280
Recycling Store set up in PRH estate(Notes 1 and 2)	N/A	11	125
Smart recycling bin	6.7	11.1	10.7
Kerbside recycling bin(Note 3)	21	17.5	12.9
Food waste recycling initiatives(Note 4)	76.8	134.4	279.5

Note 1: The operating expenditures of Recycling Stations, Recycling Stores and Recycling Stores set up in PRH estates in each year include the expenditures incurred by the operators in operating Recycling Spots. The operating expenditures of Nighttime Recycling Spots, which were launched on a trial basis in mid-2024, are not included in the above items.

Note 2: 50 Recycling Stores set up in PRH estates commenced operation progressively from the second quarter of 2023 to 2024.

Note 3: The EPD separated the recyclables collection services for kerbside and school recycling bins into two contracts on 1 October 2023. Therefore, the figures from that date onwards include only the contractual expenditures for the recyclables collection services for kerbside recycling bins.

Note 4: The expenditure for subsidising private residential buildings using FWSRBs is absorbed by various funding schemes.

2. According to the reports on "Monitoring of Solid Waste in Hong Kong" compiled by the EPD, the statistics on food waste (including domestic and commercial & industrial (C&I) food waste) disposed of at landfills and their recovery rates from 2019 to 2023 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 2024 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
2019	2 286	1 067	3 353	3 479	126	3.6%
2020	2 477	778	3 255	3 405	149	4.4%
2021	2 342	1 095	3 437	3 618	181	5.0%
2022	2 312	991	3 302	3 499	197	5.6%
2023	2 021	1 170	3 191	3 407	216	6.4%

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

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2751)

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:

As mentioned in Matters Requiring Special Attention, the Administration will continue to conduct the review on the municipal solid waste (MSW) charging scheme. Please advise:

1. How many resources and personnel have been allocated for conducting this review in the new financial year?
2. Is there a timetable for the completion of this review?
3. Has the aforementioned MSW charging scheme officially become a thing of the past that it will no longer be implemented to cause inconvenience to the public?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 32)

Reply:

The Government is currently reviewing the municipal solid waste (MSW) charging scheme and continuously evaluating public opinion and the level of participation in waste reduction and recycling. We plan to report on the progress of relevant work and present the way forward of MSW charging scheme to the Legislative Council Panel on Environmental Affairs in mid-2025.

In the 2025-26 financial year, there are 9 civil service posts in the Environmental Protection Department to review the MSW charging scheme and handle contractual matters. The review does not involve any additional expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2752)

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 strengthening of food waste recycling initiatives:
(1) How many domestic food waste buckets ("food waste buckets") were procured and distributed by the Administration in the last financial year? What was the expenditure incurred? Are there plans to distribute more food waste buckets in the new financial year? If so, what financial resources and manpower will be allocated?
(2) Concerns have been raised by some members of the public regarding the suspected unfair distribution of free food waste buckets, as some households have more than 1 bucket while others have received none. What criteria are used for distributing food waste buckets? Will the Administration review the current distribution method to ensure a fair allocation of food waste buckets and effectively promote food waste recycling?

Asked by: Hon TSE Wai-chun, Paul (LegCo internal reference no.: 33)

Reply:

(1) The Environmental Protection Department (EPD) provides promotional and educational support, including the distribution of domestic food waste buckets, to public rental housing (PRH) estates and private residential buildings participating in food waste recycling through the Recycling Fund and the Environment and Conservation Fund. In 2024-25, nearly 150 000 domestic food waste buckets were procured and distributed by the EPD, incurring an expenditure of approximately $5 million which was covered by relevant funding projects. The EPD will continue to monitor the public response to the use of domestic food waste buckets and distribute them to newly completed PRH estates and private residential buildings newly joining the food waste recycling schemes as needed. The data for procuring domestic food waste buckets in 2025-26 is under compilation.

(2) Regarding the criteria for distributing domestic food waste buckets, they are distributed by the EPD on a first-come-first-served basis during promotional and educational activities at PRH estates as welcome gifts for residents who have registered as GREEN$ members on-site. For private housing estates, the property management companies are responsible for the distribution of domestic food waste buckets to residents. The number of domestic food waste buckets available for distribution is

determined based on the number of households in PRH estates and private residential buildings participating in food waste recycling schemes. In addition, residents can redeem domestic food waste buckets with GREEN$ points at GREEN@COMMUNITY. Therefore, some households may have more than 1 domestic food waste bucket.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1358)

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 details of the mid-term review on the Pilot Programme on Smart Recycling Systems? Will the Government adjust the locations of smart recycling bins and increase the number of recycling bins?
4. How did the Government set the indicator for the quantity of waste to be received in 2025-26 and why is it merely 42 tonnes less than the actual quantity of waste collected last year?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 36)

Reply:

1. In the past 3 years, the numbers of kerbside recycling bins placed in various districts by the Environmental Protection Department (EPD) are tabulated below:

District	Number of kerbside recycling bins (set)		
	2022	2023	2024
Central & Western	1	1	0
Eastern	0	0	0
Southern	4	2	2
Wan Chai	1	0	0
Kowloon City	0	0	0
Wong Tai Sin	0	0	0
Kwun Tong	2	1	0
Sham Shui Po	0	0	0
Yau Tsim Mong	0	0	0
Sha Tin	83	82	81
Tai Po	162	164	167

District	Number of kerbside recycling bins (set)		
	2022	2023	2024
North	189	185	184
Sai Kung	182	181	179
Tsuen Wan	65	65	63
Kwai Tsing	17	17	16
Yuen Long	200	204	198
Tuen Mun	72	74	72
Islands	139	140	134
Total:	**1 117**	**1 116**	**1 096**

In the past 3 years, the numbers of litter containers placed on the street by the Food and Environmental Hygiene Department (FEHD) are tabulated below:

District	Number of litter containers on the street		
	2022	2023	2024
Central & Western	647	646	646
Eastern	644	634	634
Southern	406	401	401
Wan Chai	816	800	800
Kowloon City	691	678	678
Wong Tai Sin	448	440	440
Kwun Tong	682	670	670
Sham Shui Po	555	535	497
Yau Tsim Mong	680	666	666
Sha Tin	1 202	1 163	1 139
Tai Po	531	521	521
North	370	363	363
Sai Kung	731	736	749
Tsuen Wan	496	442	442
Kwai Tsing	616	605	605
Yuen Long	817	802	802
Tuen Mun	600	589	589
Islands	495	486	475
Total	**11 427**	**11 177**	**11 117**

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. The EPD launched the Pilot Programme on Smart Recycling Systems (the Pilot Programme) in the fourth quarter of 2020. Since the launch of the Pilot Programme, the EPD has been monitoring the usage and recycling data of the smart recycling systems at different locations and has completed a review on the effectiveness of the Pilot Programme, which reveals that smart recycling devices are popular among the public and can enhance the community recycling services and efficiency. Taking into account the findings of the review, the EPD is adjusting the locations and the number of smart

recycling devices, and will increase the number of application points of smart recycling bins to around 200 starting from the first quarter of 2025.

4. With the strenuous efforts of the Government in promoting waste reduction while expanding the recycling network, the quantity of municipal solid waste (MSW) disposed of has been decreasing in the past few years. At present, MSW disposed of at landfills is mainly transferred from refuse transfer stations (RTSs) or delivered directly by Refuse Collection Vehicles (RCVs). We anticipate that the quantity of MSW received at RTSs will continue to decrease in 2025. However, considering the fact that the main purpose of the estimated tonnage of MSW received annually at RTSs, as listed in the Controlling Officer's Report, is to ensure that the RTSs have sufficient capacity to receive all the MSW at RTSs to be delivered by RCVs, based on the actual amount of MSW received at RTSs in 2024 (i.e. 3 324 742 tonnes), we rounded it to the nearest hundred for the estimation of MSW to be received at RTSs in 2025 (i.e. 3 324 700 tonnes).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1359)

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 177 of the Budget Speech that the Government will allocate additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please inform this Committee of the criteria for fund allocation and the estimated percentage increase in food waste recovery with such measures in place. Will there be an indicator for food waste recovery? If yes, what are the details? If no, what are the reasons?

Asked by: Hon YANG Wing-kit (LegCo internal reference no.: 37)

Reply:

In the 2025-26 financial year, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

For domestic food waste recycling, as at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency etc., to ensure the proper use of public resources.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the Environment and Conservation Fund (ECF). The number of FWSRBs installed at private residential buildings is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up

approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

The EPD and the ECF provide promotional and educational support through funding projects for the PRH estates and the private residential buildings participating in food waste recycling, as well as the residential buildings in the vicinity of Public Food Waste Recycling Points. The support includes distributing leaflets containing information on food waste recycling and promotional videos, displaying promotional posters, setting up customer service hotlines, as well as arranging green ambassadors to assist residents in using the GREEN$ services and teach them to practise source separation of food waste at home.

For commercial & industrial (C&I) food waste recycling, the EPD will continue to promote food waste recycling in the C&I sectors in 2025 through the Pilot Scheme on Food Waste Collection to provide point-to-point collection services for more public and private premises, including food processing factories, markets, cooked food centres, wholesale markets, hospitals, government facilities, tertiary institutions, school lunchbox suppliers, hotels, shopping malls, etc.

By taking forward the above initiatives, we expect that there will be over 1.2 million households participating in food waste recycling across the territory, with the quantity of domestic food waste recovered increasing gradually from about 100 tonnes per day at present to about 130 tonnes per day in 2026. The overall quantity of food waste recovered is expected to increase progressively from about 280 tonnes per day on average in 2024 to about 350 tonnes per day on average in 2025, representing an increase of around 30%. With the introduction of more initiatives facilitating the public and the C&I sectors to participate in food waste recycling, and as the public gradually cultivates such a habit, we anticipate that the quantity of food waste recovered will continue to increase.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1232)

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:

In 2025-26, the Environmental Protection Department (EPD) will continue to implement the scheme for phasing out Euro IV diesel commercial vehicles (the Scheme). Please advise this Committee of the following:

1. An update on the applications for ex-gratia allowances under the Scheme, including the status of applications of each type of vehicles, the number of applications approved, the percentage of applications approved relative to eligible vehicles of the same type, and the amount of payment involved.

2. For vehicles originally designed as Euro IV diesel commercial vehicles but classified as Euro V vehicles, the EPD has made special arrangements. However, some vehicle owners have indicated that their applications for ex-gratia allowances were rejected. Please provide the number of vehicles by type, the number of applications received, the number of applications approved, and the reasons for rejecting applications.

3. The Scheme will conclude in 2027. By then, Euro V diesel commercial vehicles will have reached 15 years of age. Will the Government launch a scheme to phase out Euro V diesel commercial vehicles immediately after the conclusion of the aforementioned Scheme? If so, what are the details? If not, what are the reasons?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 20)

Reply:

1. 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 90% of the first batch of Euro IV DCVs first registered between 2006 and 2009 have been phased out under the Scheme. The Scheme is still open for application by the remaining Euro IV DCVs first registered between 2010 and 2012.

   The numbers of eligible vehicles, the numbers of applications approved, as well as the ex-gratia payment amount involved by vehicle class and year of first registration from the launch of the Scheme to end-January 2025 are set out in the Annex.

2. Starting from 19 October 2020, the Environmental Protection Department (EPD) has made a special arrangement to allow the owners of DCVs which were originally designed as Euro IV DCVs but were classified as Euro V DCVs at first registration (hereinafter referred to as "special vehicles") to choose to scrap and cancel the registration of their vehicles before 31 December 2027 and apply for the ex-gratia payment.

Owners of "special vehicles" who would like to apply for the ex-gratia payment are required to submit proof of the design emission standards of their vehicles to the EPD before scrapping their vehicles to certify that their vehicles were originally designed as Euro IV DCVs and are eligible for exemption of the requirement under the Scheme that the first registration date of the vehicle shall fall within the specified dates. The EPD will issue a confirmation letter after verifying the relevant information for the owner of a "special vehicle" to apply for the ex-gratia payment. Applications with no confirmation letters provided will be rejected.

From the launch of the Scheme to end-January 2025, all applications with confirmation letters issued by the EPD provided have been approved. The number of applications received and approved are tabulated below:

Vehicle class	No. of special vehicles^	No. of applications with confirmation letters issued by the EPD provided	No. of applications approved
Light goods vehicle	32	8	8
Medium goods vehicle	39	3	3
Heavy goods vehicle	2	0	0
Light bus	9	3	3
Non-franchised bus	7	2	2
Total	89	16	16

^ These figures are based on the record of the EPD. As some of the "special vehicles" are not on the relevant list of the EPD, these figures may be adjusted upward in the future.

3. 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.

Annex

Vehicle class		Number of Euro IV DCVs (percentage in the total number of the vehicles concerned)							
		Year of first registration							
		2006	2007	2008	2009	2006-2009^ Total	2010	2011	2012
Light goods vehicle	Number of vehicles*	269	4 274	5 005	2 233	11 781	3 639	4 174	3 890
	Number of applications approved	267 (99%)	4 234 (99%)	4 744 (95%)	2 030 (91%)	11 275 (96%)	1 799 (49%)	1 702 (41%)	1 338 (34%)
	Amount granted ($m)#	32.6	429.7	486.3	214.8	1,163.4	201.2	192.4	149.6
Medium goods vehicle	Number of vehicles*	488	1 986	2 413	886	5 773	2 398	2 431	904
	Number of applications approved	486 (100%)	1 972 (99%)	2 349 (97%)	815 (92%)	5 622 (97%)	1 446 (60%)	1 132 (47%)	331 (37%)
	Amount granted ($m)#	105.6	436.6	527.8	185.3	1,255.3	352.8	287.0	85.9
Heavy goods vehicle	Number of vehicles*	10	76	117	134	337	378	529	254
	Number of applications approved	10 (100%)	76 (100%)	115 (98%)	116 (87%)	317 (94%)	213 (56%)	247 (47%)	78 (31%)
	Amount granted ($m)#	3.7	25.9	41.8	41.7	113.1	76.6	89.7	28.8
Light bus	Number of vehicles*	7	129	183	54	373	107	125	55
	Number of applications approved	7 (100%)	127 (98%)	172 (94%)	45 (83%)	351 (94%)	52 (49%)	58 (46%)	22 (40%)
	Amount granted ($m)#	1.6	28.4	39.2	10.4	79.6	12.5	14.6	5.6
Non-franchised bus	Number of vehicles*	43	317	536	365	1 261	512	491	255
	Number of applications approved	39 (91%)	311 (98%)	495 (92%)	304 (83%)	1 149 (91%)	272 (53%)	266 (54%)	69 (27%)
	Amount granted ($m)#	14.9	109.6	185.8	128.0	438.3	119.4	117.0	30.3
Total	Number of vehicles*	817	6 782	8 254	3 672	19 525	7 034	7 750	5 358
	Number of applications approved	809 (99%)	6 720 (99%)	7 875 (95%)	3 310 (90%)	18 714 (96%)	3 782 (54%)	3 405 (44%)	1 838 (34%)
	Amount granted ($m)#	158.3	1,030.2	1,280.9	580.3	3,049.7	762.6	700.8	300.2

^ The specified deadlines for cancelling the vehicle registration of Euro IV DCVs first registered between 2006 and 2009 under the Scheme have expired on 31 December 2024.

* The number of registered vehicles as at 1 January 2020.

\# May not add up to the total amount granted due to rounding.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1487)

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 paragraph 177 of his speech, the Financial Secretary mentioned that to enhance waste reduction at source, the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins (FWSRBs) and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please inform this Committee of the following:

1. the number of additional FWSRBs or food waste collection facilities to be provided with the new funding;
2. the locations of the additional FWSRBs or food waste collection facilities;
3. the manpower arrangement and related costs, as well as the expenditure incurred in the publicity of the 100 nighttime Food Waste Recycling Spots (in the form of kerbside booths set up at fixed time and locations), and its effectiveness in enabling residents living in single-block residential buildings or "three-nil buildings" to participate in food waste recycling; and
4. other measures or programmes available to support buildings without sufficient space to install FWSRBs apart from the Food Waste Recycling Spots.

Asked by: Hon YUNG Hoi-yan (LegCo internal reference no.: 37)

Reply:

1. & 2.

In the 2025-26 financial year, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing estates (about 1500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. The EPD will review the effectiveness of the scheme in a timely manner, including the amount of food waste recovered, level of public participation, service efficiency, etc. to ensure the proper use of public resources.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, villages, and transitional housing) through funding projects under the Recycling Fund and the Environment and Conservation Fund. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

For residential premises without sufficient space to install food waste recycling bins (e.g. single-block residential buildings and "three-nil" buildings), the EPD has strategically set up approximately 200 fixed or mobile Public Food Waste Recycling Points across the territory. They are located at public refuse collection points, Recycling Stations under GREEN@COMMUNITY, public markets, Outlying Islands Transfer Facilities and Food Waste Recycling Spots for the convenience of small business operators and nearby residents. The EPD is also planning to set up more Public Food Waste Recycling Points at suitable premises in various districts.

3. & 4.
The setting up of Food Waste Recycling Spots as well as promotion and education on source separation of food waste form part of the food waste collection service contract, the related expenditure has been included in the overall service fee without a separate breakdown. As at February 2025, a total of 76 Food Waste Recycling Spots have been set up across the territory for use by residents, with a daily average of around 2 tonnes of food waste collected.

To further facilitate residents of single-block buildings and "three-nil" buildings in recycling food waste, the EPD has set up FWSRBs at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets since September 2023. GREEN$ points are rewarded to encourage active participation of the public. We will continue to explore suitable premises for setting up more Public Food Waste Recycling Points to provide more convenient recycling outlets for the public.

The manpower required in implementing the above food waste recycling initiatives is absorbed by the existing staff establishment of the EPD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2987)

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:

As stated in the Budget this year, to enhance waste reduction at source, the Government will allocate an additional funding of $180 million for increasing the number of residential food waste smart recycling bins and food waste collection facilities across the city, as well as expanding the recycling network and increasing waste recovery. In this connection, please advise this Committee of the following:

1) the estimated number of food waste smart recycling bins (FWSRBs) being put into service in public rental housing estates and private residential properties respectively in Hong Kong upon the injection of funding, with a breakdown by District Council district;

2) whether the Government will consider consolidating the existing 3 funding schemes related to FWSRBs and simplifying the application processes, so as to facilitate more private housing estates to participate in food waste recycling;

3) whether FWSRBs will be set up at the community recycling network GREEN@COMMUNITY across the territory to enable more people living in housing estates that have not installed or cannot install FWSRBs to participate in food waste recycling.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 22)

Reply:

1) In 2025-26, the Government will allocate additional funding of $180 million to further expand the food waste recycling network, including increasing the number of food waste smart recycling bins (FWSRBs) 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.

   As at February 2025, the Environmental Protection Department (EPD) has installed a total of 899 FWSRBs in 217 public rental housing (PRH) estates (about 1 500 blocks) in Hong Kong, and among them 96 estates have achieved the "one FWSRB per block" target. In response to the considerable amount of food waste collected in certain PRH estates, and following the successive completion of new PRH estates, we will continue to progressively install more FWSRBs as necessary. The number of FWSRBs installed in PRH estates is expected to increase to about 1 000 in 2025.

Besides, as at February 2025, the Government has subsidised the installation of approximately 380 FWSRBs at around 120 private residential premises (including private housing estates, rural villages, and transitional housing) through the Recycling Fund and the Environment and Conservation Fund. The number of FWSRBs installed at private residential premises is expected to increase to over 600 within 2025.

At present, the EPD does not have data on the distribution of FWSRBs in various districts upon the allocation of additional resources.

2) The scope of subsidies varies among various FWSRB schemes for private housing estates, and private housing estates can opt to apply based on their needs. The Government will keep in view the progress of various schemes and review their effectiveness, so as to ensure resources are put to good use.

3) The EPD has set up FWSRBs at 5 Recycling Stations under GREEN@COMMUNITY in the vicinity of residential areas and 9 public markets since September 2023. In 2025, the EPD is planning to increase the number of FWSRBs at public markets to around 20 to further facilitate residents in food waste recycling.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0450)

Head: (60) Highways Department

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

Programme: (1) Capital Projects

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the retrofitting of noise barriers on the existing roads in Hong Kong:

1. How many roads in Hong Kong are required for the retrofitting of noise barriers currently? What are the estimated expenditures on the retrofitting of noise barriers? What are the evaluation criteria of the Highways Department (HyD) for the retrofitting of noise barriers on roads?

2. At present, the designs of noise barriers on many roads are like uncovered tunnels or covered and enclosed corridors. The drivers and passengers often feel bored because they cannot see the streetscape on both sides of the roads but only the wall-like noise barriers. In order to add interest for the drivers and passengers while travelling, can the HyD give more thoughts on the purchase of the material of noise barriers and their designs, and select noise barriers which allow the drivers and passengers to see the streetscape on both sides of the roads or are energetic?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 10)

Reply:

1. To mitigate the traffic noise impacts of existing roads on nearby residents, the Government began to introduce a policy in 2000, where practicable and resources available, to study on the retrofitting of noise barriers/enclosures or the use of low noise road resurfacing materials to resurface existing roads generating traffic noise above 70dB(A) L_{10} (1 hour) to reduce the noise impacts. The existing Noise Barrier Retrofitting Programme includes a total of 41 road sections, among which the retrofitting works of 21 road sections were completed. The information of the projects currently under construction is tabulated below:

Items under construction

Road section	Commencement date (Year)	Estimated project costs ($ million)
Po Lam Road North	2021	376.0
Po Ning Road	2021	241.7
Po Lam Road North (near King Ming Court)	2022	180.1

2. Regarding the design of noise barriers, the Government would, with reference to the relevant guidelines, invite professionals to provide aesthetic design suggestions for the retrofitting of noise barriers on roads. The design would fully utilise the natural landscape and environmental features nearby. Through landscape and building designs, the appearance of noise barriers would blend into the surrounding environment and landscape elements. This would enhance the aesthetics of the appearance of noise barriers (including perspectives from both drivers and passengers), making them a part of the harmonious cityscape. Besides, the computer-simulated photomontages would be generated from the preliminary design scheme for local consultation. This would ensure that the locals can understand the appearance of the proposed noise barriers better and provide opinions and suggestions regarding the design, so that the design of the noise barriers can meet the demand and expectations of the public better. After collecting opinions from the public and making relevant modifications, the final design would be submitted to and subjected to scrutiny of the Advisory Committee on Appearance of Bridges and Associated Structures (ACABAS). Members of ACABAS include professionals from the Government and professional bodies' representatives from the Hong Kong Institute of Architects, Hong Kong Institute of Planners, Hong Kong Institute of Engineers and academic institutions (i.e. representative from either The University of Hong Kong, Chinese University of Hong Kong or Hong Kong Chu Hai College). ACABAS discusses and provides professional advice on the aesthetic issues of highway bridges and associated structures (including noise barriers). All noise barriers subjected to the scrutiny of ACABAS would have to meet the requirements of noise reduction and overcome site constraints. Moreover, the structural forms, patterns, shapes, colours and materials (including noise-absorbing, transparent or translucent noise-insulating panel materials) for noise barriers and enclosures would be carefully designed to achieve high aesthetic quality and energetic. Therefore, the design of existing noise barriers has fully considered the opinions of different stakeholders and struck a balance between various factors.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1776)

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:

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 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 provide a tabulated breakdown of the fleet size of each government department over the past 3 years, specifying the number and percentage share of EVs.
4. What is the percentage of Secretaries of Departments/Directors of Bureaux using EVs? To promote the adoption of hydrogen fuel cell (HFC) vehicles, will Secretaries and Directors take the lead in trialling HFC private cars?
5. What are the current numbers of parking spaces in government car parks in various districts? Among them, what are the numbers of parking spaces equipped with fast, medium and standard chargers for EVs 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 (PFSs)? Over the next 5 years, how many PFSs is the Government expecting to convert by adding EV chargers?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 13)

Reply:

1. and 2.

According to the statistics of the Transport Department, over the past 3 years (i.e. from 2022 to 2024), there were a total of 82 938 cases that first registration tax (FRT) concessions were granted for electric vehicles (EVs), involving a total amount of $19.82 billion. Among them, 80 020 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**.

3. 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**.

Currently, 5 of the 18 Secretaries of Departments and Directors of Bureaux are using EVs, representing a proportion of about 28%. The Government Logistics Department (GLD) has recently procured EVs for other Secretaries of Departments and Directors of Bureaux through tendering for replacement of their existing government vehicles or rental vehicles currently in temporary use due to breakdown of their original official vehicles, or for operational needs due to depreciation and wear. It is expected that the EVs will be delivered in the third quarter of 2025. By then 14 Secretaries of Departments and Directors of Bureaux will be using EVs, increasing the proportion to about 78%.

The GLD will, in accordance with the green procurement practice as well as the operational needs of various bureaux and the actual market situation, including the development and availability of EVs, procure EVs for the Secretaries of Departments and Directors of Bureaux.

The technology related to hydrogen fuel cell (HFC) vehicles is still at the trial or early development stage. At present, small and medium-sized HFC vehicles for short to medium-haul travel do not have a competitive edge. The commercial viability of HFC vehicles has yet to be ascertained under the current supply situation and market price of low-carbon hydrogen. The Government will take forward the development of hydrogen energy in accordance with the Strategy of Hydrogen Development in Hong Kong promulgated in June 2024 and monitor the relevant market and technological developments to consider whether HFC vehicles will be used in the government fleet.

5. The numbers of public parking spaces for private cars and EV chargers (as well as their proportions) provided at government car parks by the 18 districts as at the end of December 2024 are set out in **Annex 3**.

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. The Environmental Protection Department completed processing the applications in the first quarter of 2024 and 724 applications were approved. As at end-February 2025, among the 724 approved car parks of residential estates (about 140 000 parking spaces), 198 car parks of residential estates (about 34 870 parking spaces, accounting for about 25% of the total parking spaces) have completed the installation works. Based on the current progress, it is anticipated that a cumulative total of about 77 000 parking spaces (about 55%) will have the installation of electric vehicle charging-enabling infrastructure (EVCEI)

completed at the end of 2025, and the installation of EVCEI under the EHSS will be completed by the financial year of 2027-28.

7. The installation of fast charging facilities at petrol filling stations (PFSs) is proceeding at full speed. The Government is offering incentives to PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of EV chargers in the usable space of the PFSs, so as to make effective use of PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 fast chargers at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively.

Annex 1

The number of EVs granted with the FRT concessions from 2022 to 2024 by make

Make	Number of EVs granted with the FRT concessions [Note]
AIDEA	5
ANKAI	1
AUDI	594
B.M.W.	10 187
BAZN	5
BICOSE	25
BMW I	42
BYD	10 321
CARVER	12
CFMOTO	121
CINECO	2
CITROEN	1
DAYANG	21
DENZA	573
DFSK	158
DOFERN	3
DONGFENG	127
EASYCOOL	11
ENERGICA	4
EVEASY	1
EVOKE	1
FAW	2
FELQ	3
FIAT	20
FORD	2
FOTON	12
GAC AION	222
GMI	5
GOGORO	20
GOLDENLION	1
GOWOW	2
GUANG TONG	1
HELI	4
HIGER	3
HONDA	222
HORWIN	23
HUANGHAI BUS	1
HYUNDAI	1 624
JAC	43
JAGUAR	4
JOYLONG	118
KAWASAKI	1

Make	Number of EVs granted with the FRT concessions [Note]
KG MOBILITY	150
KIA	1 784
KUMPAN ELECTRIC	1
LEXUS	637
LIFAN	2
LINDE	3
LONKING	1
LOTUS	10
MAXUS	3 103
MERCEDES BENZ	8 678
MG	2 697
MINI	932
MITSUBISHI	1
NETA	120
NEXT	1
NICHIYU	1
NINEBOT	126
NISSAN	913
NIU	80
ORA	641
OTTOBIKE	2
PEUGEOT	177
POLESTAR	524
PORSCHE	1 217
ROLLS ROYCE	1
SANY	3
SCANIA	2
SGMW	3
SHUI CHEONG	2
SILENCE	76
SMART	1 486
STILL	1
SUBARU	210
SUITONG	2
SUMITOMO	2
SUPER SOCO	3
SURRON	51
TESLA	31 540
TOYOTA	500
TROMOX	17
UGBEST	1
VOLKSWAGEN	373
VOLVO	1 066
WULING	50
XDAO	13
XPENG	488

Make	Number of EVs granted with the FRT concessions [Note]
YADEA	2
ZEEKR	697
Total	**82 938**

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 2022 to 2024

Policy Bureau/ Department/Organisation	Number of vehicles in the government fleet (i)			Number of EVs in the government fleet (ii)			Percentage of EVs [(ii) / (i)] x 100%		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
Auxiliary Medical Service	19	19	19	0	0	0	0.0%	0.0%	0.0%
Audit Commission	2	2	2	0	0	0	0.0%	0.0%	0.0%
Civil Aid Service	40	40	40	0	0	0	0.0%	0.0%	0.0%
Constitutional and Mainland Affairs Bureau	3	3	3	0	0	0	0.0%	0.0%	0.0%
Companies Registry	1	1	1	0	0	0	0.0%	0.0%	0.0%
Civil Service Bureau	3	3	3	0	0	0	0.0%	0.0%	0.0%
Department of Justice	11	11	11	0	0	0	0.0%	0.0%	0.0%
Government Flying Service	4	4	4	0	0	0	0.0%	0.0%	0.0%
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%
Housing Bureau	0	0	0	0	0	0	0.0%	0.0%	0.0%
Hong Kong Observatory	8	9	9	0	0	0	0.0%	0.0%	0.0%
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%
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	2	0	0	0	0.0%	0.0%	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%
Judiciary	24	24	24	0	0	0	0.0%	0.0%	0.0%
Legal Aid Department	2	2	2	0	0	0	0.0%	0.0%	0.0%
Land Registry	1	1	1	0	0	0	0.0%	0.0%	0.0%
Marine Department	5	5	5	0	0	0	0.0%	0.0%	0.0%
Digital Policy Office	Not Applicable	Not Applicable	3	Not Applicable	Not Applicable	0	Not Applicable	Not Applicable	0.0%
Official Receiver's Office	1	1	1	0	0	0	0.0%	0.0%	0.0%
Public Service Commission	1	1	1	0	0	0	0.0%	0.0%	0.0%
Registration and Electoral Office	1	1	1	0	0	0	0.0%	0.0%	0.0%
Security Bureau	3	3	3	0	0	0	0.0%	0.0%	0.0%
Secretariat, Commissioner on Interception of Communications and Surveillance	1	1	1	0	0	0	0.0%	0.0%	0.0%
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	0	0.0%	0.0%	0.0%

Policy Bureau/ Department/Organisation	Number of vehicles in the government fleet (i)			Number of EVs in the government fleet (ii)			Percentage of EVs [(ii) / (i)] x 100%		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
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%
Fire Services Department	804	819	837	5	4	4	0.6%	0.5%	0.5%
Food and Environmental Hygiene Department	718	718	718	4	4	4	0.6%	0.6%	0.6%
Transport Department	219	241	242	1	2	2	0.5%	0.8%	0.8%
Leisure and Cultural Services Department	151	150	146	3	2	2	2.0%	1.3%	1.4%
Hong Kong Police Force	2 877	2 892	2 939	29	34	42	1.0%	1.2%	1.4%
Correctional Services Department	131	131	133	1	1	2	0.8%	0.8%	1.5%
Lands Department	172	172	174	4	4	3	2.3%	2.3%	1.7%
Environmental Protection Department	52	47	47	2	1	1	3.8%	2.1%	2.1%
Home Affairs Department	29	29	29	0	0	1	0.0%	0.0%	3.4%
Post Office	267	254	238	7	7	9	2.6%	2.8%	3.8%
Radio Television Hong Kong	24	24	24	1	1	1	4.2%	4.2%	4.2%
Highways Department	47	47	47	2	2	2	4.3%	4.3%	4.3%
Agriculture, Fisheries and Conservation Department	212	212	212	9	10	10	4.2%	4.7%	4.7%
Department of Health	57	57	57	1	2	3	1.8%	3.5%	5.3%
Housing Department	51	51	49	4	4	3	7.8%	7.8%	6.1%
Electrical and Mechanical Services Department	202	202	201	17	17	16	8.4%	8.4%	8.0%
Water Supplies Department	249	248	246	12	11	20	4.8%	4.4%	8.1%
Planning Department	12	12	12	1	1	1	8.3%	8.3%	8.3%
Hong Kong Customs and Excise Department	217	225	225	7	15	20	3.2%	6.7%	8.9%
Government Logistics Department	62	63	63	3	6	6	4.8%	9.5%	9.5%
Office of the Communications Authority	21	21	21	2	2	2	9.5%	9.5%	9.5%
Civil Engineering and Development Department	41	41	41	2	2	4	4.9%	4.9%	9.8%
Chief Executive's Office	8	8	9	1	1	1	12.5%	12.5%	11.1%
Drainage Services Department	45	45	45	6	5	5	13.3%	11.1%	11.1%
Immigration Department	36	36	36	1	1	5	2.8%	2.8%	13.9%
Development Bureau	6	6	6	0	0	1	0.0%	0.0%	16.7%
Education Bureau	5	6	6	0	1	1	0.0%	16.7%	16.7%
Independent Commission Against Corruption	38	38	38	0	2	7	0.0%	5.3%	18.4%
Culture, Sports and Tourism Bureau	5	5	5	0	0	1	0.0%	0.0%	20.0%
Hong Kong Monetary Authority	5	5	5	0	0	1	0.0%	0.0%	20.0%
Social Welfare Department	29	30	30	3	5	6	10.3%	16.7%	20.0%
Commerce and Economic Development Bureau	4	4	4	1	1	1	25.0%	25.0%	25.0%
Health Bureau	4	4	4	0	0	1	0.0%	0.0%	25.0%

Policy Bureau/ Department/Organisation	Number of vehicles in the government fleet (i)			Number of EVs in the government fleet (ii)			Percentage of EVs [(ii) / (i)] x 100%		
	2022	2023	2024	2022	2023	2024	2022	2023	2024
Inland Revenue Department	4	4	4	0	0	1	0.0%	0.0%	25.0%
Administration Wing	27	29	29	3	4	8	11.1%	13.8%	27.6%
Rating and Valuation Department	7	7	7	0	0	2	0.0%	0.0%	28.6%
Buildings Department	40	40	40	9	10	12	22.5%	25.0%	30.0%
Architectural Services Department	9	9	9	1	1	3	11.1%	11.1%	33.3%
Census And Statistics Department	3	3	3	0	0	1	0.0%	0.0%	33.3%
Financial Services and the Treasury Bureau	3	3	3	0	1	1	0.0%	33.3%	33.3%
Home and Youth Affairs Bureau	6	6	6	1	1	2	16.7%	16.7%	33.3%
Labour and Welfare Bureau	3	3	3	0	0	1	0.0%	0.0%	33.3%
Civil Aviation Department	15	15	14	5	6	5	33.3%	40.0%	35.7%
Labour Department	27	27	27	2	4	11	7.4%	14.8%	40.7%
Environment and Ecology Bureau	4	8	8	1	2	5	25.0%	25.0%	62.5%
Working Family and Student Financial Assistance Agency	2	2	2	2	2	2	100.0%	100.0%	100.0%
Office of the Government Chief Information Officer	3	3	Not Applicable	0	0	Not Applicable	0.0%	0.0%	Not Applicable
Total	**7 108**	**7 158**	**7 203**	**153**	**179**	**242**	**2.2%**	**2.5%**	**3.4%**

Note: “Not Applicable” refers to the lack of figures of the fleet for that particular year because the bureau/ office concerned is newly established, re-organised or merged with another.

Annex 3

The numbers of public parking spaces for private cars and EV chargers provided at government car parks by the 18 districts as at the end of December 2024 are set out in the table below:

District	Number of parking spaces for private cars	Number of public chargers (percentage)			
		Standard*	Medium*	Quick*	Total
Central and Western	1 791	3 (1%)	303 (98%)	3 (1%)	309 (100%)
Wan Chai	605	3 (2%)	165 (98%)	0 (0%)	168 (100%)
Eastern	816	0 (0%)	179 (100%)	0 (0%)	179 (100%)
Southern	761	0 (0%)	57 (100%)	0 (0%)	57 (100%)
Yau Tsim Mong	85	0 (0%)	29 (100%)	0 (0%)	29 (100%)
Sham Shui Po	918	23 (19%)	98 (81%)	0 (0%)	121 (100%)
Kowloon City	215	63 (61%)	28 (27%)	12 (12%)	103 (100%)
Wong Tai Sin	808	0 (0%)	88 (100%)	0 (0%)	88 (100%)
Kwun Tong	1 355	59 (48%)	50 (41%)	14 (11%)	123 (100%)
Tsuen Wan	724	2 (1%)	180 (99%)	0 (0%)	182 (100%)
Tuen Mun	349	3 (6%)	45 (94%)	0 (0%)	48 (100%)
Yuen Long	436	13 (14%)	78 (83%)	3 (3%)	94 (100%)
North	1 366	130 (42%)	176 (58%)	0 (0%)	306 (100%)
Tai Po	647	28 (27%)	76 (73%)	0 (0%)	104 (100%)
Sai Kung	255	14 (29%)	35 (71%)	0 (0%)	49 (100%)
Sha Tin	1 013	103 (42%)	144 (58%)	0 (0%)	247 (100%)
Kwai Tsing	1 017	6 (5%)	114 (88%)	10 (8%)	130 (100%)
Islands	806	95 (40%)	137 (58%)	4 (2%)	236 (100%)
Total	**13 967**	**545 (21%)**	**1 982 (77%)**	**46 (2%)**	**2 573 (100%)**

*Standard chargers: a rated output power of 2.8 kilowatts (kW); medium chargers: a rated output power above 2.8 kW to 20 kW; and quick chargers: a rated power output above 20 kW to 100 kW.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1789)

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 the trial of hydrogen fuel cell (HFC) heavy vehicles?
2. How many meetings has the Inter-departmental Working Group on Using Hydrogen as Fuel held? What have been the outcomes?
3. When will the revision of the legal framework for the use of hydrogen as fuel be completed? Is there a timeline for its implementation?
4. What is the progress of the local establishment of a solar-to-hydrogen facility for demonstration? Is there a timeline for completion?
5. 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 in 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.: 26)

Reply:

1. The Government set up the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) in 2022 to promote the local adoption of hydrogen energy through trial projects. The Working Group has reviewed and given agreement-in-principle to 10 trial projects involving hydrogen fuel cell (HFC) heavy vehicles. Only one project, i.e. the 18-month trial of 3 HFC street washing vehicles to be launched by the Food and Environmental Hygiene Department this year, involves government expenditure. 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 9 trial projects are private or non-government projects, and they do not involve government expenditure.

2. As at March 2025, the Working Group has held 6 meetings, and has reviewed and given agreement-in-principle in stages to a total of 18 applications of hydrogen trial projects (including HFC double-deck buses, a minibus and a coach, a light goods vehicle, a cross-boundary goods vehicle, refuse collection vehicles, street washing vehicles, forklifts, hydrogen-fuelled light rail vehicles, hydrogen filling facilities, hydrogen power generation equipment at construction sites, production of hydrogen by using landfill gas). Among them, the world's first tri-axle HFC double-deck bus commenced passenger service in February 2024, and the construction of Hong Kong's first public hydrogen filling station in Au Tau, Yuen Long was completed in November 2024 and is expected to commence operation in the first half of 2025 to supply hydrogen to 3 HFC street washing vehicles.

   The Working Group has also been, with reference to the outcomes of consultancy studies, assisting the Electrical and Mechanical Services Department in formulating interim standards for relevant trial projects, which include the safety guidelines for hydrogen fuel system on vehicles and hydrogen filling stations developed with reference to the Mainland and overseas regulations and standards, as well as the technical guidance note on quantitative risk assessment of hydrogen filling stations. The Working Group will continue to make reference to all operational data and experience collected from the local trial projects to provide advice for the continuous enhancement of the safety and technical guidelines on the local application of hydrogen energy.

3. We are taking forward amendments to the Gas Safety Ordinance (Cap. 51) to establish a suitable legal framework to regulate the importation, manufacture, storage, transport, supply and use of hydrogen as a fuel in Hong Kong comprehensively and effectively. The Panel on Environmental Affairs of the Legislative Council (LegCo) was consulted on the relevant legislative amendments on 20 January 2025 and Members were generally supportive. We have commenced relevant law drafting work and plan to introduce an amendment bill to the LegCo in the second quarter of 2025.

4. 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, and the relevant construction works are expected to commence in the second half of this year.

5. To support the development of hydrogen energy, the Government has 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, and 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. Recently, in view of the international trend to strive towards carbon neutrality, the electricity generation technology is changing rapidly. 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. 1790)

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:

Regarding the promotion of the use of solar energy for electricity generation in Hong Kong, will the Government inform this Committee of:

1. the respective percentages of local electricity generated by solar energy in the past 3 years and whether the Government has set any relevant target;
2. the number of solar energy generation system projects in government buildings and their locations; and the amount of electricity generated each year;
3. the details and progress of the $1 billion allocated by the Government for government departments to install additional renewable energy (RE) facilities;
4. whether there is any new site identified for the construction of solar energy generation facilities;
5. in order to promote the development of RE and use of energy-efficient building installations, tax concessions are granted for the capital expenditure incurred in the procurement of such installations; the respective numbers of such applications in the past 3 years; as well as the amount involved and their details; and
6. whether there is a measure in place for the disposal of waste solar panels, so as to prevent such waste from polluting the environment?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 27)

Reply:

1. According to the Hong Kong Energy End-use Data, renewable energy (RE) accounted for roughly 0.4%, 0.6% and 0.8% of electricity consumption in 2020, 2021 and 2022 respectively. This included the solar energy used to heat water, and electricity generated by solar panels, wind and hydropower systems and waste-to-energy facilities. We do not keep breakdown on relevant figures. According to the overall target set out in the Hong Kong's Climate Action Plan 2050, the Government will strive to increase

the share of RE in the fuel mix for electricity generation to 7.5% to 10% by 2035, and further increase it to 15% subsequently.

2.-4. The Government has earmarked a total of $3 billion to install small-scale RE systems at government buildings and infrastructure since 2017-18. As at December 2024, about $2.2 billion have been approved for about 260 small-scale RE projects, including the installation of solar energy generation systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs, pedestrian links, etc. as well as the installation of waste-to-energy and hydropower systems at multiple sewage treatment plants. Upon full commission, these projects will generate a total of about 26 million kilowatt-hours (kWh) of electricity annually, equivalent to the annual electricity consumption of around 7 700 three-person households.

Solar energy generation system projects completed in government buildings and infrastructure in the past 3 years and the projects expected to commence in 2025-26 under the above funding are set out at **Annex 1** and **Annex 2** respectively.

5. The number of applications received by the Inland Revenue Department (IRD) for concessionary tax deductions in relation to environmental protection installations and the total deductions granted in the past 3 years are set out in the table below:

Year of assessment	Number of applications for deductions	Total deductions ($ million)
2020/21	88	548.4
2021/22	104	342.1
2022/23	111	1,461.8

The IRD does not have the yearly statistics for the year of assessment 2023/24 as the assessment cycle has not been completed.

6. Solar panels, excluding moving parts, can normally be used for more than 25 years. Solar panels are not e-waste or chemical waste, and are therefore currently disposed of at landfills in the same way as ordinary municipal solid waste. Although there is no imminent need to handle or recycle large quantities of solar panels in Hong Kong at the moment, the Government will keep in view the trends and modes on handling waste solar panels in the Mainland and overseas, as well as the local usage of solar panels, so as to formulate a suitable solution for Hong Kong in a timely manner.

Solar energy generation system projects completed in government buildings and infrastructure in the past 3 years

	Buildings / Infrastructure	Expected annual electricity generation efficiency* (kWh)
2024		
1	Yuen Long Fire Station	12 420
2	North Point Government Offices	37 375
3	Ma On Shan Police Station	13 800
4	Wong Tai Sin Ambulance Depot	11 385
5	Central and Western District Promenade (Central Section) (Pet Garden and Toilet Blocks)	17 369
6	Kwai Chung Fire Station	9 660
7	Shau Kei Wan Fire Station	7 473
8	Marine North Division Police Station	8 280
9	Explosive Ordnance Disposal Depot	29 250
10	Tong Mei Road Government Primary School	11 000
11	Lady Maclehose Holiday Village (Squash Court)	11 520
12	Kowloon Bay Fire Station	12 960
13	Hong Kong Fire Services Headquarters Building	12 925
14	Siu Ho Wan Sewage Treatment Works and other sewage treatment works	301 100
15	Cheung Shue Tan Stormwater Pumping Station and sewage pumping stations in other areas	113 535
16	Ngau Tam Mei Water Treatment Works	110 000
17	Ma On Shan Water Treatment Works	100 000
18	Shum Wan Shan Fresh Water Pumping Station	65 000
19	Chau Tau Tsuen Storm Water Storage Tank and Chau Tau Tsuen Stormwater Pumping Station	48 000
20	Covered walkway (No. KCW1) at Kowloon entrance of Cross Harbour Tunnel	40 000
21	Footbridge (No. HF145) near Fenwick Street in Wan Chai	13 000
22	Footbridge (No. KF82) across Chatham Road South and Granville Road near Hong Kong Science Museum	12 000
2023		
23	Sai Kung Outdoor Recreation Centre	11 600
24	Tai Lung Veterinary Laboratory	13 000
25	Lion Rock Park (Office Block)	4 300
26	Lantau North Police Station	18 480
27	North District Government Offices	25 675

	Buildings / Infrastructure	Expected annual electricity generation efficiency* (kWh)
28	Police Tactical Unit Headquarters	9 750
29	Food and Environmental Hygiene Department - Tai Po Depot	24 700
30	Tai Po Government Offices	33 150
31	Western District Public Cargo Working Area	6 160
32	Wo Hop Shek Crematorium& Columbarium	22 750
33	Kowloon East Government Offices	3 600
34	Morse Park (Park No. 4)	9 880
35	Silvermine Bay Water Treatment Works	70 000
2022		
36	Jockey Club Government Secondary School	39 000
37	Kowloon Tong Government Primary School	18 850
38	Mui Wo Government Offices	21 175
39	Shek Pik Prison	100 100
40	Border District Police Headquarters	19 500
41	Civil Aid Service Headquarters	8 160
42	Kowloon City Government Offices	6 500
43	Lantau South (Mui Wo) Division Police Station	5 775
44	Stanley Sub-division Police Station	11 600
45	Yung Shue Wan Pier	9 240
46	Independent Commission Against Corruption Headquarters Building	1 803
47	Kowloon Bay Sports Ground	9 100
48	Kwai Shing Circuit Garden	1 650
49	Marine East Division Police Station	26 250
50	Po Kong Village Road Park	14 915
51	Stonecutters Island Public Cargo Working Area	9 100
52	Tunnel (No. KS57) across Cherry Street, near Oak Street	20 000
53	Tai Lam Chung Reservoir	120 000

* The figures denote the estimation of annual electricity generation during the design of the installations.

Note: The management, operation, repair, maintenance, etc. of the above solar energy generation system projects are undertaken by individual departments. We do not keep information on the actual electricity generation efficiency of the projects.

Solar energy generation system projects expected to commence in government buildings and infrastructure in 2025-26

	Buildings / Infrastructure	Expected annual electricity generation efficiency* (kWh)
1	Sandy Bay Preliminary Treatment Works, West Kowloon No. 1 and No. 2 Sewage Pumping Stations	130 000
2	New UVC Building at Shek Wu Hui Sewage Treatment Works, Au Tau Sewage Pumping Station, Tin Shui Wai Tin Chuk Street Sewage Pumping Station and San Tin Low-Flow Pumping Station	125 000
3	Lung Cheung Road Mechanical and Electrical Workshop and other water services installations	608 000
4	Tin Shui Wai Swimming Pool	9 875
5	Kwai Chung Depot	71 200
6	Heung Yuen Wai Operational Base	8 295
7	Shek Kip Mei Fire Station	11 235
8	Quarry Bay Municipal Services Building	16 740
9	Tin Sum Ambulance Depot	13 910
10	Sai Kung Market	107 535
11	Sai Kung Government Offices	44 940

* The figures denote the estimation of annual electricity generation during the design of the installations.

- End -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. **EEB(E)133**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2058)

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 the application of new energy public transport in Hong Kong, please advise this Committee of the following:

1. the timetable for formulating the roadmap for the promotion of electric public transport and commercial vehicles, as well as the expenditure involved;
2. the types of licensed buses, the numbers of electric buses and their respective percentage share in the overall numbers of buses of various franchised bus companies in the past 3 years;
3. the numbers of electric taxis, electric public light buses, electric private light buses, electric light goods vehicles, electric medium goods vehicles and electric heavy goods vehicles licensed in Hong Kong; and
4. the Government's specific targets for expanding the charging network and the expenditure involved in the coming financial year; and the measures to expeditiously take forward the construction of comprehensive energy service stations in Hong Kong that offer "oil, gas, hydrogen, electricity and other services" under one roof, so as to promote green transformation of public transport.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 8)

Reply:

1. The Government is actively engaging the transport trade and will carry out a holistic review taking account of factors including electric vehicle (EV) technologies, market development, and government fiscal conditions in formulating a roadmap for promoting electric public transport and commercial vehicles in a pragmatic manner. The above roadmap will be published within 2025, outlining details of the future direction of green transformation for the relevant transport tools. The formulation of the roadmap is part of the Environment and Ecology Bureau (EEB)'s overall work and will be undertaken within its existing resources.

2. The numbers of licensed buses and their percentage shares in the overall number of 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 (The percentage share in the overall number of buses owned by the franchised bus company)(Note[1])**		
		End of 2022	**End of 2023**	**End of 2024**
The Kowloon Motor Bus Company (1933) Limited	Euro III	161 (4%)	97 (2%)	18 (<1%)
	Euro IV	116 (3%)	114 (3%)	112 (3%)
	Euro V	2 828 (72%)	2 870 (72%)	2 870 (74%)
	Euro VI (Including hybrid bus)	772 (20%)	849 (21%)	826 (21%)
	Electric bus	24 (<1%)	49 (1%)	69 (2%)
	Sub-total	**3 901** (100%)	**3 979** (100%)	**3 895** (100%)
Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) (Note[2])	Euro III	0 (0%)	Not applicable	Not applicable
	Euro IV	0 (0%)		
	Euro V	585 (82%)		
	Euro VI (Including hybrid bus)	121 (17%)		
	Electric bus	4 (<1%)		
	Sub-total	**710** (100%)		
Citybus Limited (Franchise for the Urban and New Territories Bus Network) (Note[2])	Euro III	Not applicable	0 (0%)	0 (0%)
	Euro IV		0 (0%)	0 (0%)
	Euro V		1 065 (82%)	1 074 (81%)
	Euro VI (Including hybrid bus)		232 (18%)	247 (19%)
	Electric bus		6(Note[3]) (<1%)	5(Note[3]) (<1%)
	Sub-total		**1 303** (100%)	**1 326** (100%)

Franchised bus company	Bus category	Number of licensed franchised buses (The percentage share in the overall number of buses owned by the franchised bus company)(Note[1])		
		End of 2022	End of 2023	End of 2024
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	Euro III	0 (0%)	0 (0%)	0 (0%)
	Euro IV	0 (0%)	0 (0%)	0 (0%)
	Euro V	151 (84%)	165 (86%)	190 (84%)
	Euro VI (Including hybrid bus)	29 (16%)	27 (14%)	36 (16%)
	Electric bus	0 (0%)	0 (0%)	0 (0%)
	Sub-total	**180** (100%)	**192** (100%)	**226** (100%)
New World First Bus Services Limited (NWFB) (Note[2])	Euro III	0 (0%)	Not applicable	Not applicable
	Euro IV	13 (2%)		
	Euro V	514 (80%)		
	Euro VI (Including hybrid bus)	112 (18%)		
	Electric bus	1 (<1%)		
	Sub-total	**640** (100%)		
Long Win Bus Company Limited	Euro III	8 (3%)	4 (1%)	0 (0%)
	Euro IV	5 (2%)	5 (2%)	5 (2%)
	Euro V	115 (44%)	112 (40%)	116 (41%)
	Euro VI (Including hybrid bus)	132 (50%)	156 (56%)	158 (56%)
	Electric bus	4 (2%)	4 (1%)	2 (<1%)
	Sub-total	**264** (100%)	**281** (100%)	**281** (100%)
New Lantao Bus Company (1973) Limited	Euro III	6 (5%)	3 (2%)	0 (0%)
	Euro IV	13 (10%)	11 (8%)	6 (4%)

Franchised bus company	Bus category	Number of licensed franchised buses (The percentage share in the overall number of buses owned by the franchised bus company)(Note[1])		
		End of 2022	End of 2023	End of 2024
	Euro V	104 (79%)	113 (78%)	109 (77%)
	Euro VI (Including hybrid bus)	5 (4%)	13 (9%)	23 (16%)
	Electric bus	4 (3%)	4 (3%)	4 (3%)
	Sub-total	**132** (100%)	**144** (100%)	**142** (100%)

Note 1: May not add up to 100 due to rounding.
Note 2: Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) and NWFB merged as Citybus Limited (Franchise for the Urban and New Territories Bus Network) on 1 July 2023. Meanwhile, the ownership of franchised buses of NWFB had also been transferred to Citybus Limited (Franchise for the Urban and New Territories Bus Network).
Note 3: They include 1 hydrogen fuel cell bus.

3. 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 in the past 3 years are tabulated below:

Vehicle type	Number of licensed vehicles		
	End of 2022	End of 2023	End of 2024
Electric taxis	1	17	139
Electric public light bus	0	1	4
Electric private light bus	3	4	3
Electric light goods vehicles	277	563	771
Electric medium goods vehicles	1	6	10
Electric heavy goods vehicles	0	1	3
Total	**282**	**592**	**930**

4. The Chief Executive announced in the 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install fast chargers (FCs) (with a rated output power of 100 kilowatts (kW) or above). The target is to install a total of 3 000 FCs by 2030 to support additionally about 160 000 EVs and further expand the charging infrastructure to meet the charging demand. The Government consulted the Panel on Environmental Affairs of the Legislative Council on 20 January this year regarding the Fast Charger Incentive Scheme (the Scheme), and has further enhanced the Scheme in response to Members' views. We are finalising the implementation details of the Scheme, and expect to launch and start accepting applications in mid-2025. The estimated expenditure for 2025-26 is about $20 million, with the actual cash flow subject to the number of applications and the timeline for the commissioning of the FCs. Moreover, the Government is offering incentives to petrol

filling station (PFS) operators, including granting lease renewals of PFSs, to facilitate the retrofitting of EV charging facilities in the PFSs, and awarded projects to convert 2 vacant PFS sites in Kowloon East and New Territories East into fast-charging stations to PFS operators in June and July 2024 respectively.

In addition, according to the Strategy of Hydrogen Development in Hong Kong promulgated by the EEB in June last year, we will establish hydrogen filling stations across Hong Kong Island, Kowloon, and the New Territories by 2027 to support demonstration projects and trials on hydrogen transport in more sectors. At present, the construction of a public hydrogen filling station in Au Tau, Yuen Long in the New Territories was completed in November 2024 and is expected to commence operation in the first half of 2025. The EEB and the Electrical and Mechanical Services Department will, in collaboration with the relevant departments, explore suitable sites for hydrogen filling facilities on Hong Kong Island and in Kowloon, taking into account a number of factors such as geographical location, safety risk assessments, land use planning, and market demand. Details of the findings will be announced in due course. In the long run, the Government will study the feasibility of setting up integrated energy services stations in suitable locations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2073)

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 Environment and Ecology Bureau has indicated that it will oversee the retrofitting of electric charging facilities in petrol filling stations (PFSs) with a view to facilitating the transition to green transport, and the Environmental Protection Department will continue to provide impetus for the market development of public charging services. In this connection, will the Government inform this Committee of the following:

1. How many applications have been received so far for the retrofitting of electric charging facilities in existing PFSs? How many applications have been approved? What are the main reasons for applications rejected?

2. Please provide the number of charging facilities involved in the approved applications and their charging speed, broken down by 18 districts.

3. Please tabulate the durations of the short-term lease extension for existing PFSs which have been granted approval for retrofitting charging facilities.

4. The Government has granted 2 PFS sites for conversion into quick charging stations. When are the 2 quick charging stations expected to come into operation?

5. Regarding the exploration of the option of developing some suitable PFS sites under the "single site, multiple use" (SSMU) development model, will the Government advise whether it has explored other SSMU developments apart from retrofitting electric charging facilities in the usable space of PFSs? If yes, what are the details?

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

Reply:

1.-3. The installation of fast charging facilities at petrol filling stations (PFSs) is proceeding at full speed. The Government is offering incentives to PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of electric vehicle (EV) chargers in the usable space of the PFSs, so as to make effective use of PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Some proposals were rejected for reasons rendering the PFSs unable to meet the operational requirements for retrofitting EV chargers, for example, land lease issues or alternative plans being considered by the Government (such as complete conversion of the PFSs into fast charging stations(FCSs)).

Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 fast chargers (FCs) (with a rated power output of no less than 100 kilowatts) at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively.

If the remaining lease term of a PFS approved for installing chargers is less than 10 years from 24 November 2023 (i.e. the date the Government issued letters inviting PFS operators to submit preliminary proposals), the land lease of the PFS will be extended by 3 to 7 years depending on the number of chargers to be retrofitted.

4. The Government invited open tenders in March 2024 for the conversion of 2 vacant PFS sites in Kowloon East and New Territories East into FCSs and awarded the lands to operators in June and July 2024 respectively. It is expected that the 2 projects will provide no less than 23 FCs by the third quarter of 2026.

5. The land resources in Hong Kong are scarce. We will explore the use of existing PFSs planned for conversion into FCSs to be developed under a “single site, multiple uses” (SSMU) model, so as to increase the usage and value of the land. We plan to invite expression of interest from the trade on the proposal within 2025 to better understand the market interest in this aspect. After collecting opinions, we will study together with other relevant departments with a view to deciding on a SSMU development model for charging stations.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0144)

Head: (137) Government Secretariat : Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (4) Environmental Protection (5) Nature Conservation

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Conservation of the Northern Metropolis

The Strategic Feasibility Study on the Development of Wetland Conservation Parks (WCPs) System (the Feasibility Study) proposes a phased approach for the implementation of the WCPs System, with the establishment of the Sam Po Shue WCP to be taken forward in the first phase, in which the Sha Ling/Nam Hang Nature Park will be incorporated into the Hoo Hok Wai WCP for planning and management purposes. In this connection, would the Government inform this Committee of the following:

1 What are the current official definitions of "Conservation Park" and "Nature Park", and their respective governing laws? According to the Feasibility Study, what are the ecological conservation values of the Sha Ling/Nam Hang Nature Park, and the rationales for its establishment?

2 Are all the land titles of the Sha Ling/Nam Hang Nature Park held by the Government? If not, what is the composition of the land titles and will land resumption be involved?

3 The Sha Ling/Nam Hang Nature Park is directly adjacent to the Sha Ling construction site rezoned for innovation and technology use. Will the Government consider changing the park's positioning in order to cope with the innovation and technology development of that area?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 19)

Reply:

1. The terms and concept of "Wetland Conservation Park" (WCP) and "Nature Park" under the WCPs System originated in the Northern Metropolis Development Strategy (the Strategy) promulgated by the Government in 2021. While the two have no statutory

definition, their main objectives are to conserve ecology and foster harmonious co-existence between humans and nature, only that different terms are adopted due to different locations. There is currently no specific legislation governing the designation/establishment, jurisdiction and management of a "Nature Park".

The proposed Sha Ling/Nam Hang Nature Park is part of WCPs System proposed in the Strategy, which aims to achieve conservation, eco-education, eco-recreation, sustainable development of aquaculture, as well as creating environmental capacity for the development of the Northern Metropolis. The Strategy proposed the establishment of the Sha Ling/Nam Hang Nature Park in view that it is situated between the proposed Hoo Hok Wai WCP and the recently established Robin's Nest Country Park, serving as an eco-node where the entire wetlands system in the western and central parts of the Northern Metropolis transits to the woodland ecosystem in the east.

The Strategic Feasibility Study on the Development of the WCPs System (the Feasibility Study), commissioned by the Agriculture, Fisheries and Conservation Department (AFCD), has formulated recommendations on the overall implementation strategy for the development of the WCPs System. The findings of the Feasibility Study show that the proposed Sha Ling/Nam Hang Nature Park mainly comprises habitats such as ecological compensation wetlands, marshes, reeds, etc., restored from abandoned fishponds, with some birds, mammals, amphibians, freshwater fishes and other species of conservation interest recorded in the area, indicating a medium ecological value. As pointed out in the Feasibility Study, given that the area of Sha Ling/Nam Hang Nature Park as proposed in the Strategy is very small compared with the other parks, and that 90% of its area is existing mitigation wetland currently managed by the AFCD, the Sha Ling/Nam Hang Nature Park is recommended to be incorporated into the adjacent Hoo Hok Wai WCP to ensure that the wetland conservation work and ecological connectivity of the entire area can be planned and managed in a more holistic manner and to optimise management efficiency.

Moreover, the Feasibility Study has recommended the Government to develop the WCPs System in phases by developing the Sam Po Shue WCP first, and, drawing from the experience of planning and establishing the Sam Po Shue WCP, review in due course the further studies for the remaining proposed parks, i.e. Hong Kong Wetland Park Expansion Area, Nam Sang Wai WCP, and Hoo Hok Wai WCP (including Sha Ling/Nam Hang area).

2. The area of the proposed Sha Ling/Nam Hang Nature Park is about 4 hectares. Around 90% of the area is ecological compensation area recommended for implementation in the statutory Environmental Impact Assessment Report of the Shenzhen River Regulation Project to mitigate the ecological impact caused by the project. The land in the area concerned is owned by the Government, with the AFCD being responsible for the habitat management work. The remaining small portion of land in the area is private land. The Government will explore the most suitable development option for the Hoo Hok Wai WCP (including Sha Ling/Nam Hang area) when it is implemented in the future.

3. The consultant of the Feasibility Study has consulted the relevant bureaux/departments, including the Northern Metropolis Co-ordination Office/Development Bureau and

Planning Department, on the recommendations for the WCPs System, including the positioning of each proposed park. The general public and stakeholders have also been consulted during part 2 of the public engagement exercise. The Feasibility Study has recommended that the theme of the Hoo Hok Wai WCP (including the Sha Ling/Nam Hang area) can be "A Rural Retreat", and the Government can enhance the ecological capacity of the park area through zoning and management, convert part of the wetland habitats into wet agricultural land to diversify habitats, promote the sustainable development and modernisation of aquaculture industry, and provide rural activities such as leisure farming for visitors to enjoy a rural lifestyle and idyllic rural landscape.

The Northern Metropolis has rich and diverse habitats, and ecological conservation is one of its main development objectives. The planning of the Northern Metropolis includes both urban development as well as ecological and environmental conservation projects. The co-existence of the two not only achieves "co-existence of development and conservation", but also creates a unique urban and rural landscape for the Northern Metropolis.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0145)

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:

Charging Facilities

The Government continues to promote decarbonisation, including efforts such as the introduction of the Feed-in Tariff Scheme and the provision of additional charging facilities, etc. In this regard, please inform this Committee:
The Government has continued to expand the network of charging facilities to meet the needs of various types of electric vehicles in the past few years. Has the Government considered increasing the number of charging facilities at suitable locations in rural areas of the New Territories to meet the relevant policy objectives, including but not limited to government buildings and their connected car parks, premises of various rural committees and adjacent government land in rural areas?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 20)

Reply:

The Government is striving to expand the network of charging facilities for electric vehicles (EVs), and aims to increase the total number of public and private parking spaces with charging infrastructure in Hong Kong (including rural areas in the New Territories) to about 200 000 by mid-2027. The Government welcomes active participation from the private market while also accelerates and promotes investment in the charging business from the trade. The Chief Executive announced in the 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install fast chargers (FCs) (with a rated output power of 100 kilowatts (kW) or above). The target is to install a total of 3 000 FCs by 2030 to support additionally about 160 000 EVs and further expand the charging infrastructure to meet the charging demand. It is expected that the new scheme will be launched and start accepting applications in mid-2025. Regarding government buildings, the Government updated the Joint Circular on Green Government Buildings in March 2023, stipulating that all parking spaces for private cars, motorcycles and light goods

vehicles (whether indoors or outdoors) within the boundaries of newly built government buildings with tender documents issued on or after 1 April 2023 must be fully equipped with medium EV chargers. As for existing government buildings, where technically feasible, efforts would be taken as far as possible to provide EV charging facilities for all parking spaces for private cars, motorcycles and light goods vehicles.

There are more than 10 400 public EV chargers with different rated output powers provided by the Government (about 2 500) and private sector (about 7 900) respectively across Hong Kong. Leading by the Government's policies and the implementation of incentive measures, we believe that stakeholders in the trade will carry out a holistic review of factors such as supply and demand in the charging market, technological feasibility and commercial operation, and identify suitable locations in Hong Kong (including rural areas in the New Territories) to install FCs to effectively respond to the market needs. In addition, EV drivers can obtain real-time information on the availability of public EV chargers through various mobile applications (including "EV-Charging Easy" launched by the Environmental Protection Department), so that they can find the most convenient locations for charging their vehicles. In the long run, we expect that the local charging demand of EVs should likely be met.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0785)

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 indicated in the Budget that the Government will launch a $300 million subsidy scheme in the middle of the year. It is expected that the scheme will provide impetus for the industry to install 3 000 fast chargers (FCs) across Hong Kong by 2030 to be used by 160 000 additional electric vehicles (EVs). In this connection, please inform this Committee of the following:

1. whether the cost of installing 3 000 FCs at $300 million, i.e. the price level of $100,000 per FC, reasonable, and whether the Government has compared the construction costs of chargers in the Mainland and different countries around the world;
2. whether the Government has set a target regarding the distribution of the cumulative 3 000 FCs to be installed by 2030 across the territory; if so, please list the number of FCs by districts; and
3. the current number of FCs available in Hong Kong, their main locations and the gap between supply and demand; the estimated number of EVs in Hong Kong in 2030; and the estimated change in the gap between supply and demand for FCs for EVs in 2030, calculated on the basis of the 3 000 new FCs along with the existing ones.

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 25)

Reply:

1. Under the Fast Charger Incentive Scheme (the Scheme), each newly installed fast charger (FC) (with rated output power of 100 kilowatts (kW) or above) is eligible for a subsidy of $100,000, with the amount of subsidy capped at $20 million per applicant (i.e. a maximum of 200 FCs). The applicants shall arrange land, electricity supply on their own and bear the relevant costs. The primary cost of setting up FCs is the installation fee. Compared to the current market prices of FCs, the $100,000 subsidy only covers a portion of the total cost. The subsidy aims as an incentive to leverage the market's own drive in helping significantly accelerate the installation FCs, so that

they can be commissioned as soon as possible to meet the fast growing charging demand and promote competition in the market at the same time. Since the installation cost of each FC is affected by a number of factors (such as whether electricity upgrading works are required) which can vary significantly, it is difficult to objectively compare the construction costs of different chargers, and even more difficult to compare the construction costs outside Hong Kong.

2. With the implementation of the Scheme, we believe that applicants will identify suitable locations for charger installations (for instance, areas where charging facilities remain relatively insufficient) having holistically taken into account factors such as supply and demand in the charging market, land use planning, technological feasibility, and commercial operation. This will gradually lead to the formation of an efficient, rational, and user-oriented fast charging network, thereby further facilitating the popularisation of electric vehicles (EVs) in Hong Kong.

3. As at end-December 2024, there were a total of 10 401 public EV chargers with different rated output power provided by the Government and private sectors across different districts in Hong Kong, among which 1 744 were quick chargers (QCs) (with rated output power above 20 kW and below 100 kW) and 9 were FCs (with rated output power of 100 kW or above), and their distribution by districts is as follows:

District	Number of QCs	Number of FCs	Sub-total
Central and Western	100	0	100
Eastern	85	0	85
Southern	58	0	58
Wan Chai	86	1	87
Kowloon City	77	0	77
Kwun Tong	207	0	207
Sham Shui Po	66	0	66
Wong Tai Sin	58	2	60
Yau Tsim Mong	185	2	187
Kwai Tsing	64	0	64
Tsuen Wan	85	4	89
Sai Kung	146	0	146
North	44	0	44
Tai Po	33	0	33
Sha Tin	229	0	229
Yuen Long	94	0	94
Tuen Mun	75	0	75
Islands	52	0	52
Total	**1 744**	**9**	**1 753**

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 "EV-

Charging Easy" launched by the Environmental Protection Department), so that they can find the most convenient locations for charging their vehicles.

The Government is striving to continuously promote the development of EVs and charging facilities, and encourage active participation from the private market. For instance, the additional 3 000 FCs to be provided by 2030 under the abovementioned Scheme will be sufficient to support the daily operation of 160 000 EVs. The Scheme is expected to be launched and start accepting applications in mid-2025. We are confident that relevant charging services will be sufficient to support the rapid growth of EVs in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1544)

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 "continue to promote the use of new energy vehicles including electric vehicles (EVs), and enhance the charging network for EVs", will the Government inform this Committee of the following:

1. While it was announced in last year's Budget that the "One-for-One Replacement" Scheme for EVs would be extended to March 2026, the first registration tax concession cap has been reduced by 40% and EVs with a taxable value exceeding $500,000 are no longer entitled to the concessions. Please set out in tabular form the number of electric private cars which were granted tax concessions under the "One-for-One Replacement" Scheme for the financial years 2023-24 and 2024-25, broken down by their taxable values, vehicle classes and vehicle makes; and whether the Government has assessed the impact of the measures on promoting the use of EVs.
2. What are the progress of the implementation of the EV-charging at Home Subsidy Scheme and the estimated expenditure for this year?
3. As it was announced in this year's Budget that the Government will launch a $300 million subsidy scheme in the middle of the year, and it is expected that the scheme will provide impetus for the industry to install 3 000 fast chargers across Hong Kong by 2030 to be used by 160 000 additional EVs, please provide the specific details of the scheme (including the implementation details, management approach, and scope of application).

Asked by: Hon CHOW Man-kong (LegCo internal reference no.: 28)

Reply:

1. According to the statistics of the Transport Department, the number of first registered electric private cars (e-PCs) granted tax concessions under the "One-for-One Replacement" Scheme in the financial years of 2023-24 and 2024-25, with a breakdown by their taxable value (i.e. vehicle price before tax) and vehicle make is tabulated in **Annex**.

The Government is striving to promote the use of electric vehicles (EVs). Apart from political leadership, it has also provided incentive measures, and coupled with the rapid development of EV technology in recent years, the popularisation of EVs has achieved remarkable results. At present, the number of EVs in Hong Kong has exceeded 110 000, which is about 8 times of that 5 years ago. The ratio of e-PCs among all newly registered private cars in Hong Kong has increased from over 20% in 2021 to over 70% now, which is among the highest in the world.

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. The Environmental Protection Department completed processing the applications in the first quarter of 2024 and 724 applications were approved. As at end-February 2025, among the 724 approved car parks of residential estates (about 140 000 parking spaces), 198 car parks of residential estates (about 34 870 parking spaces, accounting for about 25% of the total parking spaces) have completed the installation works. Based on the current progress, it is anticipated that a cumulative total of about 77 000 parking spaces (about 55%) will have the installation of electric vehicle charging-enabling infrastructure (EVCEI) completed by the end of 2025, involving a total subsidy amount of about $2 billion, and all the installation of EVCEI under the EHSS will be completed by end of the 2027-28 the financial year.

3. The Government consulted the Panel on Environmental Affairs of the Legislative Council on 20 January this year regarding the Fast Charger Incentive Scheme (the Scheme), and has enhanced the Scheme in response to Members' views. Under the Scheme, each newly installed fast charger (FC) is eligible for a subsidy of $100,000, with the amount of subsidy capped at $20 million per applicant (i.e. a maximum of 200 FCs). The applicants shall arrange land, electricity supply on their own and bear the relevant costs. The installation locations shall be parking/charging spaces (such as shopping malls and commercial or industrial buildings) open for public use for at least 14 hours daily. Applicants may apply for multiple locations in each application for a total of at least 5 FCs.

The subsidised organisations are required to submit a compliance report certified by a registered professional engineer upon the installation of the FCs. The subsidised FCs shall commence operation within 12 months upon receipt of an acknowledgement notice from the Government and maintain service for at least 30 months. The subsidised FCs shall offer electronic payment option(s) and adopt energy-based charging. Moreover, the subsidised organisations shall provide real-time information on charging fees and availability, and purchase insurance on public liability and FCs. The Government will disburse 50% of the subsidy after verifying that the subsidised organisations have fulfilled all the requirements, and the remaining 50% after the FCs have been in operation for 15 months. We are finalising the implementation details of the Scheme, and expect to launch and start accepting applications in mid-2025.

Annex

Year 2023-24 [corresponding figures for 2024-25 (as at 28 February 2025) are in the brackets]

Make	Number of first registered e-PCs granted tax concessions under the "One-for-One Replacement" Scheme				
	Taxable value of $200,000 or below	Taxable value above $200,000 to $300,000	Taxable value above $300,000 to $400,000	Taxable value above $400,000 to $500,000	Taxable value above $500,000
AUDI	0 [0]	1 [0]	1 [9]	219 [61]	136 [6]
B.M.W.	0 [0]	0 [0]	7 [937]	3 798 [1 205]	1 302 [444]
BYD	31 [173]	3 944 [4 178]	1 103 [612]	0 [0]	0 [0]
DENZA	[0]	[0]	[0]	[685]	[0]
DFSK	0 [29]	79 [40]	0 [0]	0 [0]	0 [0]
DONGFENG	[60]	[0]	[0]	[0]	[0]
EVEASY	[0]	[1]	[0]	[0]	[0]
FIAT	0 [0]	1 [3]	11 [0]	0 [0]	0 [0]
GAC AION	[18]	[247]	0 [0]	0 [0]	0 [0]
HONDA	0 [0]	1 [136]	101 [1]	0 [0]	0 [0]
HYUNDAI	0 [176]	84 [27]	371 [222]	245 [23]	0 [0]
JAGUAR	0 [0]	0 [0]	0 [0]	0 [1]	2 [0]
JUNEYAO	[0]	[1]	[0]	[0]	[0]
KG MOBILITY	0 [0]	0 [25]	62 [71]	0 [0]	0 [0]
KIA	0 [0]	0 [0]	401 [154]	267 [29]	98 [10]
LEXUS	0 [0]	0 [0]	2 [39]	481 [86]	18 [0]
LOTUS	0 [0]	0 [0]	0 [0]	0 [0]	1 [10]
MAXUS	0 [0]	0 [0]	23 [900]	1 529 [599]	0 [0]
MERCEDES BENZ	0 [0]	0 [0]	145 [246]	2 565 [431]	1 331 [674]
MG	3 [157]	773 [546]	535 [51]	0 [127]	0 [0]
MINI	0 [0]	99 [379]	119 [155]	0 [47]	0 [0]
NETA	[17]	[72]	[0]	[0]	[0]
NISSAN	3 [3]	307 [96]	53 [62]	1 [0]	0 [0]
ORA	0 [165]	295 [97]	34 [24]	0 [0]	0 [0]
PEUGEOT	0 [0]	0 [56]	37 [3]	9 [7]	0 [0]

Make	Number of first registered e-PCs granted tax concessions under the "One-for-One Replacement" Scheme				
	Taxable value of $200,000 or below	**Taxable value above $200,000 to $300,000**	**Taxable value above $300,000 to $400,000**	**Taxable value above $400,000 to $500,000**	**Taxable value above $500,000**
POLESTAR	0 [0]	0 [2]	121 [60]	116 [25]	0 [0]
PORSCHE	0 [0]	0 [0]	0 [0]	0 [1]	486 [75]
SMART	0 [0]	62 [290]	458 [744]	0 [0]	0 [0]
SUBARU	0 [0]	0 [36]	55 [118]	0 [0]	0 [0]
TESLA	0 [0]	0 [5 540]	9 161 [1 608]	1 010 [18]	0 [0]
TOYOTA	0 [0]	0 [57]	288 [152]	1 [1]	0 [0]
VOLKSWAGEN	0 [0]	0 [21]	155 [204]	0 [0]	0 [0]
VOLVO	0 [0]	0 [30]	319 [148]	105 [3]	0 [0]
WULING	[12]	[0]	[0]	[0]	[0]
XPENG	[0]	[440]	[182]	[0]	[0]
ZEEKR	[0]	[431]	[0]	[572]	[0]
Total	**32 965 [25 403]**				

Note: Since 1 April 2024, e-PCs with taxable value of over $500,000 will no longer be entitled to the first registration tax concession.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1704)

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 the Mandatory Energy Efficiency Labelling Scheme (MEELS), will the Government inform this Committee of the following:

(1) the manpower and resources, time and overall costs involved in the review of the MEELS in the past 5 years;
(2) the reasons for not making direct reference to the energy efficiency standards adopted by the Mainland and the European Union for similar electrical appliances and products as the basis for energy labelling in Hong Kong, as suggested by some; and the reasons for developing different standards; and
(3) the approximate processing time required when a brand or a merchant introduces a new electrical appliance and applies for an energy label in general; and the manpower and cost required by the Government to process an application?

Asked by: Hon CHU Kwok-keung (LegCo internal reference no.: 15)

Reply:

(1) To encourage suppliers to provide more energy-efficient products to consumers, the Environment and Ecology Bureau (EEB) and the Electrical and Mechanical Services Department (EMSD) continuously expand the coverage of the Mandatory Energy Efficiency Labelling Scheme (MEELS) and enhance the energy efficiency grading standards for products under MEELS. Over the past 5 years, the EMSD has upgraded the energy efficiency grading standards for single package type room air conditioners, compact fluorescent lamps, dehumidifiers, refrigerating appliances, washing machines, and storage type electric water heaters. In 2023, the EMSD launched the fourth phase of MEELS, expanding the coverage from 8 types of products in the first 3 phases to 11 types by including light emitting diode (LED) lamps, gas cookers and gas instantaneous water heaters, resulting in a substantial increase in the total coverage of energy consumption of residential buildings from about 50% to about 80%. As at December

2024, it is estimated that about 1.08 billion kWh of electricity has been saved under MEELS annually, equivalent to the annual electricity consumption of around 330 000 three-person households.

Since the review of the MEELS is part of the overall work of the EEB, we do not maintain statistics on manpower, time, and cost expenditures.

(2) As the testing methods, requirements, and criteria of the energy efficiency standards of various economies may not be fully applicable for the prescribed products supplied in Hong Kong, it would not be appropriate to directly apply energy efficiency standards from other economies into Hong Kong. When formulating energy efficiency standards, the EMSD takes into account a host of factors, including energy efficiency standards for similar products in the Mainland and overseas markets, internationally recognised testing standards, potential energy-saving benefits, and the views of stakeholders, to ensure that the grading standards align closely with the latest technological development and market demand.

(3) Subject to the accuracy and completeness of product information and supporting documents from the supplier, the EMSD generally responds within 17 working days from the date of application submission. As the approval process for energy efficiency labelling applications is part of the overall work of the EMSD, we do not maintain statistics on manpower, time and cost expenditures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2710)

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:

Since 2012, with funding support from the Environment and Conservation Fund, the Management Agreement (MA) projects have been implemented in the fishponds of the Deep Bay area, requiring participating fishpond operators to conduct drain-down to provide suitable feeding opportunities for waterbirds. Regarding the effectiveness of the "Fishpond Conservation Scheme", will the Government inform this Committee of:

a. the number of participating fishpond operators, total fishpond area covered, and the costs involved in the MA projects in the past 3 years (from 2022-23 to 2024-25);
b. the impact of the MA projects on the overall fishpond production in the area; the average subsidy per hectare of participating fishponds, and whether the subsidy can offset the loss in production; the proportion of the total subsidies received by fishpond operators to the overall subsidy amount; and
c. how the Government evaluates the cost-effectiveness of the MA projects?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 4)

Reply:

a. In the past 3 years, there were 2 Nature Conservation Management Agreement (MA) projects conducted in the Ramsar Site and Deep Bay Wetland outside the Ramsar Site under the Countryside Conservation Funding Scheme. During the period, each project was funded for implementation of 2 phases from 2021 to 2023 and from 2023 to 2025 respectively. Details are set out as follows:

Project period	March 2021 to February 2023	March 2023 to February 2025
(1) Ramsar Site		
Number of fishpond operators engaged in the project	82	85
Area of fishponds engaged in the project (hectares)	268	274
Total approved budget ($)	9,706,158	10,685,870
Percentage of the total subsidies received by fishpond operators against the approved funding of the projects (%)*	38%	42%
(2) Deep Bay Wetland outside Ramsar Site		
Number of fishpond operators engaged in the project	107	89
Area of fishponds engaged in the project (hectares)	309	255
Total approved budget ($)	9,347,368	10,296,020
Percentage of the total subsidies received by fishpond operators against the approved funding of the projects (%)*	54%	53%

* Calculated based on the approved budget for the projects.

b. Fishpond operators in the Deep Bay can continue their fish farming operations after participating in the project. They are only required to maintain the water levels of their fishponds after drained-down for 7 days after harvesting the commercially valuable fish, so as to provide shallow water habitats for waterbirds to feed on the remaining trash fish of low economic value and invertebrates in the fishponds. Other measures beneficial to the feeding and roosting of waterbirds, such as complete drain-down and the profiling of fishponds, are also carried out after fish harvesting. According to the past experience of the project organisation in cooperating with fishpond operators, the impact of the measures on the fisheries production of fishponds was not significant as the relevant measures were carried out only after the fish had been harvested. As such, the Government does not keep information on the quantity of fish preyed on by birds in relevant fishponds and associated value.

Participation in the projects is voluntary. The management fee disbursed under the projects is intended to subsidise the cost of adjusting the water levels of fishponds, so as to encourage operators to conduct fishpond drain-down, thereby enhancing the ecological value of the fishponds. This enables fishpond operators to receive management fee on top of their usual fish harvesting, rather than to compensate for any loss in fisheries production. The projects have received positive support from fishpond operators. Those who participated in the above projects and conducted drain-down

received an average annual management fee of about $6,400 per hectare of fishpond in real terms. The management fee received by individual operators are determined by the area of the fishponds, the conservation measures undertaken and the frequency of implementation. The percentages of the total subsidies received by fishpond operators against the total approved funding of the projects are shown in the above table.

c. The Deep Bay area fishponds MA projects have successfully gained the support and participation of local fishpond operators since their commencement in 2012, integrating conservation measures into daily fish farming practices. As at August 2024, the cumulative number of bird species recorded under the MA projects had increased from the initial 61 to 260, demonstrating the effectiveness of the projects. The Government will continue to review the implementation and effectiveness of the relevant measures.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1156)

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:

In the 2024 Policy Address, it is stated that the Government will earmark around $750 million under the New Energy Transport Fund to subsidise the taxi trade and franchised bus companies to purchase electric vehicles, and the target is to replace 3 000 old taxis and procure 600 electric franchised buses. In this connection, please advise this Committee of the following:

1. the respective numbers of applications received under the initiative for electric taxis (e-taxis) and electric franchised buses; and
2. the respective numbers of e-taxis and electric franchised buses for which subsidies have been approved, and the respective amounts of subsidies involved.

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 27)

Reply:

(1) and (2)
On 10 December 2024, the Government promulgated the Green Transformation Roadmap of Public Buses and Taxis (https://www.eeb.gov.hk/sites/default/files/pdf/Bus_Taxi_Roadmap_eng.pdf), outlining the future direction and policy objectives aiming for the green transformation of buses and taxis in an orderly manner. We have introduced various supporting measures, including earmarking $135 million and about $470 million respectively under the New Energy Transport Fund to subsidise the purchase of 3 000 electric taxis (e-taxis) by the taxi trade and about 600 electric buses (e-buses) by the franchised bus operators. The Government issued invitations in December 2024 to eligible taxi owners and franchised bus operators to participate in the subsidy schemes.

Regarding the e-Taxi Subsidy Scheme, the Government received responses from about 1 900 eligible taxi owners in the first round of invitations, of whom around 1 700 accepted the subsidy quota. A second round of invitations will be issued in the second quarter of this

year. Eligible taxi owners are required to obtain a licence for the e-taxis to receive the subsidy. As at end-February 2025, the Government is still reviewing and processing subsidy reimbursement.

Regarding Electric Franchised Bus Subsidy Scheme, the Government received information from franchised bus operators in January 2025 on the preliminary number of e-buses to be subsidised. The Environment and Ecology Bureau and the Environmental Protection Department are working with the Transport and Logistics Bureau and the Transport Department to carry out a holistic review of all relevant factors, including the subsidy quotas of buses allocated to franchised bus operators, with a view to finalising the details of the subsidy agreement as soon as possible.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2926)

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 conversion of petrol filling stations (PFSs) into quick charging stations (QCSs) or petrol-cum-charging stations, will the Government inform this Committee of the following:

1) How many applications has the Government received so far for the conversion of PFSs into QCSs and for the existing PFSs to retrofit charging facilities in the stations? How many applications have been approved and what are the names of the approved stations? Please also provide the number of charging facilities involved, with a breakdown by District Council district.
2) Among the applicants and approved cases, please provide a list of companies that are affiliated with power companies or fuel supply operators (if any)?
3) Further to the above question, if no such list exists, how does the Government manage potential conflicts of interest of the applicants? Will applicants be required to disclose their interests at the time of application? If so, what are the details? If not, what are the reasons?

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 10)

Reply:

The installation of fast charging facilities at petrol filling stations (PFSs) is proceeding at full speed. The Government is offering incentives to existing PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of electric vehicle (EV) charging facilities in the PFSs. Nearly 100 preliminary proposals submitted by existing PFS operators have been reviewed and 85 of them have been invited to provide detailed design proposals. A large number of PFSs were invited to submit detailed design proposals and the PFS operators also need time to carry out the detailed design as well as liaising and co-ordinating with the power companies and various government departments to assess various aspects, including electricity supply, safety, technical and traffic-related issues. As these tasks are still ongoing and the process also involves the commercial operations of PFS operators, it is

not appropriate to disclose information on the relevant companies at this stage. As mentioned in the Green Transformation Roadmap of Public Buses and Taxis promulgated in December 2024, it is expected that about 100 fast chargers (FCs) could be provided through retrofitting existing PFSs in 2025, and about 80 additional FCs could be introduced in 2026 under this initiative. By then, a total of about 180 FCs will be provided at about 60 existing PFSs. The Government will have strict oversight to avoid conflicts of interest.

Regarding the conversion of PFSs into fast charging stations, the Government invited tenders for 2 vacant PFS sites in Kowloon East (No. 8 Kai Fuk Road, Kowloon Bay) and New Territories East (Shan Mei Street, Fo Tan) for conversion into fast charging stations in March 2024. The 2 lands were awarded to Sinopec (Hong Kong) Petroleum Holding Company Limited at the premium of $81.98 million and Sinopec (Hong Kong) Petrol Filling Station Company Limited at the premium of $20.883 million in June and July 2024 respectively. The entire tendering process was handled in accordance with the Government's established land sale mechanism, which is fair, open and competitive. Both companies were the highest bidders in the open tender processes. Other companies that participated in the biddings were also listed in the press releases (website: https://www.info.gov.hk/gia/general/202406/06/P2024060600489.htm?fontSize=1 and https://www.info.gov.hk/gia/general/202407/09/P2024070900588.htm?fontSize=1). The 2 projects will provide no fewer than 23 FCs (with a rated power output of 100 kilowatts or above) by the third quarter of 2026. The Government will continue to identify suitable PFS sites for conversion into fast charging stations in a timely manner subject to actual market demand.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2305)

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 in 2025-26 that the Government will monitor the implementation of the sustainability assessment (SA) system and implement education and publicity programmes. In this connection, will the Government inform the Committee of the following:

(a) Regarding the implementation of education and publicity programmes, what is the estimated budget and manpower to be allocated? Will different promotional programmes be devised based on school levels (e.g. kindergartens, primary schools, and secondary schools) to cater to the characteristics and needs of different educational stages?

(b) What has the implementation progress of the SA system been over the past 3 years?

(c) Regarding training on the SA system, what is the estimated expenditure? Will a specific timetable be formulated? How will the Government evaluate the effectiveness of the training?

Asked by: Hon KWOK Wai-keung (LegCo internal reference no.: 28)

Reply:

(a)

The Environment and Ecology Bureau (EEB) has been actively implementing various education and publicity programmes to raise public awareness of sustainable development (SD). In the 2024/25 school year, the Sustainable Development School Outreach Programme (Outreach Programme) featured the theme "Food Waste Reduction and Recycling", and a total of 231 schools (117 secondary schools and 114 primary schools) have enrolled for 174 drama performances, 143 seminars and 148 workshops and field trips, with an estimated participation of about 80 000 teachers and students.

In the 2025/26 school year, the EEB will continue to organise different types of seminars, workshops, field trips, interactive dramas and other activities on diverse topics through the

Outreach Programme and the Sustainable Development School Award Programme (Award Programme), so as to promote the concept and practice of SD among primary and secondary school students, and at the same time recognise the efforts of schools and students in promoting SD in the community.

Since the 2021/22 school year, the Outreach Programme has been extended to primary schools. We have, in view of the different educational stages of the students, made appropriate adjustments to the depth, duration and techniques of our activities including seminars, field trips and interactive dramas, so as to meet the different cognitive levels and needs of primary and secondary school students. Since SD is not an easily understood subject concept, kindergartens are not covered under the Outreach Programme at this stage.

The estimated expenditure of the above Programmes in 2025-26 is about $3.6 million, with the specific allocations subject to the actual needs of various programmes. The EEB will implement the above Programmes with the existing staff establishment.

(b) & (c)
For major initiatives or programmes which may bring about noticeable or persistent implications on the economic, environmental and social conditions of Hong Kong, the Government carries out sustainability assessments (SAs) and include the SA findings in the submissions to the Policy Committee and/or the Executive Council. The EEB oversees the implementation of the SA system and ensures that bureaux and departments have conducted the assessment when they make submissions to the Executive Council or the Policy Committee, and also supports them to facilitate the proper application of the sustainability evaluation tool.

The EEB organises SD workshops and sustainability evaluation tool training courses on a regular basis, with a view to raising awareness and understanding of SD concepts of government staff and enhancing their ability to apply sustainability evaluation tool. In recent years, induction training has also been provided for grades with more frequent exposure to sustainability evaluation tool, such as Administrative Officers, Town Planners, Environmental Protection Officers and Engineers. In the past 3 years, about 810 government staff have participated in the workshops and training courses. To ensure that the training outcomes will meet the intended objectives, we have been collecting feedback from the participants of the workshops and training courses on an on-going basis. Since the provision of 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 expenditure involved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1015)

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 Government has allocated $300 million under the general non-recurrent expenditure to launch the Fast Charger Incentive Scheme (the Scheme) in the middle of the year to encourage the industry to install 3 000 fast chargers (FCs). Will the Government inform this Committee of the following:

1. What are the details of the Scheme and the estimated number of applications?
2. Has the Government compiled statistics on the distribution of existing FCs in various districts across Hong Kong? If so, please provide the information in tabular form.
3. Given that the effectiveness of the Government's efforts in promoting the use of electric vehicles (EVs) still needs to be improved, will the Government draw on relevant experiences and introduce further measures and incentives to encourage applicants to install FCs in districts with insufficient charging facilities or in remote locations, so as to further popularise the use of EVs?

Asked by: Hon LAM Kin-fung, Jeffrey (LegCo internal reference no.: 26)

Reply:

1. The Chief Executive announced in the 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install fast chargers (FCs) (with rated output power of 100 kilowatts (kW) or above). The target is to install a total of 3 000 additional FCs by 2030 to support about 160 000 electric vehicles (EVs) and further expand the charging infrastructure to meet the charging demand.

   The Government consulted the Panel on Environmental Affairs of the Legislative Council on 20 January this year regarding the Fast Charger Incentive Scheme (the Scheme), and has further refined the Scheme in response to Members' views. Under the Scheme, each newly installed FC is eligible for a subsidy of $100,000, with the

amount of subsidy capped at $20 million per applicant (i.e. a maximum of 200 FCs). The applicants shall arrange land, electricity supply on their own and bear the relevant costs. The installation locations shall be parking/charging spaces (such as shopping malls and commercial or industrial buildings) open for public use for at least 14 hours daily. Applicants may apply for multiple locations in each application for a total of at least 5 FCs.

The subsidised organisations are required to submit a compliance report certified by a registered professional engineer upon the installation of the FCs. The subsidised FCs shall commence operation within 12 months upon receipt of an acknowledgement notice from the Government and maintain service for at least 30 months. The subsidised FCs shall offer electronic payment option(s) and adopt energy-based charging. Moreover, the subsidised organisations shall provide real-time information on charging fees and availability, and purchase insurance on public liability and FCs. The Government will disburse 50% of the subsidy after verifying that the subsidised organisations have fulfilled all the requirements, and the remaining 50% after the FCs have been in operation for 15 months. We are finalising the implementation details of the Scheme, which is expected to be launched and start accepting applications in mid-2025. All the FCs are expected to be progressively put into service from 2026 to end-2028.

2. As at end-December 2024, there were a total of 10 401 public EV chargers provided by the Government and private sectors in Hong Kong, among which 1 744 were quick chargers (QCs) (with rated output power above 20 kW and below 100 kW) and 9 were FCs (with rated output power of 100 kW or above), and their distribution by districts is as follows:

District	Number of QCs	Number of FCs	Sub-total
Central and Western	100	0	100
Eastern	85	0	85
Southern	58	0	58
Wan Chai	86	1	87
Kowloon City	77	0	77
Kwun Tong	207	0	207
Sham Shui Po	66	0	66
Wong Tai Sin	58	2	60
Yau Tsim Mong	185	2	187
Kwai Tsing	64	0	64
Tsuen Wan	85	4	89
Sai Kung	146	0	146
North	44	0	44
Tai Po	33	0	33
Sha Tin	229	0	229
Yuen Long	94	0	94
Tuen Mun	75	0	75
Islands	52	0	52
Total	**1 744**	**9**	**1 753**

3. Currently, about 70% of newly registered private cars in Hong Kong are EVs, and the growth rate is among the highest in the world. The Government is striving to continuously promote the development of EVs and charging facilities. On one hand, we are pleased to see the active participation from the private market, while on the other hand, we are implementing measures such as the abovementioned Scheme to accelerate the trade's investment in the charging business to give full play to market forces. This can facilitate applicants to identify suitable locations for charger installations (for instance, areas where charging facilities remain relatively insufficient) having holistically taken into account factors such as supply and demand in the charging market, technological feasibility, and commercial operation. This will gradually lead to the formation of an efficient, rational, and user-oriented fast charging network, thereby further facilitating the popularisation of EVs in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0428)

Head: (137) Government Secretariat : Environment and Ecology Bureau (Environment Branch)

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

Programme: Not specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

In the past 3 years, did the Environment and Ecology Bureau engage external lawyers for consultancy services in accordance with the Stores and Procurement Regulations of the Government without first seeking assistance from the Department of Justice? If so, what were the nature of such services and the expenditures incurred?

Asked by: Hon LAM San-keung (LegCo internal reference no.: 7)

Reply:

The Environment and Ecology Bureau (Environment Branch) did not engage external lawyers for consultancy services in the past 3 years (2022-2024).

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2402)

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:

There are more than 100 000 electric vehicles (EVs) in Hong Kong, about 8 times of that 5 years ago. In paragraph 179 of the Budget Speech, it is stated that $300 million will be allocated for the installation of 3 000 fast chargers (FCs) by 2030. In this connection, will the Government inform the Committee of the following:

1. As at the end of 2024, how many public chargers are there across the territory? What are the respective numbers of standard, medium, and fast chargers?
2. Will the Government subsidise the installation costs of the FCs through a fee-charging model? If so, what are the detailed charging schemes?
3. What will be the distribution of the proposed 3 000 FCs across the territory? Some proposed public car parks, such as the Public Vehicle Park in Area 66, Tseung Kwan O, do not include FCs in their plans. Will the Government consider providing FCs as a standard feature in future public car parks and require developers to reserve a certain percentage of space (e.g., at least 20%) in new development projects for EV charging facilities?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 31)

Reply:

1. As at end-December 2024, there were a total of 10 401 public chargers provided by the Government and private sectors across Hong Kong. Among them, 2 145 were standard chargers (using household-style 13A socket, with a rated output power of 2.8 kilowatts (kW), 6 503 were medium chargers (with a rated output power of above 2.8 kW and below 20 kW), 1 744 were quick chargers (QCs) (with a rated output power of above 20 kW and below 100 kW) and 9 were fast chargers (FCs) (with a rated output power of 100 kW or above).

2. Starting from end-December 2023, the Government had been progressively marketised the charging services of electric vehicles (EVs) in government car parks. Under the principle of marketisation, the EV charging fees are to be determined by the awarded operators, taking into account the prevailing market rates of EV medium charging services in the same district. The Environmental Protection Department's marketisation of the EV charging services was completed in June 2024, covering 74 government car parks with about 1 600 chargers. Other relevant government departments are also progressively arranging for the marketisation of their EV charging services. For example, as at January 2025, about 320 chargers at hourly parking spaces in 32 car parks managed by the Housing Authority have already implemented arrangements for fee-paying EV charging services.

As regards encouraging the private sector to install charging facilities, we plan to launch the Fast Charger Incentive Scheme (the Scheme) in the middle of the year, under which each newly installed FC is eligible for a subsidy of $100,000, and the amount of subsidy will be capped at $20 million per applicant (i.e. a maximum of 200 FCs). The applicants shall arrange land, electricity supply and bear the relevant costs. The subsidised FCs shall offer electronic payment option(s) and adopt energy-based charging. Moreover, the subsidised organisations shall provide real-time information on charging fees and availability.

3. The installation locations shall be parking/charging spaces (such as shopping malls and commercial or industrial buildings) open for public use for at least 14 hours daily, without any geographical restriction. It is believed that applicants will holistically take into account factors such as supply and demand in the charging market, technological feasibility, and commercial operation when identifying suitable locations for charger installations (for instance, areas where charging facilities remain relatively insufficient). This will gradually lead to the formation of an efficient, rational, and user-oriented fast charging network, thereby further facilitating the popularisation of EVs in Hong Kong.

At present, the Joint Circular on Green Government Buildings (Joint Circular) stipulates that in the tender documents issued on or after 1 April 2023, at least 2 quick chargers shall be installed in new government car parks with not less than 100 parking spaces for quick recharging of EVs. To promote the expansion of public charging facilities and their coverage, the Government is studying the further enhancement of the relevant requirements on FCs in the Joint Circular, including the extension to cover public car parks constructed by the Government, the proportion of FCs, charging speed, etc., and the review is expected to be completed within 2025-26. In addition, the Government has completed the revision of the Hong Kong Planning Standards and Guidelines on EV charging facilities in January 2024 to encourage the installation of EV chargers for all parking spaces for private cars, motorcycles and light goods vehicles in new developments, and to reserve sufficient space for the installation of EV chargers.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2404)

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:

Paragraph 180 of the Budget Speech stated that the Government has planned to earmark $470 million under the New Energy Transport Fund to subsidise franchised bus operators in purchasing about 600 electric buses (e-buses). Also, $135 million have been earmarked to subsidise the taxi trade in purchasing 3 000 electric taxis. In this connection, will the Government inform the Committee of the following:

Please provide a breakdown of the allocation of e-buses by bus company (e.g. Kowloon Motor Bus, Citybus, and New World First Bus) and specify which routes will be given priority for the deployment of these e-buses (e.g. busy urban routes or remote New Territories routes). How will the Government ensure that the battery range of e-buses can meet the demands of long-haul routes?

Charging facilities are crucial to the operation of e-buses, but currently the coverage of chargers at bus termini is insufficient. Please provide the proportion of bus termini equipped with charging facilities across Hong Kong as at 2024 and state how many additional chargers are planned to be installed in the next 3 years.

How does the Government plan to address technical challenges arising from land constraints, such as limited space at urban bus termini?

What is the current situation of applications for the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles?

Asked by: Hon LAM So-wai (LegCo internal reference no.: 33)

Reply:

The Government has been maintaining close liaison with franchised bus operators to promote the popularisation of electric buses (e-buses). The Government has earlier invited

franchised bus operators to submit proposals for purchasing e-buses under the funding support of the New Energy Transport Fund (NET Fund), and is now reviewing the submitted proposals. Upon reviewing the relevant proposals, the Government will discuss and finalise the implementation details with franchised bus operators as soon as possible. In fact, the relevant technology has matured in recent years, and franchised bus operators have already been deploying e-buses on a number of routes, covering both short-haul and long-haul routes. The franchised bus operators will continue to deploy the newly procured e-buses on suitable routes in the future having regard to their actual operational needs.

The primary charging arrangement for electric franchised buses involves the installation of charging facilities at their depots or other parking locations for overnight charging. For buses with high utilisation, quick charging facilities can be set up at their termini, bus stops or public transport interchanges to provide top-up charging during daily operations.

Franchised bus operators will, at their own expenses, arrange all necessary infrastructure for the operation of e-buses, including but not limited to charging facilities and maintenance staff. According to the information provided by the franchised bus operators, as at end-December 2024, a total of 58 chargers for e-buses have been installed in Hong Kong, of which 12 are installed at 5 bus termini or public transport interchanges, and there are plans to install a total of about 360 additional chargers in the next 3 years. The Government has always welcomed project proponents to install EV chargers at suitable locations. We have not received any enquiry from the franchised bus companies about land constraints. The Government will continue to liaise closely with the relevant franchised bus companies to promote the development of new energy buses.

In December 2024, the Government introduced the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles under the NET Fund. Since its launch over 2 months ago, the NET Fund Secretariat has received several enquiries regarding potential applications. No formal applications have been received so far.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2548)

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 facilitating the private sector in installing solar energy generation systems in open car parks, will the Government inform the Committee of the following:

(1) Over the past 3 years, how many private entities have applied for installing solar energy generation systems in open car parks, and what proportion do they represent among all applicants? What was the amount of electricity generated by these installations?
(2) Over the past 3 years, how many solar panels have been disposed of, and what were the respective quantities and percentage shares of recycled panels? What measures have been in place to promote the recycling and management of solar panels?
(3) In the next 3 years, what specific measures will be introduced to further encourage and support both public and private organisations in expanding the use of renewable energy?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 2)

Reply:

1. The Environment and Ecology Bureau (EEB) and the Development Bureau introduced in April 2022 a set of measures to facilitate the installation of solar energy generation systems in open car parks by the private sector. Upon meeting the specified requirements and obtaining the policy support of the EEB, the private sector may install solar energy generation systems (including the supporting structure(s)) not exceeding 3 metres in height in car parking spaces of larger-scale open car parks located at on-grade or on the main roof of non-domestic premises and benefit from the Buildings Department's fast-track mechanism as well as gross floor area concessions and the relaxation of building height restrictions.

   Since the implementation of the facilitation measures, the EEB has received a total of 7 proposals from the private sector, of which 3 projects located at the Hong Kong Disneyland Resort, the Chinese University of Hong Kong and the Hong Kong Financial

Data Center in Tseung Kwan O have already been completed in early 2025. It is estimated that all the projects supported by the initiative can generate about 850 000 kilowatt-hours (kWh) of electricity annually upon completion.

2. Solar panels, excluding moving parts, can normally be used for more than 25 years. Solar panels are not e-waste or chemical waste, and are therefore currently disposed of at landfills in the same way as ordinary municipal solid waste. Although there is no imminent need to handle or recycle large quantities of solar panels in Hong Kong at present, and no relevant statistics are collected, the Government will keep in view the trends and modes on handling waste solar panels in the Mainland and overseas, as well as the local usage of solar panels, so as to formulate a suitable solution for Hong Kong in a timely manner.

3. The Government has been leading by example in optimising the conditions of premises favourable for developing renewable energy (RE), including raising the requirements for applying RE technologies in new government buildings and developing large-scale solar energy generation and waste-to-energy projects, etc. at suitable locations. For instance, the Environmental Protection Department (EPD) has commenced the operation of T·PARK (Sludge Treatment Facility), O·PARK1 (Organic Resources Recovery Centre Phase 1) and O·PARK2 (Organic Resources Recovery Centre Phase 2), and is constructing I·PARK1 (Integrated Waste Management Facilities Phase 1). The EPD also commissioned a 150-kilowatt solar energy generation system at Jordan Valley Landfill in February 2023, which is the first of its kind on a restored landfill in Hong Kong.

Moreover, the Government has earmarked a total of $3 billion to install small-scale RE systems at government buildings and infrastructure since 2017-18. As at December 2024, about $2.2 billion have been approved for about 260 small-scale RE projects, including the installation of solar energy generation systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs, pedestrian links, etc. as well as the installation of waste-to-energy and hydropower systems at multiple sewage treatment plants. Upon full commission, these projects will generate a total of about 26 million kWh of electricity annually. The Government is also 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 Government has introduced other supporting measures, including suitably relaxing the requirements for the installation of solar energy generation systems on the rooftops of New Territories Exempted Houses (i.e. village houses), establishing appropriate non-combustibility requirement and standard for building-integrated photovoltaics systems, and revamping the "HK RE Net" and setting up an enquiry hotline, etc. We will continue our co-operation with the EMSD to regularly organise activities such as seminars and briefings, etc. to introduce to relevant stakeholders the installation of RE facilities and the Feed-in Tariff Scheme, so as to encourage different sectors to make optimal use of their premises for the development of RE.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2549)

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:

Regarding the Countryside Conservation Funding Scheme (CCFS), please provide the following information:

(1) the projects applied under the CCFS, the utilisation of funds, the expected effectiveness of approved projects, and the tourism benefits generated under the CCFS in the past 3 years; and

(2) details of the measures of the CCFS and the projects to be carried out in the coming year, including the plans and the estimated expenditure; and the medium- and long-term strategic plans for improving the rural environment.

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 4)

Reply:

(1) The Countryside Conservation Funding Scheme (CCFS) provides financial support to local non-profit-making organisations in organising diverse and innovative conservation projects in remote countryside areas, including the conservation of natural ecology, revitalisation of village architectural environment and conservation of cultural resources and historical heritage, etc. A total of 26 projects have been approved under the CCFS in the past 3 years, involving a total grant of about $169 million.

The themes and objectives of the approved projects under the CCFS are broad, including preservation of freshwater wetlands, conservation of fishponds, establishment of ecological conservation zones, rehabilitation of agricultural land in rural villages, formulation of ecological and cultural tour reference guide, rehabilitation of farm houses with distinguishable architectural features, promotion of village cultural assets, and transformation of abandoned terraced fields into camping sites, etc. In addition to preserving the natural ecology and cultural heritage of the countryside and revitalising village architectural environment, these projects also offer a variety of guided tours and eco-tours, providing both public members and tourists with in-depth tour experiences of

green ecology and traditional culture which are unique to Hong Kong's countryside. Since the launch of the CCFS, the cumulative number of activities organised under the funded projects has exceeded 2 600, with over 660 000 participants.

Building on the achievements of these funded projects, the Countryside Conservation Office (CCO) organised the Countryside Harvest Festival: Kuk Po "Sound-Sight-Taste Fusion" Tour in Kuk Po of Sha Tau Kok from January to February 2025. The event aimed to showcase the achievements of countryside revitalisation projects, promote a new in-depth eco-tour experience, enhance public awareness of nature conservation, and foster urban-rural symbiosis. It attracted over 12 000 participants, benefiting local restaurants and stalls selling produce and crafts.

(2) In the coming year, the CCO will continue to promote diverse and innovative conservation and revitalisation projects through the CCFS, with an estimated budget of $50 million. The CCO will also continue to review past experiences, knowledge, and achievements to further enhance conservation efforts in the countryside.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2552)

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 mentioned that it will continue to support the Environmental Protection Department in the trial and application of electric buses (e-buses), as well as exploring other new energy buses. In this connection, will the Government inform this Committee of the following:

(1) What were the Government's expenditures on the research of new energy buses in the past 3 years? What is the current budget for the trial?
(2) What is the progress on exploring other new energy buses? Has a timeline been set for the trial and have the technical options been confirmed? If so, what are the details?
(3) What were the number and effectiveness of e-buses trialled in the past? Do their operating cost offer a significant advantage over diesel buses? Please provide a tabulated comparison of the cost data between e-buses and diesel buses.
(4) Please provide specific performance data of the e-buses trial in the past 3 years (e.g. vehicle breakdowns, charging efficiency, and maintenance cost). How will the funding allocation for the coming year address and improve the existing issues?

Asked by: Hon LAU Kwok-fan (LegCo internal reference no.: 31)

Reply:

(1) and (2)

Trial of new energy buses in recent years mainly involve electric buses (e-buses) and hydrogen fuel cell (HFC) double-deck buses.

Regarding e-buses, the Government has launched 2 trial schemes. Firstly, the New Energy Transport Fund (NET Fund) has subsidised a total of 10 e-bus trial projects involving 19 non-franchised single-deck e-buses in the past 3 years, with a total subsidy of about $42 million. The subsidy recipients are required to enter into a subsidy agreement with the Government and procure the e-buses through tendering. So far, 2

e-buses have been delivered, one of which has completed the 12-month trial and the other is preparing to commence the trial. The remaining 17 non-franchised single-deck e-buses are still under procurement or awaiting delivery. We will urge the subsidy recipients to commence the trial as soon as possible so as to collect more operational data for the trade's reference.

In addition, to assess whether the mode of daytime charging can cope with the high operation frequency of bus service in Hong Kong, the Government has been, since 2015, working with franchised bus companies to install new charging facilities at suitable bus termini and depots for single-deck e-buses to conduct top-up charging during their daytime operation. The total amount of subsidy for the relevant co-operation programme in the past 3 years was about $14.2 million, which was mainly used for the procurement of 2 franchised single-deck e-buses and installation of charging facilities.

The Government set up the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) in 2022 to promote the local adoption of hydrogen energy through trial projects. The Working Group has reviewed and agreed in principle on 18 applications for trial, including the first HFC double-deck bus trial project launched in November 2023 by the Citybus Limited. The trial project is self-financed and does not involve any government subsidy from the NET Fund. The Working Group will collect operational data and experience from Citybus Limited's first HFC double-deck bus trial project to assess the performance of HFC heavy vehicles.

(3) and (4)

As mentioned above, the Government has launched 2 e-bus trial schemes, and one of them is funded by the NET Fund. Over the past 3 years, a total of 3 non-franchised single-deck e-buses subsidised under the NET Fund have completed the 12-month trial. All of them support fast charging and can meet the daily operational need with an average charging time of 4 hours per day. Preliminary trial data shows that, apart from routine maintenance, only 1 single-deck e-bus required impromptu repair due to rupture of air bag. On average, the operating cost of the 3 single-deck e-buses is about 78% lower than that of diesel single-deck buses.

Under the aforementioned co-operation programme which has been implemented since 2015, apart from 4 supercapacitor buses that have been early retired due to maintenance problems and have not completed the trial, 28 of the remaining 32 franchised single-deck e-buses had completed their trial in or before early 2022, and the other 4 were under trial in the past 3 years. They support a charging speed of 80 kilowatts and can travel about 60 kilometres on average per hour of charging. According to information provided by the franchised bus operators, there were only 2 incidents during the trial period, both involving door malfunctions that required passengers to alight. The trial of these 4 franchised single-deck e-buses are still ongoing. Based on the data collected, their average energy cost of single-deck e-buses under trial is about 89% lower than that of diesel single-deck buses (in terms of retail price).

The above figures on operational comparison are calculated based on electricity tariffs of the power companies and pump prices of auto-fuels. The actual operation of e-buses pertain to a number of factors, including the selling price of e-buses as well as the daily maintenance cost etc.

As the technology of e-buses has matured in recent years to meet daily operational need, the Government promulgated the Green Transformation Roadmap of Public Buses and Taxis in December 2024. Major initiatives include subsidising franchised bus operators to purchase about 600 e-buses to achieve the target of introducing about 700 e-buses by end-2027 as set out in the 2023 Policy Address.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2458)

Head: (137) Government Secretariat : Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (700) General non-recurrent

Programme: Not specified

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Government has been promoting the transition to green transport in Hong Kong and has set out in various policy papers the target of achieving zero vehicular emissions by 2050. In this connection, please advise this Committee of the following:

1) There are views that many public transport operators and industry stakeholders have refrained from switching to electric vehicles (EVs) due to concerns over the insufficient charging facilities. Apart from directly subsidising the trade to replace their vehicles with electric ones, has the Government considered other schemes to encourage the transition?
2) As at 2024, among the buses, taxis, and light buses currently in operation, how many are EVs, hybrid vehicles, and conventional fuel-propelled vehicles? What are their respective proportions within each public transport tool?
3) Further to the above question, has the Government set any staged targets and quantifiable indicators for different types of public transport (e.g. having 10% of public transport be new energy vehicles by 2030)?

Asked by: Hon LEE Hoey Simon (LegCo internal reference no.: 22)

Reply:

1) The Government is adopting a multi-pronged approach to encourage the trade to expand the network of charging facilities for electric vehicles (EVs), including the launch of a $300 million incentive scheme in mid-2025 to encourage the private sector to install fast chargers (FCs) (with a rated output power of 100 kilowatts or above). The target is to install a total of 3 000 FCs by 2030 to support additionally about 160 000 EVs to meet the charging demand. Moreover, the Government is offering incentives to petrol filling station (PFS) operators, including granting lease renewals of PFSs, to facilitate the retrofitting of EV chargers in the PFSs, and awarded projects to convert 2 vacant PFS sites in Kowloon East and New Territories East into fast charging stations to PFS

operators in June and July 2024 respectively. The Government is striving to continuously promote the development of EVs and charging facilities to achieve the target of attaining zero vehicular emissions before 2050.

2) The numbers of licensed buses, taxis and light buses and their respective numbers by fuel type (including the proportion among their vehicle classes) at the end of 2024 are tabulated below:

Vehicle class	**Fuel type (Note 1) (percentage in the total number of that vehicle class)**					
	Petrol	**Diesel**	**Electric (Note 2)**	**Liquefied petroleum gas**	**Hydrogen**	**Total**
Buses	0 (0%)	13 177 (99.2%)	111 (0.8%)	0 (0%)	1 (<0.1%)	13 289 (100%)
Taxis	15 (0.1%)	0 (0%)	139 (0.8%)	17 619 (99.1%)	0 (0%)	17 773 (100%)
Light buses	0 (0%)	3 109 (41.8%)	7 (0.1%)	4 315 (58.1%)	0 (0%)	7 431 (100%)

Note 1: Figures of hybrid vehicles have been incorporated into the table above in accordance with their respective fuel type.

Note 2: Pure EVs.

3) The Government promulgated the Green Transformation Roadmap of Public Buses and Taxis last year to provide financial support to the trade to purchase electric buses and electric taxis, with a view to introducing about 700 electric buses and about 3 000 electric taxis by the end of 2027.

The Government is actively engaging the transport trade and will carry out a holistic review taking account of factors including EV technologies, market development, and government fiscal conditions in formulating a roadmap for promoting electric public transport and commercial vehicles in a pragmatic manner. The above roadmap will be published within 2025, outlining details of the future direction of green transformation for the relevant transport tools.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0797)

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 encouraging the industry to conduct trials on a variety of new energy commercial transport through its New Energy Transport Fund (NET Fund), would the Government inform this Committee of the following:

1. the number of applications received under the "Applications for Trial" (AT) of the NET Fund; the number of applications approved; the amount of subsidy involved; and the reasons for rejection of the applications in each of the past 3 years;
2. among the AT applications approved, the respective numbers of applications approved under the categories of "new energy transport products" and "retrofitting conventional transport tools" in each of the past 3 years;
3. the number of AT applications approved in each of the past 3 years, broken down by the types of transport tools; and among such applications, the number of products which have been successfully applied to the local market after trials;
4. the respective numbers of electric taxis (e-taxis), wheelchair-accessible e-taxis and electric franchised buses which have been granted subsidies under the "Applications for Use" of the NET Fund so far, as well as the expenditures involved;
5. the expenditure involved in the trial of hydrogen fuel cell buses funded by the Government through the NET Fund in 2023; and the outcome of the trial so far; and
6. the number of applications received so far under the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles launched by the Government at the end of last year?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 10)

Reply:

1-3. The Government promotes the trial of various new energy transport technologies through the New Energy Transport Fund (NET Fund). The number of applications received, approved and amounts of subsidy involved in the "Applications for Trial" (AT) under the NET Fund in the past 3 years are set out in the table below. All

approved applications were under the category of "new energy transport products". There were no approved applications under the category of "retrofitting of conventional transport tools".

Year	2022-23	2023-24	2024-25
Applications deliberated by the Steering Committee	70	36	41
Approved applications	69	35	6
Rejected applications	1	1	35
Valid applications(1)	47	26	4
Electric light goods vehicles	28	3	2
Single-deck electric buses	4	6	-
Electric light buses	2	-	-
Electric taxis	10	17	-
Electric medium goods vehicles	1	-	1
Electric heavy goods vehicles	1	-	-
Electric special purpose vehicles	-	-	1
Electric kaitos	1	-	-
Amounts of subsidy ($ million)	52.34	28.75	1.85

(1) The figures exclude applications (as well as the related amounts of subsidy) withdrawn by applicants after approval due to business reasons.

In 2022-23 and 2023-24, 2 applications were rejected on the respective grounds that the plug-in hybrid electric vehicles under application still generate air pollutants and carbon emissions, and that the applicant did not meet the NET Fund's eligibility criteria.

In view of the rapid development of new energy transport technologies and that the technology of electric vehicles and batteries is becoming more mature, the Government has, since April 2024, enhanced the subsidy framework of AT under the NET Fund, and introduced a merit-based approach to the technical assessment in vetting applications, so as to utilise the NET Fund more effectively to promote the green transformation of the entire transport trade. Under this merit-based approach, only 6 applications were approved in 2024-25, while 35 applications did not meet the requirements and were rejected by the Steering Committee. As of now, all subsidised applicants who have completed their trials of the approved trials in the past 3 years have indicated their willingness to continue using new energy vehicles and committed to promoting the adoption of new energy transport technologies among local trade.

Given that the technical feasibility of electric commercial vehicles has been validated through the AT, the NET Fund's focus has gradually shifted from trials to large-scale local adoption. To this end, the Government has earmarked $135 million and about $470 million respectively under the NET Fund to subsidise the purchase of 3 000 electric taxis by the taxi trade and about 600 electric buses by the franchised bus operators.

4. The Government issued invitations in December 2024 to eligible taxi owners and franchised bus operators to participate in the "Applications for Use" (AU) subsidy

schemes. Eligible taxi owners and franchised bus operators are required to obtain a licence or register for the relevant vehicles to receive the subsidy. As at end-February 2025, the Government is still reviewing and processing subsidy reimbursement. In addition, the Government has earmarked $50 million under the NET Fund to subsidise the taxi trade to purchase wheelchair accessible e-taxis. When there are wheelchair accessible e-taxi models in the market, the Government will formulate the subsidy framework and invite applications in due course.

5-6. At present, the relevant technology and market of hydrogen fuel cell (HFC) vehicles are still in the early development stage, and the feasibility and competitiveness of hydrogen fuelled vehicles vis-à-vis other new energy vehicles have yet to be ascertained. In December 2024, the Government introduced the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles under the NET Fund to assess the operational performance of HFC heavy vehicles in Hong Kong's local environment. Since its launch over 2 months ago, the NET Fund Secretariat has received several enquiries regarding potential applications. No formal applications have been received so far.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2089)

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:

Hong Kong is densely populated, and residents living near major roads and expressways are often disturbed at night by illegal road racing or vehicles deliberately generating excessive noise, severely affecting residents' rest. Traditionally, Hong Kong has relied on police operations to combat illegal road racing, or the construction of noise barriers to reduce noise impact. However, the effectiveness of noise barriers remains questionable. In other countries and regions, law enforcement agencies have leveraged technology to take enforcement actions by installing acoustic cameras on certain road sections. These cameras capture and record evidence of vehicles exceeding noise limits, allowing authorities to issue summonses upon investigations, with a view to combating vehicle noise. In this regard, will the Government inform this Committee of the following:

(1) How many complaints related to illegal road racing or noise nuisance from vehicles were received by the Police, Environmental Protection Department and Transport Department in the past 3 years? How many enforcement actions have been taken, and how many prosecutions have been initiated? (Please provide a breakdown by department and complaint type)
(2) Taking Heng Fa Chuen in Chai Wan as an example, residents have endured years of noise nuisance from the Island Eastern Corridor. The Government has previously proposed constructing noise barriers to mitigate the issue, yet no progress has been made over the years. What are the reasons for the delay, and what is the current status of the project?
(3) Will the Government consider following the practices of other countries and governments by trialling and setting up acoustic cameras on roadsides so that drivers will reduce the noise levels while driving? Will the relevant departments review existing policies or legislation to prevent such nuisance from continuing to affect residents?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 5)

Reply:

Illegal road racing and illegal modification of vehicles are offences under the current Road Traffic Ordinance and its subsidiary regulations. The most effective way to tackle the nuisance caused by illegal road racing and illegal modification of vehicles is to take rigorous enforcement actions against such illegal acts. The noise barrier retrofitting programme implemented by the Government serves to mitigate the impact of general road traffic noise impact from existing roads to neighbouring residents, rather than dealing with the noise impact caused by individual illegal acts.

(1) According to the Hong Kong Police Force (HKPF), the Environmental Protection Department (EPD) and the Transport Department (TD), tabulated below are numbers of relevant complaints and enforcement actions related to illegal road racing and illegal modification of vehicles, etc. in the past 3 years:

	2022	2023	2024
Number of complaints received by the EPD on illegal road racing/vehicle noise	3/139	5/125	2/118
Number of complaints received by the TD on illegal road racing/vehicle noise	1/32	2/42	1/22
Number of defective vehicle reports received by Vehicle Inspection Office of the TD	About 4 300	About 3 800	About 3 000
Number of enforcement actions on speeding by the HKPF	265 283	253 571	194 968
Number of persons arrested by the HKPF for illegal road racing or speed trials	11	6	18

Note

(1): The HKPF does not keep information on vehicle noise complaints

(2): Speeding, illegal road racing and illegal modification of vehicles are controlled under the Road Traffic Ordinance (Cap. 374) and the Road Traffic (Construction and Maintenance of Vehicles) Regulations (Cap. 374A), and are enforced by the HKPF and the TD.

(3): The above figures on vehicle noise complaints are provided by the EPD, including those involved in speeding and illegal modification of vehicles and caused by road traffic.

(2) The retrofitting of noise barrier project at Island Eastern Corridor near Heng Fa Chuen was gazetted on 22 December 2023 under the Roads (Works, Use and Compensation) Ordinance (Cap. 370), and the notice on authorisation was gazetted on 8 November 2024.

The retrofitting of noise barriers on existing roads is carried out in accordance with the procedures of the Public Works Programme. Its funding arrangement is also determined by holistically taking into account the prevailing social conditions and the

priority amongst other concurrent public works projects. Subject to the allocation of government resources, the Government will implement the works as soon as possible in a timely and orderly manner.

(3) In accordance with the Road Traffic Ordinance (Cap. 374), all motor vehicles first registered in Hong Kong must conform to the noise emission standards prescribed under the Noise Control (Motor Vehicles) Regulations (Cap. 400I). In addition, under the Road Traffic (Construction and Maintenance of Vehicles) Regulations, motor vehicles are required to be fitted with silencers which shall be maintained in good and efficient working order, and shall not have been altered or replaced in such a way that the noise is made greater by the alteration or replacement. The EPD has all along been keeping abreast of the development of relevant technologies in monitoring excessive noise emitted from modified vehicles. For instance, in recent years, the EPD has applied artificial intelligence in analysing sounds and images, and also developed technologies to automatically identify illegally modified vehicles that emit excessive noise. The new technologies have been introduced to the HKPF and the TD while on-site demonstrations were also conducted.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3045)

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:

What are the respective numbers of electric vehicles (EVs) in Hong Kong in the past 3 years? Please set out the number of public places with EV charging facilities over the territory, including housing estates, shopping malls, etc.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 3)

Reply:

The respective numbers of electric vehicles (EVs) in Hong Kong in the past 3 years are as follows:

Year	Number of EVs
2022	47 468
2023	76 395
2024	110 041

As at end-December 2024, there were a total of 10 401 public chargers provided by the Government and private sectors across Hong Kong. Among them, 2 145 were standard chargers (using household-style 13A socket, with a rated output power of 2.8 kilowatts (kW), 6 503 were medium chargers (with a rated output power of above 2.8 kW and below 20 kW), 1 744 were quick chargers (with a rated output power of above 20 kW and below 100 kW) and 9 were fast chargers (with a rated output power of 100 kW or above). Their respective numbers in the 18 districts are set out in the table below:

District	Number of chargers				
	Standard	**Medium**	**Quick**	**Fast**	**Subtotal**
Central & Western	9	373	100	0	482
Eastern	14	430	85	0	529
Southern	6	468	58	0	532
Wan Chai	55	445	86	1	587
Kowloon City	100	387	77	0	564
Kwun Tong	558	780	207	0	1 545
Sham Shui Po	29	200	66	0	295
Wong Tai Sin	15	286	58	2	361
Yau Tsim Mong	50	216	185	2	453
Kwai Tsing	58	251	64	0	373
Tsuen Wan	16	267	85	4	372
Sai Kung	152	258	146	0	556
North	170	282	44	0	496
Tai Po	30	214	33	0	277
Sha Tin	746	720	229	0	1 695
Yuen Long	25	421	94	0	540
Tuen Mun	12	192	75	0	279
Islands	100	313	52	0	465
Total	**2 145**	**6 503**	**1 744**	**9**	**10 401**

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1948)

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 Bureau has indicated that it will oversee the retrofitting of electric charging facilities in petrol filling stations (PFSs) with a view to facilitating the transition to green transport. How many PFSs were retrofitted with electric charging facilities in 2024-25, and what is the specific budget to be allocated for 2025-26? What is the target for promoting the retrofitting of electric charging facilities? How many new charging spaces are expected to be provided and what is the plan for their distribution in different districts?

Asked by: Hon LI Sai-wing, Stanley (LegCo internal reference no.: 34)

Reply:

The installation of fast charging facilities at petrol filling stations (PFSs) is proceeding at full speed. The Government is offering incentives to PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of electric vehicle (EV) chargers in the usable space the PFSs, so as to make effective use of PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 fast chargers (with a rated power output of no less than 100 kilowatts) at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively.

The above work is being taken forward by the existing manpower of the Environment and Ecology Bureau.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0023)

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 pointed out in Matters Requiring Special Attention in 2025-26 that the Government will assist the Inter-departmental Working Group on Using Hydrogen as Fuel in taking forward the measures set out in the Strategy of Hydrogen Development in Hong Kong. Regarding the promotion of the development of the hydrogen energy industry in Hong Kong, will the Government inform this Committee of the following:

1. the actual provision for 2024-25, the estimated provision for 2025-26 and the staff establishment involved;
2. as the Government's target is to establish hydrogen filling infrastructure across Hong Kong Island, Kowloon and the New Territories by 2027 to support demonstration projects or trials on hydrogen energy transportation in more sectors, whether the Government has formulated specific site allocation proposals for the territory-wide network of hydrogen filling stations; if so, the details;
3. with the establishment of Hong Kong's first public hydrogen filling station in Yuen Long, whether the Government will consider providing subsidies during the trial period, so as to encourage operators to introduce hydrogen technology and its application;
4. given that members of the public are concerned about the safety of hydrogen fuel storage, whether the Government will, in addition to the existing publicity leaflets, set up a permanent hydrogen experience centre and require public transport operators to explain to the community in tandem with the introduction of hydrogen buses; and
5. as the development of the hydrogen energy industry hinges on the support of technological innovation and professional talents, how the Government will, under the existing strategy, further strengthen the local research and development capability, promote technological innovation, and nurture hydrogen energy-related professionals through education and training programmes?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 1)

Reply:

1. The promotion of the development of the hydrogen energy industry in Hong Kong is an integral part of the Environment and Ecology Bureau (EEB) (Environment Branch)'s work in co-ordinating the Government's response to climate change and achieving carbon neutrality. The required manpower is absorbed within existing resources and we do not have a separate breakdown.

2. According to the Strategy of Hydrogen Development in Hong Kong (the Hydrogen Strategy) promulgated by the EEB in June last year, we will establish hydrogen filling stations across Hong Kong Island, Kowloon, and the New Territories by 2027 to support demonstration projects and trials on hydrogen transport in more sectors. At present, the construction of a public hydrogen filling station in Au Tau, Yuen Long in the New Territories was completed in November 2024 and is expected to commence operation in the first half of 2025. The EEB and the Electrical and Mechanical Services Department (EMSD) will, in collaboration with the relevant departments, explore suitable sites for hydrogen filling facilities on Hong Kong Island and in Kowloon, taking into account a number of factors such as geographical location, safety risk assessments, land use planning, and market demand. Details of the findings will be announced in due course.

3. The Government will continue to support innovation of hydrogen-related technologies, products, applications, and business model through the Green Tech Fund and the New Energy Transport Fund (NET Fund). In December 2024, the NET Fund launched a funding scheme to support local companies in trying out hydrogen fuel cell (HFC) heavy vehicles. The scheme subsidises the costs associated with the procurement of HFC heavy vehicles, installation of hydrogen filling facilities, and hydrogen fuel expenses during the trial period, with a maximum subsidy of $10 million per project.

4. Ensuring the safe application of hydrogen energy is a key priority of the Hydrogen Strategy. We are taking forward amendments to the Gas Safety Ordinance (Cap. 51) to establish a suitable legal framework to regulate the importation, manufacture, storage, transport, supply and use of hydrogen as fuel in Hong Kong comprehensively and effectively. This will ensure the safe application of hydrogen fuel locally and the steady development hydrogen energy industry in Hong Kong, and strengthen public confidence in the safe adoption of this new energy. Moreover, we also conduct safety assessments on the operation of hydrogen filling stations, replenishment for hydrogen filling stations and HFC vehicles on road, etc., through the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group). The EMSD, in consultation with the Working Group and the industry, has developed safety guidelines for hydrogen fuelled vehicles and maintenance workshops, safety guidelines for hydrogen filling stations, and guidance note for the quantitative risk assessment study for hydrogen installations. These guidelines have been applied to the trial projects on hydrogen fuel in Hong Kong. The Working Group will closely monitor and follow up on the safety performance of the trial projects, and keep the relevant guidelines under review and updated in tandem with the new developments.

   Public transport operators planning to introduce HFC transportation vehicles must submit design and technical details related to the safety of hydrogen fuel system in accordance with the codes of practice for the EMSD's review to ensure compliance with safety standards. During operation, these transportation vehicles must also undergo

regular hydrogen fuel safety inspections. The world's first tri-axle HFC double-deck bus commenced passenger service in February last year, and has been deployed on various routes by the relevant public transport operator and showcased in multiple exhibitions in the past year, demonstrating the feasibility and safety of the actual operation of hydrogen-fuelled public transport to the public.

To enhance the community's understanding of the application and development of hydrogen energy in Hong Kong, the Government has been actively introducing hydrogen fuel safety to the public through various channels. A dedicated webpage on hydrogen energy was set up at the Carbon Neutrality and Sustainable Development website. In July 2024, the Government produced a TV programme "Towards a New Era of Hydrogen Energy" which provides an in-depth but user-friendly introduction to the application of hydrogen in transport and electricity generation, as well as the efforts made by different stakeholders in Hong Kong in promoting hydrogen applications. At the same time, the Government has leveraged large-scale environment-related events to further enhance public understanding of hydrogen energy development in Hong Kong. For instance, during the 2024 Eco Expo Asia held from 30 October to 2 November 2024, a thematic zone on hydrogen development was set up to showcase the Hydrogen Strategy as well as the progress and achievements in local hydrogen trial projects. Additionally, the EMSD organised the International Hydrogen Development Symposium from 13 to 15 March 2025 at the Hong Kong Science Park, bringing together representatives from governments, industries, academia, and research sectors both in the Mainland and overseas to exchange in depth on the latest hydrogen development trends and industrialisation opportunities in Hong Kong.

5. The EMSD has been actively promoting hydrogen professional training to support the development of local hydrogen industry and prepare for future regulatory work. Currently, the EMSD is collaborating with the Vocational Training Council and hydrogen fuel system suppliers to launch a series of safety training courses for practitioners. The training courses can be categorised into 3 types: the first one focuses on enhancing hydrogen safety awareness and is expected to commence in the first half of 2025; the second one provides professional training for individuals aspiring to become registered hydrogen vehicle mechanics and is planned to commence in the second half of 2025; and the third one is targeted at Competent Persons who will provide professional services for the construction, installation, operation and maintenance of hydrogen installations, and is planned to commence in 2026.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0024)

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 Budget that the Government will launch a $300 million subsidy scheme in the middle of the year and it is expected that the scheme will provide impetus for the industry to install 3 000 fast chargers (FCs) across Hong Kong by 2030 to be used by 160 000 additional electric vehicles (EVs). In this connection, will the Government inform this Committee of the following:

1. What is the current number of public FCs for EVs in Hong Kong and, among them, what are the respective numbers of FCs located in car parks managed by the Government and other organisations? Please provide a breakdown by districts.
2. The uneven distribution of EV charging facilities in some districts in Hong Kong at present has rendered it difficult for members of the public to find suitable charging facilities in certain districts. Does the Government have any specific plan to carry out differentiation planning for different districts, such as studying the number of EVs in each district and formulating specific blueprints for the distribution of charging facilities, so as to avoid the situation where one district has too few and another has too many?
3. Will the Government consider increasing the number of licences for disposal facilities for waste EV batteries, and expanding the local waste EV battery recovery and recycling industries, so as to facilitate members of the public to handle retired batteries on their own?
4. Has the Government studied the pressure on electricity demand brought about by the increase in EVs and new energy vehicles in the future? Has it considered establishing a territory-wide district load map to alleviate the potential pressure on the power grid?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 2)

Reply:

1. As at end-December 2024, there were a total of 10 401 public electric vehicle (EV) chargers provided by the Government (about 2 500) and private sector (about 7 900) respectively across Hong Kong, among which 1 744 were quick chargers (QCs) (with rated output power above 20 kW and below 100 kW) and 9 were fast chargers (FCs) (with rated output power of 100 kW or above), and their distribution by district is as follows:

District	Number of QCs	Number of FCs	Sub-total
Central and Western	100	0	100
Eastern	85	0	85
Southern	58	0	58
Wan Chai	86	1	87
Kowloon City	77	0	77
Kwun Tong	207	0	207
Sham Shui Po	66	0	66
Wong Tai Sin	58	2	60
Yau Tsim Mong	185	2	187
Kwai Tsing	64	0	64
Tsuen Wan	85	4	89
Sai Kung	146	0	146
North	44	0	44
Tai Po	33	0	33
Sha Tin	229	0	229
Yuen Long	94	0	94
Tuen Mun	75	0	75
Islands	52	0	52
Total	**1 744**	**9**	**1 753**

2. The Government is adopting a multi-pronged approach to encourage the trade to expand the network of charging facilities, welcoming active participation from the private market while also accelerating and promoting investment in the charging business from the trade. To this end, the Chief Executive announced in the 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install FCs (with rated output power of 100 kW or above). The target is to have a total of 3 000 FCs installed by 2030 to give full play to market forces to further expand the charging infrastructure to meet the charging demand. We expect to launch and start accepting applications of the Scheme in mid-2025. Moreover, the Government is offering incentives to petrol filling station (PFS) operators, including granting lease renewals of PFSs, to facilitate the retrofitting of EV chargers in the PFSs, and awarded projects to convert 2 vacant PFS sites in Kowloon East and New Territories East into fast charging stations to PFS operators in June and July 2024 respectively.

There are more than 10 400 public EV chargers with different rated output power provided by the Government (about 2 500) and private sector (about 7 900) respectively across Hong Kong. Leading by the Government's policies and the implementation of incentive measures, we believe that stakeholders in the trade will carry out a holistic review of factors such as supply and demand in the charging market, technological feasibility and commercial operation, and identify suitable locations in Hong Kong to

install FCs to effectively respond to the market needs. In addition, EV drivers can obtain real-time information on the availability of public EV chargers through various mobile applications (including "EV-Charging Easy" launched by the Environmental Protection Department (EPD)), so that they can find the most convenient locations for charging their vehicles. In the long run, we expect that the local charging demand of EVs should likely be met.

3. The number of waste disposal facilities is market-driven, depending on the state of the relevant recycling industry. The EPD will continue to assist recyclers who wish to dispose of waste EV batteries to apply for the necessary licences and permits. As at March 2025, there were a total of 5 disposal facilities for waste EV batteries licensed under the Waste Disposal Ordinance (Cap. 354) in Hong Kong. The operation of these facilities involves evaluating and sorting batteries for secondary use, or transporting them to approved overseas disposal facilities for recycling in accordance with the requirements of the export permits granted by the EPD after preliminary treatment such as sorting, discharging and insulating. In addition, a tenant of the EcoPark is constructing a recycling facility for the treatment of waste EV batteries, which is expected to commence operation as early as 2026. The Government also plans to introduce an amendment bill into the Legislative Council in the first half of 2025 to establish a common legislative framework for Producer Responsibility Schemes (PRSs), with a view to progressively incorporating more products, including EV batteries, into the PRS as appropriate in the future.

4. We have been liaising closely with the power companies on the electricity demand arising from EV charging facilities. Under the existing Scheme of Control Agreements signed between the Government and the two power companies, the power companies are obliged to contribute to the development of Hong Kong by providing, operating and maintaining sufficient electricity related-facilities and supplying electricity to meet the demand. In planning their electricity facilities, the power companies will take into account the future development plans of the supply areas and ensure that the electricity facilities can meet the development schedules and demand for electricity in the areas.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0025)

Head: (137) Government Secretariat : Environment and Ecology Bureau (Environment Branch)

Subhead (No. & title): (-)

Programme: (2) Power (3) Sustainable Development (4) Environmental Protection (6) Climate Change

Controlling Officer: Permanent Secretary for Environment and Ecology (Environment) (Eddie CHEUNG)

Director of Bureau: Secretary for Environment and Ecology

Question:

To tie in with the development of smart city and achieve the target of carbon neutrality, it is of utmost importance to promote green buildings and the application of energy-efficient installations. In this connection, will the Government inform this Committee of the following:

1. Will the Government set specific targets to ensure that highly energy-efficient and environmentally friendly features, such as intelligent energy management systems, rainwater harvesting systems and solar installations, will be incorporated in new residential and commercial buildings in advance?
2. How many applications have been received under the Green Tech Fund since last year and, among them, what are the respective numbers of approved and rejected applications and the reasons for that?
3. Will the Government consider establishing a "credit guarantee fund for environmentally friendly installations" to assist businesses and the public in investing in them? If yes, what are the details? If no, what are the reasons?
4. Will the Government, by making reference to the practice of providing tax deduction at 2 to 3 times of the research and development expenditures, provide a higher percentage of tax deductions for capital expenditure on environmental protection, so as to enhance market attractiveness?
5. The Mandatory Energy Efficiency Labelling Scheme (MEELS) is crucial to the promotion of energy-efficient products, but the types of products covered by the MEELS are still limited. Will the Government expedite the expansion of the types of products covered by the MEELS and strengthen market research to ensure that it can keep abreast of the times? Furthermore, will the Government promote mutual recognition of energy efficiency labelling schemes between Hong Kong and overseas regions to streamline test procedures and save costs?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 16)

Reply:

1. and 4.

To encourage private buildings to enhance energy efficiency and promote environmental protection and the use of renewable energy (RE), the Government provides tax incentives for environmental protection machineries and installations, RE installations and energy-efficient building installations. Since 2018-19, if a building is voluntarily registered under the Energy Efficiency Registration Scheme for Buildings (the Registration Scheme) administered by the Electrical and Mechanical Services Department (EMSD) and is certified to have better-than-statutory energy performance under the BEAM Plus Assessment System of the Hong Kong Green Building Council or other internationally recognised building environmental assessment system for buildings or interiors, the capital expenditure on the eligible environmentally friendly installations (including lighting, air-conditioning, electrical, and lift and escalator installations) can be fully deducted from profits tax calculation in the year of purchase instead of over 5 years. The above tax incentive also applies to RE installations such as solar panels.

The EMSD continues to review and expand the coverage of the Registration Scheme to encourage more owners of existing and new buildings to participate in the Registration Scheme. For example, the EMSD included 2 new green building assessment tools (i.e. BEAM Plus New Data Centres and BEAM Plus Existing Data Centres) as certification criteria of the Registration Scheme in September 2021. The EMSD will continue promoting the Registration Scheme through various publicity activities related to energy efficiency and energy conservation.

2.

The Green Tech Fund (GTF) received a total of 125 applications in 2024. Following deliberation by the GTF Assessment Committee, 3 projects were approved, covering areas including the promotion of new energy technology and turning waste into resources, etc. The remaining 122 applications had not been granted funding approval due to various reasons, with the main reason being that the projects' potential contribution to decarbonisation and environmental protection was not significant. Other reasons included applicants' failure to submit sufficient information to support their technical and management capability and any plan for further developing the project deliverables. All unsuccessful applicants were informed of the reasons for not being granted funding support. The GTF is inviting applications before the deadline on 24 March 2025. As of 4 March 2025, the GTF Secretariat has received 1 application. According to our experience in handling the first 4 rounds of applications, most of the applications would arrive just before the deadline. The GTF Secretariat will announce the number of applications received in the latest round of applications in due course.

3.

There are schemes in place to support businesses and organisations to implement energy-saving measures. Under the Scheme of Control Agreements signed between the Government and the two power companies, i.e. the CLP Power Hong Kong Limited and The Hong Kong Electric Company, Limited, both companies have set up funds to provide subsidies to customers for the retrofitting or retro-commissioning of buildings to improve energy efficiency performance. They also offer interest-free loans to eligible customers for implementing energy-saving measures. In addition, through the "Green Schools 2.0 -

Energy Smart" scheme and the Green Welfare NGOs scheme, the EMSD subsidises non-profit-making schools and welfare non-governmental organisations (NGOs) to conduct energy audits, replace existing air-conditioners with variable-speed air-conditioners, and install light emitting diode lighting. As of the end of 2024, the EMSD had completed energy saving improvement works for over 260 schools and more than 130 welfare NGOs.

5.
The Government will continue to expand the coverage of the Mandatory Energy Efficiency Labelling Scheme (MEELS), upgrade the grading standards of products thereunder, and explore the introduction of minimum energy efficiency standards for the products. The fourth phase of MEELS has been fully implemented on 1 December 2024, with the coverage expanded from 8 types of products in the first 3 phases to 11 types, and the total coverage of energy consumption of residential buildings has substantially increased from about 50% to about 80%.

In accordance with MEELS, relevant internal or national testing standards are adopted for the testing of energy performance of prescribed products. Manufacturers or importers of prescribed products are also required under MEELS to conduct testing at accredited laboratories. Apart from laboratories accredited under the Hong Kong Laboratory Accreditation Scheme (HOKLAS), laboratories accredited by accreditation bodies of other economies may also be recognised under MEELS if there are mutual recognition arrangements between such bodies and the HOKLAS. This allows importers to submit testing reports issued by accredited laboratories outside Hong Kong for labelling applications, which would reduce testing procedures and cost.

- End -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. **EEB(E)159**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0028)

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 tie in with the target of achieving carbon neutrality before 2050 in Hong Kong, the Government has been striving to promote the use of electric vehicles (EVs), with a view to reducing the emission of air pollutants. In recent years, the Government has been encouraging members of the public to switch to EVs through various measures, such as the first registration tax (FRT) concessions for EVs, including the "One-for-One Replacement" Scheme (the Scheme). In this regard, please inform this Committee of:

1. the number and percentage of vehicles meeting Euro IV or pre-Euro IV emission standards among the total actual number of fuel-propelled vehicles phased out in 2024-25;
2. whether the Government will consider optimising the Scheme, such as relaxing the eligibility criteria, increasing the amount of FRT concessions for electric private cars, and exempting owners of vehicles valued at over $500,000 or pre-Euro IV diesel commercial vehicles from the FRT for replacing their vehicles;
3. the level to which the proportion of fuel-propelled vehicles would need to be decreased for the Government to gradually phase out the Scheme; and
4. whether the Government plans to further collaborate with related industries such as EV insurance, maintenance services and talent training organisations to introduce more supporting measures to enhance the overall maturity of the EV ecosystem.

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 3)

Reply:

1. According to the statistics of the Transport Department, among the fuel-propelled vehicles that have been scrapped in the 2024-25 financial year (as at 24 March 2025), the number of vehicles of Euro IV or older emission standards was 25 508, accounting for about 70% of all scrapped fuel-propelled vehicles (excluding special purpose vehicles).

2. and 3.

The Government has been striving to promote the use of electric vehicles (EVs), including the provision of financial incentives, in order to reduce roadside air pollutant emissions and attain the target of carbon neutrality in transport sector by 2050. Nevertheless, to ensure the prudent use of public funds, the Government will only provide subsidies under sufficient justification upon considering relevant factors such as technological and market development.

Therefore, given the increasing popularisation of electric private cars (e-PCs), coupled with factors such as the price reduction of EVs and increasing availability of vehicle options, the first registration tax (FRT) concessions for e-PCs were reduced by 40% starting from 1 April 2024, and e-PCs with a taxable value (i.e. value before tax) exceeding $500,000 are not entitled to the concessions. Electric commercial vehicles, electric motorcycles and electric motor tricycles will continue to be exempted from FRT in full. The above FRT concession arrangements (including the "One-for-One Replacement" Scheme) will expire on 31 March 2026. The Government currently has no plans to make any adjustments and will review the future concession arrangements in due course.

4. The Government is striving to promote the use of EVs. Apart from political leadership, it has also provided incentive measures, and coupled with the rapid development of EV technology in recent years, the popularisation of EVs has achieved remarkable results. At present, the number of EVs in Hong Kong has exceeded 110 000, which is about 8 times of that 5 years ago. The ratio of e-PCs among all newly registered private cars in Hong Kong has increased from over 20% in 2021 to over 70% now, which is among the highest in the world. The overall ecosystem and market for EVs in Hong Kong have become increasingly mature.

In terms of supporting EV-related maintenance services and manpower training, the Environmental Protection Department (EPD) has been collaborating with various government departments, public organisations, tertiary institutions and the EV industry to promote the standardisation of professional qualifications for EV mechanics and workshops, and to promote EV maintenance courses and training of related personnel, with a view to enhancing the maturity of the EV ecosystem as a whole. Specific supporting measures include the establishment of the Automotive Industry Training Advisory Committee (ITAC) under the Qualifications Framework of the Education Bureau. In light of the rapid development of the industry and automotive technologies (including EVs and other new energy vehicles), the ITAC is currently updating the "Vocational Qualifications Pathway" and relevant competency standards for the automotive industry to meet the manpower training and development needs of the industry.

To meet the local demand for EV maintenance service, the Government launched new measures in July 2024 by introducing EV maintenance service to the "Voluntary Registration Scheme for Vehicle Mechanics" and the "Voluntary Registration Scheme for Vehicle Maintenance Workshops" (the Registration Schemes). Under the Registration Schemes, EV maintenance service will be categorised into 3 levels, namely elementary, low voltage and high voltage. Registered vehicle mechanics will be

qualified to carry out the corresponding EV maintenance service after completing the relevant training programmes. So far, EV maintenance training programmes from 6 institutes have been endorsed by the Vehicle Maintenance Technical Advisory Committee. Moreover, registered vehicle maintenance workshops will receive an associated EV maintenance workshop identification signage after fulfilling the registration requirements for EV maintenance service.

As for EV insurance, according to the Motor Vehicles Insurance (Third Party Risks) Ordinance (Cap. 272), any person who uses, or to cause or permit any other person to use a motor vehicle on a road is required to have in force a motor vehicle third party risks insurance policy. Such insurance policy is a private contract between the policyholder and the insurance company. Insurance companies determine the level of premiums and make the underwriting decision based on commercial principles and factors such as the operating environment, risks assessment and claim records. In view of the above and given the fact that the number of EVs in Hong Kong has already exceeded 110 000, the insurance industry has already provided the services required for the EV market.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0030)

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:

With the global aviation industry actively seeking solutions to reduce carbon emissions, Sustainable Aviation Fuel (SAF) has become an important development trend. The Government has pointed out that it is promoting the application of SAF at the Hong Kong International Airport. However, the development and application of SAF in Hong Kong are still at an initial stage. In this connection, will the Government inform this Committee of:

1. whether it will study the development of local SAF blending capacity to ensure a stable supply; if yes, whether it will consider co-operating with Mainland or international enterprises to attract investment and establish a regional SAF supply chain; and
2. how the Government will promote Hong Kong as a regional SAF trading centre in the long run, and whether it will consider integrating with the international market and formulating the relevant financial and regulatory framework?

Asked by: Hon LO Wai-kwok (LegCo internal reference no.: 12)

Reply:

The Airport Authority Hong Kong (AAHK) has conducted a consultancy study on Sustainable Aviation Fuel (SAF) at the request of the Transport and Logistics Bureau (TLB) of the Hong Kong Special Administrative Region Government. The consultancy study aims to grasp the development trend of SAF, including the current status and future projection regarding its demand, supply and usage, at the international, national and regional levels. The consultancy study will also make recommendations on the use and supply of SAF in terms of policy support, facilitation measures or infrastructure improvements, etc, for the Government's consideration. The Environment and Ecology Bureau is working closely with the TLB and the AAHK to formulate forward-looking plans to facilitate the uplift of SAF by airlines at the Hong Kong International Airport with reference to the findings of the AAHK's consultancy study on SAF. Recommendations and support measures will be provided to facilitate

the development of SAF, the supply of SAF in particular. The Government will explore various SAF supply options, including potential collaboration with Mainland or international enterprises, with a view to establishing a regional SAF supply chain and ensuring a stable SAF supply. Regarding whether a relevant financial and regulatory framework should be put in place for SAF trading in the future, as the subject involves financial market operations, we need to consult the relevant policy bureaux, including the Financial Services and the Treasury Bureau, in considering the next course of action.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2255)

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 Matters Requiring Special Attention in 2025-26 that the Government will implement energy saving projects and install renewable energy (RE) systems in government buildings and infrastructure to improve the overall energy performance of government premises. The Architectural Services Department has already completed a number of RE projects from 2020 onwards. In this connection, please advise this Committee of the following:

(a) the total manpower allocation and expenditure involved in the implementation of energy saving projects and installation of RE systems in government buildings and infrastructure in the past 3 years;
(b) the types of RE systems installed for the relevant projects, together with specific examples and analyses of their effectiveness;
(c) the Government's specific plans to extend the coverage of energy saving projects and RE systems in the future and whether it will set specific targets to further enhance energy efficiency of government premises; and
(d) whether the Government will consider introducing innovative technologies in implementing the relevant projects, so as to expedite the realisation of the target of energy transition.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 16)

Reply:

(a)-(b)
The Government has earmarked a total of $3 billion to install small-scale renewable energy (RE) systems at government buildings and infrastructure since 2017-18. As at December 2024, about $2.2 billion have been approved for about 260 projects, including the installation of solar energy generation systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs, pedestrian links, etc. as well as the

installation of waste-to-energy and hydropower systems at multiple sewage treatment plants. Upon full commission, these projects will generate a total of about 26 million kilowatt-hours (kWh) of electricity annually.

Regarding energy saving projects, the Electrical and Mechanical Services Department (EMSD) conducted energy audits on about 250 government buildings. It encourages government departments to proactively implement the Energy Management Opportunities identified in the audit reports. The Government is also conducting retro-commissioning and implementing energy saving projects for its buildings, such as replacing lighting facilities with light emitting diode lamps and adopting high-efficiency air conditioning units.

In the past 3 years, these efforts involved expenditures of approximately $820 million. The related supervisory work is part of the overall work of the Environment and Ecology Bureau, for which we do not have a breakdown on the staffing involved.

(c)
The Government is striving to improve the overall energy performance of government buildings and infrastructure by more than 6% in 2024-25 (compared to the base year 2018-19). As at 2022-23, the Government's overall energy performance has improved by about 5.3%. While the data for 2023-24 is being compiled, we are confident that the target may be achieved.

In addition, the Government introduced the Buildings Energy Efficiency (Amendment) Bill 2025 into the Legislative Council on 26 March 2025. Upon its passage, most government buildings will be required to conduct regular energy audits, through which energy saving potential of buildings can be identified by reviewing the building services installations and energy usage.

Regarding the development of RE, the Government has been optimising the conditions of premises favourable for developing RE, including raising the requirements for applying RE technologies in new government buildings and developing large-scale solar energy generation and waste-to-energy projects, etc. at suitable locations. For instance, the Environmental Protection Department (EPD) has commenced the operation of T·PARK (Sludge Treatment Facility), O·PARK1 (Organic Resources Recovery Centre Phase 1) and O·PARK2 (Organic Resources Recovery Centre Phase 2), and is constructing I·PARK1 (Integrated Waste Management Facilities Phase 1). In particular, the EPD also commissioned a 150-kilowatt solar energy generation system at Jordan Valley Landfill in February 2023, which is the first of its kind on a restored landfill in Hong Kong. The Government is also implementing the Pilot Scheme on Building-Integrated Photovoltaics at the EMSD Headquarters to explore photovoltaic technology applications on the facades of buildings as well as the supply of RE to buildings.

The EMSD will continue to provide recommendations and support to bureaux and departments on the planning of energy saving measures and RE projects.

(d)
The EMSD launched the E&M InnoPortal in 2018, listing the service wishes for energy saving and RE of various government departments, public organisations and the electrical and mechanical trades. The platform allows start-ups and academic institutions to propose

relevant innovation and technology (I&T) solutions for matching. The platform has gathered about 540 I&T wishes and 1 510 I&T solutions to date. Since 2018, about 230 I&T trial projects have been initiated, including about 50 projects related to promoting energy efficiency and RE as well as technologies such as energy storage.

To support the research and application of green technologies, the Architectural Services Department has applied a patented cooling-effect coating to the rooftop of the Hong Kong Coliseum. Without consuming any electricity, this coating can effectively lower the indoor temperature, thereby reducing the building's electricity consumption. It is expected that the coating will lower the temperature of the Hong Kong Coliseum to an average of 24 degrees Celsius and save about 300 000 kWh of electricity per year, equivalent to a reduction of about 150 tonnes of carbon emissions. The Government will continue to review the results of field tests and evaluate the cost-effectiveness of the technology. If the results are satisfactory, the Government will consider promoting the application of the technology in more public buildings to facilitate energy saving and carbon reduction in Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2256)

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 the Government's initiative to credit an electricity charges relief of $50 to each eligible residential account with the power companies on the first day of each month for 24 consecutive months commencing from 1 January 2024. Besides, as mentioned in Matters Requiring Special Attention in 2025-26 under Programme (2): Energy, the Government will continue to oversee the distribution of electricity charges relief. In this connection, will the Government inform this Committee of the following:

(a) the total expenditure involved in the distribution of electricity charges relief during the period from 1 January 2024 to 1 January 2025;
(b) the number of eligible residential households benefitted; and
(c) whether the Government will review the effectiveness of the existing initiative and consider enhancing the distribution mechanism to ensure that the resources can be used in a more targeted manner to assist families in need?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 17)

Reply:

(a) & (b)
In order to alleviate the impact of using greener fuel for electricity generation on the electricity tariffs of residential households, the Government launches a new round of electricity charges relief scheme and provides 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 1 January 2025, approximately 2.9 million eligible residential electricity accounts have been benefitted from the Electricity Charges Relief Scheme (2024-25), with an expenditure of about $1.65 billion.

(c)
The Electricity Charges Relief Scheme will be concluded in end-December 2025. Relying solely on the provision of subsidy by the Government is not a sustainable option, and it is the Government's policy to encourage all sectors of our community to join hands to save energy by making changes in electricity consumption patterns and lifestyle choices, which can help maintain or even reduce the actual expenditure on electricity consumption. The prevailing technology allows ample room for electricity saving, which not only reduces global energy consumption but also lowers electricity expenses.

In addition, Hong Kong's two power companies, i.e. CLP Power Hong Kong Limited and The Hongkong Electric Company, Limited, have been introducing energy saving rebates and concessionary tariff schemes to encourage energy efficiency and assist those in need to reduce expenditure on electricity tariffs. The two power companies have also been providing appropriate support measures under their respective Community Energy Saving Funds to proactively assist disadvantaged groups by collaborating with social welfare organisations, including subsidies for electricity expenses and financial support for the replacement of energy-efficient electrical appliances.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2257)

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 Matters Requiring Special Attention in 2025-26 that the Government will continue to oversee the implementation of the various programmes and schemes to promote the development of renewable energy (RE). In this connection, please provide the following information on promoting the development of green energy:

(a) What are the details of the progress and effectiveness of the various programmes and schemes to promote energy efficiency and conservation?
(b) As it is mentioned in the Matters Requiring Special Attention that the Government will implement energy saving projects and install RE systems in government buildings and infrastructure, please advise on the Government's estimated budget for the above work in 2025-26.
(c) What are the staff establishment and expenditure involved in the work on promoting green energy in the past 3 years?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 18)

Reply:

(a) The Government has been actively promoting energy efficiency and conservation as well as the development of renewable energy (RE) and hydrogen energy through various policy initiatives, including:

(i) Promoting Energy Efficiency and Conservation

On the promotion of energy saving and green buildings, the Government has implemented the following measures to enhance the energy efficiency of buildings:

(1) Amend the Buildings Energy Efficiency Ordinance (BEEO) (Cap. 610) to extend the scope of regulation to more types of buildings, mandate the disclosure of

information in energy audit reports, and shorten the interval of energy audit; and review the Building Energy Code (BEC) and the Energy Audit Code under the BEEO once every 3 years. The 2024 edition of BEC has an overall improvement of more than 20% in energy saving as compared with the 2015 edition, which would help save about 5.4 billion kilowatt-hours (kWh) of electricity per year in buildings in Hong Kong in 2035 (as compared to 2015); and

(2) Continue to expand the coverage of the Mandatory Energy Efficiency Labelling Scheme (MEELS) and upgrade the grading standards of the products under the MEELS to promote energy conservation. The fourth phase of MEELS has been fully implemented on 1 December 2024, with the coverage expanded from 8 types of products in the first 3 phases to 11 types and the total coverage of energy consumption of residential buildings substantially increased from about 50% to about 80%.

(ii) Renewable Energy

Under the decarbonisation strategy of net-zero electricity generation, the Government will strive to increase the share of RE in the fuel mix for electricity generation to 7.5% to 10% by 2035, and further increase it to 15% subsequently. To this end, the Government has been leading by example in optimising the conditions of premises favourable for developing RE, including raising the requirements for applying RE technologies in new government buildings and developing large-scale solar energy generation and waste-to-energy projects, etc. at suitable locations. For instance, the Environmental Protection Department (EPD) has commenced the operation of T·PARK (Sludge Treatment Facility), O·PARK1 (Organic Resources Recovery Centre Phase 1) and O·PARK2 (Organic Resources Recovery Centre Phase 2), and is constructing I·PARK1 (Integrated Waste Management Facilities Phase 1). The EPD also commissioned a 150-kilowatt solar energy generation system at Jordan Valley Landfill in February 2023, which is the first of its kind on a restored landfill in Hong Kong. In addition to developing large-scale RE systems, 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.

Moreover, the Government encourages the private sector to develop RE on their land and properties. We have introduced a series of supporting measures, including suitably relaxing the requirements for the installation of solar energy generation systems on the rooftops of New Territories Exempted Houses (i.e. village houses), establishing appropriate non-combustibility requirement and standard for building-integrated photovoltaics systems, and revamping the "HK RE Net" and setting up an enquiry hotline, etc. We will continue our co-operation with the EMSD to regularly organise activities such as seminars and briefings, etc. to introduce to relevant stakeholders the installation of RE facilities and the Feed-in Tariff Scheme, so as to encourage different sectors to make optimal use of their premises for the development of RE.

(iii) Hydrogen Development

The Environment and Ecology Bureau (EEB) promulgated the Strategy of Hydrogen Development in Hong Kong (the Hydrogen Strategy) in June last year, aiming to create a local environment conducive to the development of hydrogen energy in a prudent and orderly manner through the 4 major strategies, namely "improving legislations", "establishing standards", "aligning with the market" and "advancing with prudence", so that Hong Kong would be able to capitalise on the environmental and economic opportunities brought about by the development of hydrogen energy. It can also help broaden co-operation with the Greater Bay Area and the rest of the world, integrate into the country's overall development and develop a new quality productive force.

To help Hong Kong capitalise on the opportunities arising from the development of hydrogen economy and potential contribution of the application of hydrogen energy towards carbon neutrality, the EEB set up the Inter-departmental Working Group on Using Hydrogen as Fuel (the Working Group) in 2022 to jointly formulate the best practices, regulations, standards, etc. for the safe applications of hydrogen energy in the local context, and actively study the development and commercialisation pathways of various hydrogen energy technologies through promoting trial projects on the local application of hydrogen energy, having regard to the development needs of Hong Kong.

As at March 2025, the Working Group has given agreement-in-principle to a total of 18 applications of hydrogen trial projects (including hydrogen fuel cell (HFC) double-deck buses, a minibus and a coach, a light goods vehicle, a cross-boundary goods vehicle, refuse collection vehicles, street washing vehicles, forklifts, hydrogen-fuelled light rail vehicles, hydrogen filling facilities, hydrogen power generation equipment at construction sites, production of hydrogen by using landfill gas). Among them, the world's first tri-axle HFC double-deck bus was put into passenger service in February 2024, and the construction of Hong Kong's first public hydrogen filling station in Au Tau, Yuen Long was completed in November 2024 and it is expected to commence operation in the first half of 2025 to supply hydrogen to 3 HFC street washing vehicles.

We are taking forward amendments to the Gas Safety Ordinance (Cap. 51) to establish a suitable legal framework to regulate the importation, manufacture, storage, transport, supply and use of hydrogen as fuel in Hong Kong comprehensively and effectively. The Panel on Environmental Affairs of the Legislative Council (LegCo) was consulted on the relevant legislative amendments on 20 January 2025, and the amendment bill is expected to be introduced to LegCo in the second quarter of 2025.

According to the Hydrogen Strategy, the Government will formulate the approach of hydrogen standard certification suitable to the development in Hong Kong by 2027, with a view to promoting the long-term development of green or low-carbon hydrogen application in Hong Kong. The EMSD commissioned a consultant to start a specialised study in August 2024 with the objectives to conduct a comprehensive review of the existing green hydrogen certification practices as well as those under planning at the international and national levels, and formulate preliminary recommendations on a green hydrogen certification framework that is supported by the Motherland, closely connected to the world and suitable for Hong Kong' actual situation. The study is expected to be completed in the third quarter of 2025.

(b) The Government has earmarked a total of $3 billion to install small-scale RE systems at government buildings and infrastructure since 2017-18. As at December 2024, about $2.2 billion have been approved for about 260 small-scale RE projects, which include the installation of solar energy generation systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs, pedestrian links, etc. as well as the installation of waste-to-energy and hydropower systems at multiple sewage treatment plants. The approved project estimate for 2025-26 is $100 million. In addition, $100 million have been earmarked in 2025-26 for energy efficiency projects in government buildings, such as replacing lighting installations with light emitting diode (LED) lamps and adopting high-efficiency air conditioning units.

(c) The work relating to the promotion of green energy is part of the overall work of the EEB and is undertaken by the existing staff establishment, for which we do not have a separate breakdown of the expenditure.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2258)

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 for 2025-26 is $74.1 million (91.6%) higher than the revised estimate for 2024-25. In this connection, will the Government inform this Committee on the following:

(a) Apart from the New Energy Transport Fund and the Fast Charger Incentive Scheme, will the increased provision be allocated to other subsidy schemes? If yes, what are the specific expenditures involved? What are the specific details and progress of these subsidy schemes?

(b) Apart from the $300 million subsidy, will the Government consider setting up a dedicated fund for the maintenance and expansion costs of chargers, so as to support the development of the charging network for electric vehicles?

(c) As the Government expects to achieve zero vehicular emissions by 2050, will it draw up a timetable or set corresponding key performance indicators in this regard?

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 19)

Reply:

(a) The provision for 2025-26 is higher than the revised estimate for 2024-25, mainly due to the subsidy schemes under the New Energy Transport Fund (NET Fund) and the Fast Charger Incentive Scheme (the Scheme).

We have earmarked $135 million and about $470 million respectively under the NET Fund to subsidise the purchase of 3 000 electric taxis (e-taxis) by the taxi trade and about 600 electric buses (e-buses) by the franchised bus operators. The Government issued

invitations in December 2024 to eligible taxi owners and franchised bus operators to participate in the subsidy schemes.

Regarding the e-Taxi Subsidy Scheme, the Government received responses from about 1 900 eligible taxi owners, of whom around 1 700 accepted the subsidy quota. A second round of invitations will be issued in the second quarter of this year. Eligible taxi owners are required to obtain a licence for the e-taxis to receive the subsidy. As at end-February 2025, the Government is still reviewing and processing subsidy reimbursement.

Regarding Electric Franchised Bus Subsidy Scheme, the Government received information from franchised bus operators in January 2025 on the preliminary number of e-buses to be subsidised. The Environment and Ecology Bureau and the Environmental Protection Department are working with the Transport and Logistics Bureau and the Transport Department to carry out a holistic review of all relevant factors, including the subsidy quotas of buses allocated to franchised bus operators, with a view to finalising the details of the subsidy agreement as soon as possible.

As for the $300 million Fast Charger Incentive Scheme, we are finalising the implementation details of the Scheme, and expect to launch and start accepting applications in mid-2025. All the fast chargers (FCs) are expected to be progressively put into service from 2026 to end-2028.

(b) The Government is striving to continuously promote the development of electric vehicles (EVs) and charging facilities. On the one hand, we are pleased the see the active participation from the private market, while on the other hand, we are accelerating and promoting investment in the charging business. The $300 million Fast Charger Incentive Scheme will subsidise the private sector to install FCs (with a rated output power of 100 kilowatts or above) to give full play to market forces to further expand the charging infrastructure to meet the charging demand. We believe that once a business model suitable for the private market is established, a market-based EV charging service will be the most efficient. Currently, the Government has no plans to establish a dedicated fund for the maintenance and expansion costs of the FCs.

(c) We announced the Hong Kong Roadmap on Popularisation of Electric Vehicles in 2021, setting out long-term policy objectives and plans on the promotion of the adoption of EVs and their associated supporting facilities in Hong Kong, with the target of ceasing new registration of fuel-propelled private cars, including hybrid vehicles, in 2035 or earlier.

We also announced Green Transformation Roadmap of Public Buses and Taxis last year, subsiding the trade to purchase e-buses and e-taxis, and is adopting a multi-pronged approach to encourage the trade to expand the network of charging facilities. It is expected at least 500 FCs across Hong Kong will be installed by the end of 2027 to support the anticipated increase in EVs.

The Government is actively engaging the transport trade and will carry out a holistic review taking account of factors including EV technologies, market development, and government fiscal conditions in formulating a roadmap for promoting electric public

transport and commercial vehicles in a pragmatic manner. The above roadmap will be published within 2025, outlining details of the future direction of green transformation for the relevant transport tools.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2268)

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 Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles (the Funding Scheme) is currently carried out under the New Energy Transport Fund of the Environment and Ecology Bureau to promote the transition to green transport, and the costs associated with the trial projects such as the procurement of hydrogen fuel cell heavy vehicles, hydrogen fuel expenses and refilling facilities will be subsidised under the Funding Scheme. In this connection, please provide the following information:

(a) the expenditure and manpower involved in implementing the Funding Scheme;
(b) the number of applications received under the Funding Scheme so far, the types of projects applied for and the amount of subsidies for each project (in tabular form); and
(c) whether the Bureau will consider extending the Funding Scheme to private cars; if so, the details; if not, the reasons.

Asked by: Hon LUK Chung-hung (LegCo internal reference no.: 29)

Reply:

In response to the questions raised by Hon Luk, our consolidated reply is as follows:

(a) & (b)
In December 2024, the Government introduced the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles (the Funding Scheme) under the New Energy Transport Fund (NET Fund). The Funding Scheme is being implemented within existing resources and does not involve additional manpower or expenditure. Since its launch over 2 months ago, the NET Fund Secretariat has received several enquiries regarding potential applications. No formal applications have been received so far.

(c)
At present, electric vehicle technologies for light and medium-sized vehicles, such as private cars, are mature, but electric heavy vehicles are developed at a relatively slower pace. Hydrogen technology is considered a viable option for promoting the green transformation of heavy vehicles, which are with relatively high greenhouse gas and air pollutant emissions. As such, the Funding Scheme is focused on exploring the development of trial projects on hydrogen fuel cell (HFC) heavy vehicles with higher fuel demands. This will enable the Government to collect data and experience to assess whether HFC heavy vehicles are suitable for large-scale adoption in Hong Kong. At this stage, the Government does not plan to extend the Funding Scheme to private cars.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2773)

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 the overall energy performance of government buildings and infrastructure, will the Government inform the Committee of the following:

1. In the past 3 years, what was the energy performance of the buildings and infrastructure of various government departments and executive authorities? Please provide a breakdown by department, including the total amount of electricity consumption, proportion of electricity generated by renewable energy, total amount of greenhouse gas emissions, energy savings in monetary terms, and maintenance costs.
2. In the past 3 years, what were the expenditures on the replacement and upgrading of energy management hardware in the buildings and infrastructure of various government departments and executive authorities? What was the payback period for these investments?
3. As at 2022-23, the Government's overall energy performance had improved by approximately 5.3%, approaching the 6% target. Once the target is met, will the Government set a more ambitious goal? If not, what are the reasons? If so, what is the estimated potential for further improvement?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 7)

Reply:

1. The Government attaches great importance to the promotion of buildings energy efficiency and energy conservation, and has put forward the target in the 2022 Policy Address to improve the overall energy performance of government buildings and infrastructure by more than 6% by 2024-25. The target of the overall energy performance includes different types of energy (such as electricity, towngas and liquefied petroleum gas), and consists of energy saving performance and renewable energy (RE) performance.

The overall energy performance of government buildings and infrastructure from 2020-21 to 2022-23 are as follows. The data of the overall energy performance for 2023-24 is being compiled.

Year	Overall energy performance
2022-23	5.3%
2021-22	3.2%
2020-21	2.7%

The total electricity consumption and the share of electricity generated by RE of policy bureaux and departments from 2020-21 to 2022-23 are set out in the **Annex**. The total electricity consumption of individual government departments may vary in response to the changing demand for and the delivery mode of public services (such as the opening of new offices or facilities). Expenditures related to energy (such as maintenance costs for the energy saving measures) fall under the general departmental expenses of the Heads of relevant policy bureaux and departments. The Environment and Ecology Bureau (EEB) does not maintain relevant information on the related expenditure, as well as the total greenhouse gas emissions of individual policy bureaux and departments.

2. The Electrical and Mechanical Services Department (EMSD) is responsible for conducting energy saving projects for government buildings, such as replacing lighting facilities with light emitting diode lamps and adopting high-efficiency air conditioning units. The related expenditures from 2022-23 to 2024-25 are $312 million, which are absorbed by Subhead 696 "Energy Saving Projects in Government Buildings (Block Vote)" under Head 42 Electrical and Mechanical Services Department. Depending on the types of these energy saving projects, the average payback period is about 5.4 years.

3. The Government has set 4 rounds of electricity saving and energy performance target for government buildings since 2003. For the 3 rounds that have been completed, the overall energy performance has improved by 6.9%, 9.2% and 7.8% respectively. As for the fourth-round energy performance target, based on the recent trend in energy performance, we are confident that the target of exceeding 6% can be achieved.

The Government introduced the Buildings Energy Efficiency (Amendment) Bill 2025 into the Legislative Council in March 2025. Upon its passage and full commencement, about 400 government buildings will be required by law to conduct energy audits once every 5 years, through which energy saving potential of buildings can be identified by reviewing the building services installations and energy usage. The EEB and the EMSD will continue to provide support to departments to facilitate the implementation of energy saving opportunities identified in the energy audits. The Government is reviewing the effectiveness of the various energy saving initiatives and exploring how to leverage innovative technologies to improve energy efficiency in government buildings in a cost-effective manner. Depending on the outcome of the review, we will consider whether a new round of overall energy performance target should be set.

Annex

Total Electricity Consumption and Share of Electricity Generated by RE in Policy Bureaux / Departments from 2020-21 to 2022-23

Policy Bureau/ Department[1]	Annual Total Electricity Consumption[2] (Including RE Usage) (million kWh)			Share of Electricity Generated by RE in Total Electricity Consumption(%)[3]		
	2022-23	2021-22	2020-21	2022-23	2021-22	2020-21
Water Supplies Department	800	780	760	0.2%	0.3%	0.3%
Leisure and Cultural Services Department	400	390	360	-	-	-
Drainage Services Department	340	350	340	8.1%	8.4%	8.1%
Government Property Agency[4]	260	260	250	-	-	-
Hong Kong Police Force	190	190	180	0.1%	0.1%	-
Highways Department	180	180	190	-	-	-
Food and Environmental Hygiene Department	170	180	160	-	-	-
Environmental Protection Department	94	96	90	81.9%	78.9%	79.3%
Department of Health	75	74	72	-	-	-
Correctional Services Department	58	59	54	0.7%	0.5%	-
Fire Services Department	52	51	47	0.1%	0.1%	0.1%
Immigration Department	41	41	41	-	-	-
Electrical and Mechanical Services Department	38	37	33	0.4%	0.5%	0.8%
Administration Wing of the Chief Secretary for Administration's Office[5]	33	33	32	0.1%	0.1%	0.1%
Home Affairs Department	32	31	24	-	-	-
Education Bureau	31	30	25	0.3%	0.2%	-
Civil Aviation Department	28	28	27	0.1%	0.1%	0.1%
Customs and Excise Department	25	25	25	-	-	-
Post Office	23	23	25	-	-	-
Judiciary	22	23	22	0.1%	-	-
Agriculture, Fisheries and Conservation Department	19	19	18	0.3%	-	0.2%
Marine Department	17	18	18	-	-	-
Independent Commission Against Corruption	13	13	13	-	-	-
Transport Department	10	11	7.9	-	-	0.1%

Policy Bureau/ Department[1]	Annual Total Electricity Consumption[2] (Including RE Usage) (million kWh)			Share of Electricity Generated by RE in Total Electricity Consumption(%)[3]		
	2022-23	2021-22	2020-21	2022-23	2021-22	2020-21
Radio Television Hong Kong	9.8	10	11	-	-	-
Government Logistics Department	8.6	8.6	8.2	-	-	-
Social Welfare Department	7	7.4	7.9	-	-	-
Hong Kong Observatory	5.8	5.9	5.6	0.2%	0.1%	-
Government Flying Service	5.7	4.6	4.4	-	-	-
Civil Engineering and Development Department	5.4	5.5	5.7	-	-	-
Home and Youth Affairs Bureau	5.2	5.4	5	-	-	-
Department of Justice	3.4	3.3	3.4	1.0%	-	-
Culture, Sports and Tourism Bureau	2.3	2	1.9	-	-	-
Lands Department	2.2	2.1	2	-	-	-
Architectural Services Department	2.2	2.2	2.2	0.4%	0.4%	0.4%
Development Bureau	2	1.8	2	-	-	-
Civil Aid Service	1.9	2	2.1	-	-	-
Government Laboratory	1.9	1.9	1.9	-	-	-
Chief Executive's Office	1.8	1.9	2	-	-	-
Labour Department	1.5	1.4	1.4	-	-	-
Inland Revenue Department	1.5	/[7]	/[7]	0.8%	-	-
Registration and Electoral Office	1.2	1.3	1.2	-	-	-
Buildings Department	1.1	1.1	0.894	-	-	-
Planning Department	1	0.984	0.591	-	-	-
Then Office of the Government Chief Information Officer[6]	0.893	0.61	0.471	-	-	-
Auxiliary Medical Service	0.845	0.87	0.833	-	-	-
Working Family and Student Financial Assistance Agency	0.839	0.823	0.809	-	-	-
Office of the Communications Authority	0.509	0.51	0.506	-	-	-
Health Bureau	0.316	0.232	0.215	-	-	-

Policy Bureau/ Department[1]	Annual Total Electricity Consumption[2] (Including RE Usage) (million kWh)			Share of Electricity Generated by RE in Total Electricity Consumption(%)[3]		
	2022-23	2021-22	2020-21	2022-23	2021-22	2020-21
Census and Statistics Department	0.315	0.298	0.364	-	-	-
Invest Hong Kong	0.264	0.229	0.204	-	-	-
University Grants Committee Secretariat	0.251	0.25	0.232	-	-	-
Innovation and Technology Commission	0.239	0.153	0.092	-	-	-
Commerce and Economic Development Bureau	0.169	0.035	/[7]	-	-	-
Information Services Department	0.144	0.022	0.022	-	-	-
Then Efficiency Office[6]	0.137	0.284	0.259	-	-	-
Security Bureau	0.108	0.169	0.16	-	-	-
Treasury	0.106	0.11	0.105	-	-	-
Companies Registry	0.105	0.051	0.058	-	-	-
Secretariat, Commissioner on Interception of Communications and Surveillance	0.098	0.097	0.096	-	-	-
Intellectual Property Department	0.088	0.086	0.083	-	-	-
Official Receiver's Office	0.084	0.082	0.088	-	-	-
Public Service Commission	0.066	0.063	0.062	-	-	-
Joint Secretariat for the Advisory Bodies on Civil Service and Judicial Salaries and Conditions of Service	0.066	0.056	0.051	-	-	-
Civil Service Bureau	0.063	0.061	0.052	-	-	-
Land Registry	0.062	0.052	0.083	-	-	-
Transport and Logistics Bureau	0.054	0.053	0.031	-	-	-
Labour and Welfare Bureau	0.037	0.015	0.014	-	-	-
Environment and Ecology Bureau (Food Branch)	0.024	0.03	0.028	-	-	-
Financial Services and the Treasury Bureau (Financial Services Branch)	0.019	0.018	0.018	-	-	-

Policy Bureau/ Department[1]	Annual Total Electricity Consumption[2] (Including RE Usage) (million kWh)			Share of Electricity Generated by RE in Total Electricity Consumption(%)[3]		
	2022-23	2021-22	2020-21	2022-23	2021-22	2020-21
Constitutional and Mainland Affairs Bureau	0.0067	0.0093	0.018	-	-	-

Notes:

(1) 7 policy bureaux and departments (i.e. Environment and Ecology Bureau (Environment Branch), Housing Bureau, Audit Commission, Housing Department, Legal Aid Department, Rating and Valuation Department, and Trade and Industry Department) do not manage any buildings or infrastructure. Their electricity consumption has been included in the electricity consumption of the government departments responsible for the management of the buildings in which they are located.

(2) Sorted in order of departmental electricity consumption in 2022-23.

(3) "-" denotes that the share of electricity generated by RE is less than 0.1%.

(4) Including joint-user government offices in various districts.

(5) Including the Central Government Office in Tamar.

(6) The Office of the Government Chief Information Officer and the Efficiency Office merged in July 2024 to form the Digital Policy Office.

(7) "/" denotes that there were no buildings or infrastructure managed by the department in that year.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2774)

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 Charter on External Lighting (the Charter), please provide the following information:

1. the number of complaints related to external lighting in Hong Kong in the past 5 years, broken down by the types of lighting, such as shop lighting, signboards, and outdoor video walls, etc.;
2. the operating hours of external lighting installations in Hong Kong in the past 5 years; please provide a breakdown into the following categories: (i) less than 7 hours; (ii) 7-8 hours; (iii) 8-9 hours; and (iv) 9 hours or above; and
3. the number and proportion of operators participating in the Charter and their compliance rate with the switch-off requirement in the past 5 years; as well as the measures in place to encourage more businesses to participate.

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 9)

Reply:

1. The number of complaints regarding external lighting received by the Environmental Protection Department (EPD) over the past 5 years is as follows:

Types of external lighting	Year				
	2020	**2021**	**2022**	**2023**	**2024**
Signs	89	87	86	89	100
Advertising signboards	55	54	46	45	74
Decorative lighting/ spotlights on building facades	70	43	56	63	58
Video walls	15	21	23	26	27
Others	144	148	145	178	216
Total	**373**	**353**	**356**	**401**	**475**

2. As the operating hours of external lighting installations depend on business needs and are managed by the respective owners, the Environment and Ecology Bureau (EEB) does not maintain the relevant records.

3. The number of participants in the Charter on External Lighting (the Charter) over the past 5 years, categorised by sectors, is as follows:

Sectors	Year				
	2020	**2021**	**2022**	**2023**	**2024**
Building management/ Property development	1 316 *(25.0%)*	1 293 *(27.0%)*	1 336 *(27.7%)*	1 448 *(27.9%)*	1 516 *(29.3%)*
Hotels	83 *(1.6%)*	85 *(1.8%)*	90 *(1.9%)*	104 *(2.0%)*	109 *(2.1%)*
Catering	692 *(13.1%)*	589 *(12.3%)*	581 *(12.1%)*	603 *(11.6%)*	613 *(11.8%)*
Retail	1 189 *(22.5%)*	1 012 *(21.1%)*	1 009 *(20.9%)*	1 066 *(20.6%)*	1 044 *(20.2%)*
Banking	580 *(11.0%)*	551 *(11.5%)*	549 *(11.4%)*	520 *(10.0%)*	535 *(10.3%)*
Telecommunications	92 *(1.7%)*	78 *(1.6%)*	77 *(1.6%)*	81 *(1.6%)*	82 *(1.6%)*
Real Estate Agencies	502 *(9.5%)*	417 *(8.7%)*	405 *(8.4%)*	437 *(8.4%)*	391 *(7.5%)*
Schools	35 *(0.7%)*	35 *(0.7%)*	36 *(0.7%)*	46 *(0.9%)*	47 *(0.9%)*
Public Utilities	32 *(0.6%)*	30 *(0.6%)*	33 *(0.7%)*	32 *(0.6%)*	32 *(0.6%)*
Public/NGOs	324 *(6.1%)*	315 *(6.6%)*	315 *(6.5%)*	398 *(7.7%)*	396 *(7.6%)*
Others	428 *(8.1%)*	392 *(8.2%)*	390 *(8.1%)*	452 *(8.7%)*	414 *(8.0%)*
Total	**5 273**	**4 797**	**4 821**	**5 187**	**5 179**

Although the Charter is voluntary, about 99% of participants have fulfilled their commitment to switching off lights, based on field inspections conducted by the EEB.

The EEB has all along been inviting owners of and persons responsible for external lighting installations to join the Charter through various trade associations and non-governmental organisations. The EEB has also published a list of participants on the Charter website and distributed stickers and certificates to participants for display at their properties/shops to raise public awareness of the Charter. To further promote the Charter, the organisers of the Hong Kong Awards for Environmental Excellence have recognised the Charter participants by granting bonus points in the relevant assessment processes for their awards. The EEB will continue to collaborate with more environmental, social, and governance certification schemes to attract more organisations to join the Charter.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2775)

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 Funding Scheme), will the Government inform the Committee of the following:

1. What is the application situation of the Funding Scheme as of now? Please set out: (i) the number of applications received; (ii) the number of approved applications; (iii) the amount of subsidies granted; and (iv) the details of the funding.
2. What is the current number and distribution of hydrogen filling facilities across Hong Kong? What measures are in place to facilitate the establishment of hydrogen filling stations, replenishment for hydrogen filling stations, and use of hydrogen fuel cell heavy vehicles?
3. Will the Government provide additional funding for the Funding Scheme? If so, what will be the amount involved?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 10)

Reply:

1) In December 2024, the Government introduced the Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles (the Funding Scheme) under the New Energy Transport Fund (NET Fund). The Funding Scheme subsidises the costs associated with the procurement of hydrogen fuel cell (HFC) heavy vehicles, hydrogen fuel expenses and hydrogen filling facilities, with a maximum subsidy of $10 million per project. Since its launch over 2 months ago, the NET Fund Secretariat has received several enquiries regarding potential applications. No formal applications have been received so far.

2) Apart from encouraging the trade to try out HFC heavy vehicles through the above Funding Scheme, according to the Strategy of Hydrogen Development in Hong Kong (the Strategy) promulgated by the Environment and Ecology Bureau (EEB) in June last

year, the Government aims to establish hydrogen filling infrastructure across Hong Kong Island, Kowloon, and the New Territories by 2027 to support various projects or trials on hydrogen energy transportation in more sectors. At present, the construction of a public hydrogen filling station in Au Tau, Yuen Long in the New Territories was completed in November 2024 and it is expected to commence operation in the first half of 2025. The EEB and the Electrical and Mechanical Services Department (EMSD), in conjunction with the relevant departments, will actively explore suitable sites for hydrogen filling facilities on Hong Kong Island and in Kowloon, taking into account a number of factors such as geographical location, safety risk assessments, land use planning, and market demand. Details of the findings will be announced in due course.

To ensure the safety of the local application of hydrogen fuel, the Government also conducts risk assessments on various aspects, including operation of hydrogen filling stations, replenishment for hydrogen filling stations and usage of HFC vehicles on road through the Inter-departmental Working Group on Using Hydrogen as Fuel. The EMSD, in consultation with the working group and the industry, has developed safety guidelines for hydrogen fuelled vehicles and maintenance workshops, safety guidelines for hydrogen filling stations, and guidance note for the quantitative risk assessment study for hydrogen installations. These guidelines have been applied to the trial projects on hydrogen fuel technology in Hong Kong. The working group will closely review and monitor the safety performance of these trial projects and continue to review and update the relevant guidelines to ensure they remain up-to-date.

3) The Government has no plan to provide additional funding for the Funding Scheme for the time being.

- End -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. **EEB(E)169**

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2776)

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 the Hong Kong Liquefied Natural Gas Terminal (the Terminal), will the Government inform this Committee of the following:

1. Since its commencement of operation, what have the annual volume of natural gas sourced from the Terminal, the associated costs, electricity generation output, and operational performance of the Terminal been?
2. Since the commencement of the Terminal, what have the annual proportions of electricity generated from natural gas by the two power companies been? Among them, how much natural gas has been imported from the Mainland? What are the cost components involved, and what are the specific amounts?
3. Since the commencement of the Terminal, how much cost savings have been achieved in electricity generation compared to the period before its commissioning? What has the supply stability been, and how has it impacted electricity tariffs?
4. Is there a plan to further increase the storage capacity of the Terminal? If so, what are the plans for the next 3 years? If not, what are the reasons?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 11)

Reply:

1, 2 and 3.
The Hong Kong Offshore Liquefied Natural Gas (LNG) Terminal (the Terminal) allows the two power companies to procure LNG directly from the global market, thereby enhancing their bargaining power and helping reduce their fuel costs.

According to the information provided by the two power companies, the Terminal has been operating smoothly since its commissioning in July 2023. As at mid-March 2025, a total of 19 LNG shipments have been unloaded. The LNG supplied by the Terminal has been factored into the overall fuel costs of the two power companies, and the respective shares of

the overall natural gas in the fuel mix for electricity generation of the CLP Power Hong Kong Limited (CLP) and The Hongkong Electric Company, Limited (HKE) in 2023 and 2024 are as follows:

	CLP	HKE
2023	49%	56%
2024	52%	68%

The two power companies have stated that they will not disclose non-public commercially sensitive information, such as fuel demand, related expenditures and details of the costs, as doing so could materially disadvantage CLP and HKE in negotiations in setting price or finalising purchase quantities with fuel suppliers, potentially resulting in higher Fuel Clause Charges (FCC) to be borne by the public. As FCC is influenced by multiple factors affecting the overall fuel costs, including the consumption, price trends and sources of different fuel types (coal, natural gas, and other energy sources), as well as the application of the Fuel Clause Recovery Accounts, it is difficult to project the impact on electricity tariffs in terms of the demand and prices of individual fuel contracts.

4.
The approved 2024-28 Development Plans of the two power companies do not include any projects to increase the storage capacity of the Terminal. Nonetheless, the Government will continue to explore various measures, including regional co-operation to diversify the energy mix and the increase of the use of zero-carbon energy, to stabilise electricity tariffs and reduce reliance on fossil fuels for electricity generation in the long run, thus achieving the target of "net-zero electricity generation" by 2050.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2781)

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:

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, will the Government inform this Committee of:

1. the volumes 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 the Government will consider further legislative and regulatory measures on the trade of "exotic species" to better protect wildlife and the ecosystem?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 16)

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 volume of imported live animals of species listed in the appendices to the CITES in the past 3 years is tabulated below:

Type of animals \ Year	Volume of Import (quantity)		
	2022	**2023**	**2024**
Bird	63	426	230
Reptile	299 065	445 143	324 745
Amphibian	663	801	768
Fish	14 948	15 832	29 929
Mollusc	370	339	189
Arthropod	0	0	97
Coral	83 767	70 288	49 896

In addition, the volume of other live non-endangered pet birds and reptiles imported in accordance with the Public Health (Animals and Birds) Ordinance (Cap. 139) in the past 3 years is tabulated below:

Type of animals \ Year	Volume of Import (quantity)		
	2022	**2023**	**2024**
Bird	14 855	37 121	15 686
Reptile	202 477	323 092	243 883

2. For the past 3 years, the number of suspected illegally imported/exported or possessed live endangered species seized on the whole in accordance with Cap. 586 (the Agriculture, Fisheries and Conservation Department (AFCD) does not maintain breakdown of cases by animals as pets) and the number of the successful prosecutions concerned are tabulated below:

Note: Some seizure cases involved a large number of animals. 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.

Type of animals \ Year	**2022**		**2023**		**2024**	
	Seizure (quantity)	**No. of prosecution**	**Seizure (quantity)**	**No. of prosecution**	**Seizure (quantity)**	**No. of prosecution**
Bird	2	7	52	1	2	1
Reptile	422	5	593	3	191	14
Fish	25	1	9	3	3	4
Arthropod	0	0	26	0	40	0
Coral	32	0	137	0	45	4

In addition, for the past 3 years, the number of non-compliant imported live non-endangered pet birds and reptiles under Cap. 139 seized by the AFCD at the airport and

various land boundary control points (BCPs), and the number of successful cases of prosecution concerned, are tabulated below:

Year / Type of animals	2022		2023		2024	
	Seizure (quantity)	No. of prosecution	Seizure (quantity)	No. of prosecution	Seizure (quantity)	No. of prosecution
Bird	0	0	757	4	413	6
Reptile	887	0	286	0	1	0

3. The number of prosecution against illegal import/export of live endangered animals initiated by the AFCD on the whole (the AFCD does not maintain breakdown of cases by animals as pets) under Cap. 586 in the past 3 years is tabulated below:

Note: Since it took time to investigate and seek legal advice, some cases of prosecution were not initiated in the same year as the seizure, or some cases did not lead to prosecution because the evidence was considered insufficient. Since the prosecution process took time, the persons prosecuted might not have been convicted in the same year.

Year	2022	2023	2024
Number of persons prosecuted	1	1	13
Number of prosecution cases	2	2	18
Number of conviction	1	2	5
Maximum term of imprisonment	24 months	30 months	16 months
Maximum amount of fine	Not applicable	Not applicable	$4,000
Endangered species involved	6 birds	21 reptiles	233 pieces of coral, 403 fish, 1 100 reptiles and 1 bird

Furthermore, the number of successful prosecution against illegal import of live non-endangered pet birds and reptiles instituted by the AFCD under Cap. 139 in the past 3 years is tabulated below:

Year	2022	2023	2024
Number of persons prosecuted	0	4	6
Number of prosecution cases	0	4	6
Number of conviction	0	4	6
Maximum term of imprisonment	Not applicable	Not applicable	Not applicable
Maximum amount of fine	Not applicable	$15,000	$10,000

4. The work to protect endangered species includes enforcement of the licensing control of international trade of endangered species and suppression of illegal trafficking of

endangered species in Hong Kong under Cap. 586. The expenditure and manpower involved in the relevant work of the AFCD in the past 3 years are tabulated below:

Year	2022-23	2023-24	2024-25 (revised estimate)
Expenditure ($ million)	48.3	47.8	48.3
Manpower (number of staff)	56	55	50

In addition, the AFCD has been performing quarantine work for imports at various BCPs and the Hong Kong International Airport. The expenditure and manpower involved in the past 3 years are tabulated below:

Year	2022-23	2023-24	2024-25 (revised estimate)
Expenditure ($ million)	59	64.6	65
Manpower (number of staff)	102	102	102

5. According to the Public Health (Animals and Birds) (Trading and Breeding) Regulations (Cap. 139B), any person who sells or offers to sell animals or birds must obtain an Animal Trader Licence issued by the AFCD. The licence specifies the categories of animals or birds that the licensee is permitted to sell. In general, the AFCD does not issue Animal Trader Licences for the sale of "exotic species" that are not approved for importation.

Moreover, the Government regulates the import/export and local trade of endangered species through the implementation of the CITES by enforcing Cap. 586. The CITES Conference of the Parties, held every 2 to 3 years, discusses the implementation of the CITES and the amendments proposals of the appendices to the CITES to review the relevant trade regulations for strengthening the protection of endangered species. Whenever amendments to the CITES are announced, the Government immediately initiates the process of amending Cap. 586 in accordance with the amendments to ensure that Hong Kong's trade regulations remain in full compliance with the CITES.

The Government will continue to closely monitor the import of "exotic species" and pet trading, and review the regulation of trading of "exotic species" when appropriate.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2821)

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 the promotion of renewable energy (RE) systems, will the Government inform this Committee of the following:

1. the number of buildings in Hong Kong which have installed RE systems in the past 3 years, broken down by public and private buildings, as well as by different types of RE systems;
2. the energy efficiency performance of existing public buildings in Hong Kong and the expenditures and effectiveness associated with the installation of RE systems in the past 3 years, and the measures in place to encourage more private buildings to install RE systems; and
3. the current implementation situation of various programmes and schemes in relation to the promotion of energy efficiency and conservation and the development of RE?

Asked by: Hon QUAT Elizabeth (LegCo internal reference no.: 38)

Reply:

1. The Government has earmarked a total of $3 billion to install small-scale renewable energy (RE) systems at government buildings and infrastructure since 2017-18. The number of government buildings or infrastructure installed with RE systems in the past 3 financial years (2022-23 to 2024-25) is tabulated below:

Type of RE systems	Number of government buildings or infrastructure
Solar energy	105
Biogas or biomass energy	2
Hydropower	1

Note: Some government buildings or infrastructure have more than 1 RE system installed.

The Electrical and Mechanical Services Department (EMSD) and the Buildings Department do not keep information on the actual number of private buildings installed with RE systems.

2.-3. The annual overall energy performance of the Government from 2020-21 to 2022-23 is as follows:

Financial year	Overall energy performance
2020-21	2.7%
2021-22	3.2%
2022-23	5.3%

The data of the overall energy performance for 2023-24 is being compiled. In the past 3 financial years (2022-23 to 2024-25), the Government has completed 119 small-scale RE system projects with the above $3 billion earmarked, involving a project expenditure of about $500 million. These projects will generate a total of around 13.5 million kilowatt-hours (kWh) of electricity annually.

Moreover, the Government has been actively promoting energy efficiency and conservation as well as the development of RE through various policy initiatives, including:

(a) Promoting Energy Efficiency and Conservation

The Government is amending the Buildings Energy Efficiency Ordinance (BEEO) (Cap. 610) to extend the scope of regulation to more types of buildings, mandate the disclosure of information in energy audit reports, and shorten the interval of energy audit; and review the Building Energy Code (BEC) and the Energy Audit Code under the BEEO once every 3 years. The 2024 edition of BEC has an overall improvement of more than 20% in energy saving as compared with the 2015 edition, which would help save about 5.4 billion kWh of electricity per year in buildings in Hong Kong in 2035 (as compared to 2015). In addition, the EMSD continues to expand the coverage of the Mandatory Energy Efficiency Labelling Scheme (MEELS) and upgrade the grading standards of the products under MEELS to promote energy conservation. The fourth phase of MEELS has been fully implemented on 1 December 2024, with the coverage expanded from 8 types of products in the first 3 phases to 11 types and the total coverage of energy consumption of residential buildings substantially increased from about 50% to about 80%.

(b) Renewable Energy

The Government has been optimising the conditions of premises favourable for developing RE, including raising the requirements for applying RE technologies in new government buildings and developing large-scale solar energy generation and waste-to-energy projects, etc. at suitable locations. For instance, the Environmental Protection Department (EPD) has commenced the operation of T·PARK (Sludge Treatment Facility), O·PARK1 (Organic Resources Recovery Centre Phase 1) and O·PARK2 (Organic Resources Recovery Centre Phase 2), and is constructing I·PARK1 (Integrated Waste Management Facilities Phase 1). The EPD also commissioned a 150-kilowatt

solar energy generation system at Jordan Valley Landfill in February 2023, which is the first of its kind on a restored landfill in Hong Kong. The Government is also implementing the Pilot Scheme on Building-Integrated Photovoltaics at the EMSD Headquarters to explore photovoltaic technology applications on the facades of buildings as well as the supply of RE to buildings.

The Government has introduced other supporting measures, including suitably relaxing the requirements for the installation of solar energy generation systems on the rooftops of New Territories Exempted Houses (i.e. village houses), establishing appropriate non-combustibility requirement and standard for building-integrated photovoltaics systems, and revamping the "HK RE Net" and setting up an enquiry hotline, etc. The Environment and Ecology Bureau will continue to co-operate with the EMSD to regularly organise activities such as seminars and briefings, etc. to introduce to relevant stakeholders the installation of RE facilities and the Feed-in Tariff Scheme, so as to encourage different sectors to make optimal use of their premises for the development of RE.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1604)

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:

According to paragraph 179 of the Budget Speech on charging network for electric vehicles (EVs), there are more than 100 000 EVs in Hong Kong, about 8 times of that 5 years ago. At present, what are the respective numbers of EVs and fuel-propelled vehicles in the establishment of the government fleet under the Government Logistics Department? Are there any plans to gradually replace vehicles in the government fleet with EVs?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 6)

Reply:

The current numbers of electric and non-electric vehicles in the establishment of the government fleet is set out below:

Number of electric vehicles in the establishment	Number of non-electric vehicles in the establishment	Total number of vehicles in the establishment
242	6 961	7 203

The Government updated the green procurement practice for private cars in February 2024, requiring all bureaux and departments to opt for electric vehicles when replacing or purchasing private cars unless operational needs are justified and consent from the directorate officers has been obtained. In addition, the Government conducts regular surveys on the supply of electric commercial vehicles in the market. When there are sufficient electric models that can meet the operational needs and are cost-effective, the Government will update the relevant green procurement practice as soon as possible, so as to further promote the use of electric vehicles in the government fleet.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1605)

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:

According to paragraph 179 of the Budget Speech, the Government will launch a $300 million subsidy scheme in the middle of the year for the industry to install chargers. However, insofar as the existing fuel-propelled vehicles are concerned, does the Government have any plan to adopt measures to reduce the use of fuel-propelled vehicles by the public?

Asked by: Hon SO Cheung-wing (LegCo internal reference no.: 7)

Reply:

The Government has been actively promoting the use of electric vehicles (EVs) over the years. Apart from policy guidance, the Government has also provided financial incentives and actively expanded the charging facilities to encourage vehicle owners to switch to EVs on their own initiative, rather than imposing restrictions on owners of fuel-propelled vehicles. This effort has been complemented by the rapid development of EV technology in recent years, leading to remarkable and widely recognised progress in the popularisation of EVs. At present, there are more than 110 000 EVs in Hong Kong, which is about 8 times the number 5 years ago. Moreover, the proportion of electric private cars among newly registered private cars has also increased from over 20% in 2021 to more than 70% today, which is among the highest in the world. Our target is to cease new registrations of fuel-propelled and hybrid private cars by 2035.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2199)

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:

Tung Ping Chau and Po Toi Island are recognised villages on the List of Recognised Villages of the Lands Department, and they are also currently the only two villages in Hong Kong which do not have electricity supply. In the case of Tung Ping Chau, for example, the radar station and guard tower on the island still rely on the oil-fired generators on the island for electricity supply, and the Government needs to deliver fuel oil to the island on a regular basis. Will the Government inform this Committee of:

(a) the number of litres of fuel oil delivered and their total value, the means of transport and transportation cost for delivery as well as the staff expenditure involved in each occasion of delivery of fuel oil by the Government to Tung Ping Chau and Po Toi Island in the past 3 years;

(b) whether the Government has compiled statistics on the number of kilowatt-hours (kWh) of electricity produced by the oil-fired generators on Tung Ping Chau and Po Toi Island each month in the past 3 years, as well as the average cost of each kWh of electricity; and

(c) whether the Government has studied how to further reduce the cost of electricity generation on Tung Ping Chau and Po Toi Island, including the installation of renewable energy facilities such as solar photovoltaic panels for electricity supply and energy storage, so as to lower the cost of electricity generation on the two islands in the long run?

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 34)

Reply:

(a) and (b) The procurement and transportation of fuel oil for the oil-fired generators on Tung Ping Chau and Po Toi Island are not managed by the Environment and Ecology Bureau (EEB). The EEB does not maintain relevant information.

(c) The Government has been encouraging the two power companies to continuously enhance electricity supply facilities according to community needs, and conduct feasibility studies and put forward proposals for supplying electricity to remote areas. The Government will conduct comprehensive assessments on the two power companies' proposals, taking into account such factors as the supply method, cost effectiveness and the impact on the environment etc., with a view to achieving the balance of the 4 objectives of our energy policy, namely, safety, stability, reasonable prices and environmentally friendliness. Regarding the electricity supply to Tung Ping Chau and Po Toi Island, the Government has approved the proposals in the 2018-2023 Development Plan of the CLP Power Hong Kong Limited and the 2019-2023 Development Plan of The Hongkong Electric Company, Limited to supply electricity generated from solar power systems for Tung Ping Chau and Po Toi Island. The Government has also suggested the two power companies to maintain close liaison with local residents.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2040)

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 responsibilities and duties of the Environment and Ecology Bureau include continuing to take forward the Hong Kong Roadmap on Popularisation of Electric Vehicles promulgated by the Government in 2021. Among them, the Green Transformation Roadmap of Public Buses and Taxis sets out the specific strategies. In this connection, please inform this Committee of the following:

(a) the number of electric vehicles of the 3 major bus companies in Hong Kong in the past 3 years;
(b) the prices of electric buses manufactured by the Mainland and the European Union in the past 3 years; and
(c) whether the Government will plan to adjust upwards the amount of subsidies for bus operators in the future; if so, the details; if not, the reasons.

Asked by: Hon TIEN Puk-sun, Michael (LegCo internal reference no.: 27)

Reply:

(a) The numbers of licensed electric buses (e-buses) owned by each franchised bus company in Hong Kong in the past 3 years are tabulated as follows:

Franchised bus company	**Number of licensed e-buses**		
	End of 2022	**End of 2023**	**End of 2024**
The Kowloon Motor Bus Company (1933) Limited	24	49	69
Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) (Note[1])	4	Not applicable	

Franchised bus company	Number of licensed e-buses		
	End of 2022	End of 2023	End of 2024
Citybus Limited (Franchise for the Urban and New Territories Bus Network) (Note[1])	Not applicable	6(Note[2])	5(Note[2])
Citybus Limited (Franchise for the Airport and North Lantau Bus Network)	0	0	0
New World First Bus Services Limited (NWFB)(Note[1])	1	Not applicable	
Long Win Bus Company Limited	4	4	2
New Lantao Bus Company (1973) Limited	4	4	4

Note 1: Citybus Limited (Franchise for the Hong Kong Island and Cross-Harbour Bus Network) and NWFB merged as Citybus Limited (Franchise for the Urban and New Territories Bus Network) on 1 July 2023. Meanwhile, the ownership of franchised buses of NWFB had also been transferred to Citybus Limited (Franchise for the Urban and New Territories Bus Network).

Note 2: They include 1 hydrogen fuel cell bus.

(b) Based on the information declared by registered distributors/importers, e-buses (including franchised buses, non-franchised public buses and private buses) first registered in Hong Kong in the past 3 years were all manufactured in Mainland China, and their numbers by taxable value (i.e. value before tax) are tabulated below:

Year	Number of first registered e-buses				
	Taxable value (above $2 million to $3 million)	Taxable value (above $3 million to $4 million)	Taxable value (above $4 million to $5 million)	Taxable value (above $5 million)	Total
2022	16	4	0	1	21
2023	13	25	1	0	39
2024	0	24	5	4	33

(c) The Government announced the Green Transformation Roadmap of Public Buses and Taxis in December last year and has earmarked about $470 million to subsidise franchised bus operators to purchase about 600 e-buses. The proposed subsidies for each new single-deck and double-deck e-bus are $400,000 and $800,000 respectively, or 25% of the capital cost of purchasing the e-bus, whichever is lower. The Government has issued invitations to franchised bus operators to participate in the subsidy scheme. With the growing maturity in electric vehicle (EV) technology, we believe that there will be more EV models to choose from in the market. The price gap

between e-buses and conventional buses is expected to be narrowed in the long run. Therefore, we have no plan to increase the amount of the subsidy.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0069)

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 Hong Kong Special Administrative Region strives to achieve carbon neutrality before 2050 and reduce the total carbon emissions from the 2005 level by half before 2035. Please inform this Committee of the following:

1. What is the main reason for the 8.5% increase in the estimate for the Climate Change Programme for 2025-26?
2. What is the current achievement towards the carbon neutrality target? Have any targets and planning been made for the next 5 years? If yes, what are the details? If no, what are the reasons?
3. The Government has been taking forward 4 major decarbonisation strategies, namely "net-zero electricity generation", "energy saving and green buildings", "green transport" and "waste reduction". Can the Government inform this Committee of the progress in taking forward the 4 major strategies and whether the targets have been met? Please provide data on carbon reduction for the past 3 years.

Asked by: Hon TSE Wai-chuen, Tony (LegCo internal reference no.: 63)

Reply:

1. The provision for 2025-26 is $12.2 million (8.5%) higher than the revised estimate for 2024-25, among which $11 million is attributable to the increase in cash flow required for the Green Tech Fund to support 3 approved projects which have just commenced under the 2024-25 (the fourth round) as well as a total of 27 projects that commenced in the first 3 rounds over the past 3 financial years.

2. and 3.

The Government has set out 4 major decarbonisation strategies in the Hong Kong's Climate Action Plan 2050, namely "net-zero electricity generation", "energy saving and green buildings", "green transport" and "waste reduction", to lead Hong Kong towards

carbon neutrality before 2050 and reduce Hong Kong's greenhouse gas (GHG) emissions by half before 2035 from the 2005 level. Hong Kong's total GHG emissions have been on a downward trend after reaching its peak in 2014. The total GHG emissions in 2022 were reduced by about 20% from the 2005 level and about a quarter from the peak in 2014; while the per capita GHG emissions in 2022 dropped by about a quarter from the peak in 2014, which were about one-fourth of those in the United States and six-tenths of those in the European Union.

On net-zero electricity generation, the Hong Kong Special Administrative Region has ceased to build coal-fired generating units since 1997, and the share of coal in Hong Kong's overall fuel mix for electricity generation has been reduced from about half in 2015 to about one-fifth at present, while the share of natural gas has significantly increased from about a quarter in 2015 to over half. In accordance with the overall target set under the Hong Kong's Climate Action Plan 2050, we will cease the use of coal for daily electricity generation by 2035 and progressively increase the use of zero-carbon energy for electricity generation. To this end, the Government will take the lead in promoting the development of renewable energy (RE) and strive to increase the share of RE in the fuel mix for electricity generation to 7.5% to 10% by 2035. In addition, with the expected completion of the enhancement project of the Clean Energy Transmission System in 2026 and the reservation of land in Tseung Kwan O Area 132 by the Government for the construction of the Electricity Facilities, the capacity of electricity transmission from the Mainland can be further increased, with a view to striving to increase the share of zero-carbon energy in the fuel mix for electricity generation to about 60% to 70% by 2035.

On the promotion of energy saving and green buildings, the Government has implemented the following measures to enhance the energy efficiency of buildings:

(a) Amend the Buildings Energy Efficiency Ordinance (BEEO) to extend the scope of regulation to more types of buildings, mandate the disclosure of information in energy audit reports, and shorten the interval of energy audit; and review the Building Energy Code (BEC) and the Energy Audit Code under the BEEO once every 3 years. The 2024 edition of BEC has an overall improvement of more than 20% in energy saving as compared with the 2015 edition, which would help save about 5.4 billion kilowatt-hours of electricity per year in buildings in Hong Kong in 2035 (as compared to 2015); and

(b) Continue to expand the coverage of the Mandatory Energy Efficiency Labelling Scheme (MEELS) and upgrade the grading standards of the products under MEELS to promote energy conservation. The fourth phase of MEELS has been fully implemented on 1 December 2024, with the coverage expanded from 8 types of products in the first 3 phases to 11 types and the total coverage of energy consumption of residential buildings substantially increased from about 50% to about 80%.

On the promotion of green transport, the Government has been actively implementing various policies and measures proposed in the Hong Kong Roadmap on Popularisation of Electric Vehicles to promote the green transformation of vehicles. In 2024, about 70% of newly registered private cars in Hong Kong are electric vehicles (EVs), and the

said rate is among the highest in the world. We will cease the new registration of fuel-propelled and hybrid private cars in 2035 or earlier. In December 2024, the Government also announced the Green Transformation Roadmap of Public Buses and Taxis, outlining major measures which include earmarking about $470 million and $135 million respectively under the New Energy Transport Fund (NET Fund) to subsidise the purchase of about 600 electric buses by the franchised bus operators and 3 000 electric taxis by the taxi trade. In addition, the Government will continue to adopt a multi-pronged approach to encourage the trade to expand the network of EV charging facilities, including the $300-million Fast Charger Incentive Scheme to be launched in mid-2025 to encourage the private sector to install a total of 3 000 fast chargers (with a rated output power of 100 kilowatts or above) by 2030 for supporting the charging demand of about additional 160 000 EVs. The Funding Scheme to Trial of Hydrogen Fuel Cell Heavy Vehicles was also launched under the NET Fund in December 2024 to promote the transition to green transport.

Regarding waste reduction, the Government will continue to promote waste reduction and recycling and improve the community recycling network. The number of public collection points has been further increased to 800 in the first quarter of 2025, and the number of residential food waste smart recycling bins across the city will be doubled to about 1 600 during the year. In addition, the new legislation for the regulation of disposable plastic tableware and other plastic products came into effect on 22 April 2024, and it is estimated that an average of 60 million sets of disposable tableware can be reduced each year under the new legislation. The Government plans to introduce an amendment bill to the Legislative Council in the first half of 2025 to establish a common legislative framework for Producer Responsibility Schemes (PRSs), with a view to progressively covering more products under the PRSs upon considering the circumstances at that time. The Government is working at full steam on developing a network of waste-to-energy facilities to move away from the reliance on landfills for the disposal of municipal solid waste (MSW). I·PARK1, Hong Kong's first modern waste-to-energy facility for treating MSW, is expected to commence operation this year for handling 3 000 tonnes of MSW per day. The Government is also pressing ahead with the establishment of I·PARK2 for an expected MSW handling capacity of about 6 000 tonnes per day.

The Environment and Ecology Bureau compiles yearly GHG inventory in accordance with the guidelines published by the United Nations' Intergovernmental Panel on Climate Change. As the inventory compilation involves a large amount of work on data collection and consolidation, as well as analysis and verification work, there is usually a time lag of 2 to 3 years in the publication of GHG inventories in different parts of the world. The figures on GHG emissions and per capita GHG emissions in the past 3 years (2020 to 2022) are set out below:

Year	GHG emissions (in kilotonnes carbon dioxide equivalent; kt CO2-e)						Per capita GHG emissions (in tonnes CO2-e)
	Total	Energy			Waste treatment	Other sources@	
		Electricity generation	Transport	Other end use of fuel^			
2020	33 300	20 400	6 280	1 860	2 970	1 810	4.46
2021	34 700	21 800	6 520	1 800	2 910	1 740	4.68
2022	33 500	21 000	6 420	1 860	2 580	1 630	4.55

Remarks:

The sum of individual items may not be added up to the total owing to rounding.

^ *Including the use of fuel for combustion in commercial, industrial and domestic premises.*

@ *Other sources include "Industrial processes and product use" and "Agriculture, forestry and other land use".*

Combating climate change is a long-term task. In line with the spirit of the Paris Agreement, we will review the Hong Kong's Climate Action Plan about every 5 years to update the strategies and targets for decarbonisation and other climate actions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1230)

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:

Following the announcement of the Green Transformation Roadmap of Public Buses and Taxis by the Government last year, 700 public buses and 3 000 taxis will be replaced with electric vehicles (EVs) with subsidies from the New Energy Transport Fund (NET Fund). In 2025-26, the Environment Branch will formulate a roadmap for the promotion of electric public transport and commercial vehicles, with a view to achieving zero vehicular emissions by 2050. Please advise this Committee on the following:

1. As the technology of EVs and batteries is becoming more mature, the NET Fund will cease to accept applications for trials of all types of electric commercial vehicles from 1 April 2025, resulting in the shelving of the plan of some businesses to switch to large EVs. Will the Government consider providing subsidies to non-franchised buses intending to switch to electric ones, so as to tie in with the Government's policy on the popularisation of EVs? If so, what are the details? If not, what are the reasons?
2. What public transport tools and commercial vehicle types are involved in the roadmap, and when is it expected to be completed and announced? What resources are involved in such work?

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 18)

Reply:

1. and 2.

Since the Government established the New Energy Transport Fund (NET Fund) in 2011 to promote the trade's adoption of green transport tools, about 150 trial projects (involving about 200 electric commercial vehicles) have been funded and completed. Additionally, about 70 trial projects (involving about 100 electric commercial vehicles) are either ongoing or about to commence. Given the extensive data and experience accumulated from the trials, the technical feasibility for the large-scale adoption of electric commercial vehicles in Hong Kong has been fully validated. In line with the principle of the prudent use of public funds, the

NET Fund's Steering Committee, after deliberation, has decided that all trial applications for electric commercial vehicles will no longer be accepted starting from 1 April 2025. This will allow the NET Fund to focus its resources to subsidise innovative energy technologies that urgently require local trials, thereby effectively promoting the green transformation of Hong Kong's transport trade.

The Government promulgated the Green Transformation Roadmap of Public Buses and Taxis last year and has earmarked about $470 million and $135 million under the NET Fund to provide financial support to franchised bus operators and taxi owners respectively, with a view to introducing about 700 electric buses and about 3 000 electric taxis by the end of 2027.

For other types of commercial vehicles, however, the situation varies. For light goods vehicles, suitable electric vehicle models are already available in the market that can meet the daily operational needs of the trade, and their prices are comparable to traditional diesel vehicles. As for non-franchised buses, their electric vehicle models available in the market remain relatively more expensive than traditional diesel buses. And for electric heavy goods vehicles, they still face challenges posed by vehicle technologies and supporting maintenance infrastructure that need to be overcome to meet the daily operational needs of the trade.

The Government is actively engaging the transport trade and will carry out a holistic review taking account of factors including electric vehicle technologies, market development, and government fiscal conditions in formulating a roadmap for promoting electric public transport and commercial vehicles in a pragmatic manner. The above roadmap will be published within 2025, outlining details of the future direction of green transformation for the relevant transport tools. The formulation of the roadmap is part of the Environment and Ecology Bureau's overall work and will be undertaken within its existing resources.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 1231)

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:

In 2025-26, the Environment Branch will oversee the retrofitting of electric charging facilities in petrol filling stations (PFSs) with a view to facilitating the transition to green transport. Please inform this Committee of the latest situation of the retrofitting of electric charging facilities in PFSs, including the number of PFSs which have been retrofitted with electric charging facilities and the number of electric charging facilities in each of the PFSs; and the number of PFSs to be retrofitted with electric charging facilities in 2025 and the resources involved in the work.

Asked by: Hon YICK Chi-ming, Frankie (LegCo internal reference no.: 19)

Reply:

The Government is offering incentives to petrol filling station (PFS) operators, including granting lease renewals of PFSs, to facilitate the retrofitting of electric vehicle (EV) charging facilities in the usable space of the PFSs, so as to make effective use of the PFSs throughout the territory to provide charging services for EVs. In November 2023, the Government wrote to PFS operators to invite submission of preliminary proposals for retrofitting fast charging facilities at PFSs, and 99 proposals were received. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technology and traffic considerations, etc., the Government expects that about 100 fast chargers will be provided through the retrofitting of fast charging facilities at PFSs within 2025.

The above work is being taken forward by the existing manpower of the Environment and Ecology Bureau.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2585)

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 2025-26.
2. Does the CCO have any plans to promote Hong Kong's countryside characteristics to tourists? If yes, please provide the relevant estimates and details.
3. Given that the Hong Kong Special Administrative Region Government has promulgated the Development Blueprint for Hong Kong's Tourism Industry 2.0 to promote "Ecology+Tourism", will the Government include eco-tourism promotion requirements in the Countryside Conservation Funding Scheme, so as to encourage different conservation projects to craft unique eco-tour products under the principle of sustainable development?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 35)

Reply:

1. In 2025-26, the staff establishment of the Countryside Conservation Office (CCO) comprises 21 civil servant posts and the estimated expenditure of the CCO is about $91.5 million, which is mainly for covering the operating expenses of the CCO and the cash flow for the approved projects under the Countryside Conservation Funding Scheme (CCFS) in 2025-26.

2.&3. The CCO co-ordinates and takes forward the CCFS to promote sustainable development of remote countryside, and support organisations and villagers in organising diverse and innovative conservation projects in remote countryside areas, including the conservation of natural ecology, revitalisation of village architectural environment and conservation of cultural resources and historical heritage, etc. These initiatives not only attract villagers back to their villages, but also provide the public with in-depth tour experiences of green ecology and

traditional culture. Since its launch in October 2019 and up to March 2025, a total of 56 projects have been approved under the CCFS, involving a total grant of about $325 million. For all the CCFS applications, details of education and public engagement activities, and publicity and promotion projects must be submitted in accordance with the Guide to Application. At present, the cumulative number of activities organised under the funded projects exceeds 2 600, with over 660 000 participants. The latest 10th round of projects under the CCFS includes cultural rehabilitation/revitalisation projects with the theme of eco-tour, showcasing unique and valuable countryside cultural assets to the public. Through organising eco-tour activities, the attractiveness of remote countryside as eco-tour destinations can also be enhanced.

To further enhance the understanding of countryside conservation of all sectors of the community, the CCO has been organising various activities. Last year, it assisted in hosting the "National Ecology Day Launching Ceremony cum Symposium" and "Discovering Ecological Wonders" National Ecology Day Thematic Exhibition, etc. In January and February 2025, the CCO organised the Countryside Harvest Festival: Kuk Po "Sound-Sight-Taste Fusion" Tour in Kuk Po in the North District of the New Territories. The event aimed to promote a new in-depth eco-tour experience, enhance public awareness of nature conservation, and foster urban-rural symbiosis, and it attracted over 12 000 participants.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2988)

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 the Budget that the Government will launch a $300 million subsidy scheme in the middle of the year to subsidise the private sector to install fast charging facilities (chargers with a rated output power of 100 kilowatts or above) under the Fast Charger Incentive Scheme (the Scheme). It is expected that the Scheme will provide impetus for the industry to install 3 000 fast chargers (FCs) to be used by the public by 2030. In this connection, will the Government inform this Committee of the following:

1) Please provide a breakdown of the planned distribution of the 3 000 FCs by District Council district. How will the Government ensure that the distribution and quantity of FCs meet the growing demand for electric vehicles (EVs), particularly in remote areas? If there is a priority order in district coverage and funding allocation, how will it be determined?

2) It is also mentioned in a report that the Government will convert the conventional petrol filling stations (PFSs) into fast charging stations and retrofit existing PFSs to install fast charging facilities. How many charging stations are expected to be put into service? What is the estimated funding involved in these conversions and retrofits?

3) The "EV-Charging Easy" mobile application currently allows users to access real-time information on the EV charging network across Hong Kong, including: a) real-time EV charger availability, b) number of EV chargers at different car parks, and c) EV charger number and distribution by district. However, some charging service operators have not yet joined the platform, while most participating operators do not provide real-time information. Will the Government consider establishing a unified regulatory mechanism to mandate all charging service providers in Hong Kong to supply real-time data?

4) Please provide service performance statistics of "EV-Charging Easy" over the past 12 months for participating operators that provide real-time information, with a focus on:

a) operational uptime rate of charging facilities, b) number and proportion of failures of charging facilities, and c) comparative analysis of service stability among different operators.

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 23)

Reply:

1) The Fast Charger Incentive Scheme (the Scheme) aims to leverage the market's own drive in helping significantly accelerate the installation of fast chargers (FCs) (with a rated output power of 100 kilowatts or above), so that they can be commissioned as soon as possible to meet the fast growing charging demand and promote competition in the market at the same time. This can facilitate applicants to identify suitable locations for charger installations (for instance, areas where charging facilities remain relatively insufficient) having holistically taken into account factors such as supply and demand in the charging market, land use planning, technological feasibility, and commercial operation. This will gradually lead to the formation of an efficient, rational, and user-oriented fast charging network, thereby further facilitating the popularisation of electric vehicles (EVs) in Hong Kong.

2) The Government awarded 2 vacant petrol filling station (PFS) sites in Kowloon East and New Territories East respectively in mid-2024 for converting into EV charging stations. The Government has required the 2 projects to provide a total of no less than 23 FCs by the third quarter of 2026. The Government will closely monitor the construction and operation of these 2 projects and identify suitable PFS sites for conversion into fast charging stations in a timely manner subject to actual market demand.

   The Government is offering incentives to PFS operators, including granting lease extensions of PFSs, to facilitate the retrofitting of EV chargers in the PFSs, so as to make effective use of PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 FCs at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively.

   The relevant projects are only implemented by way of land sale or modifications to the lease conditions of the PFS sites, and do not involve any government subsidy.

3) and 4)

   The Environmental Protection Department (EPD) launched the "EV-Charging Easy" mobile application (app) in 2022 to provide EV drivers with service information on the public EV chargers managed by the Government to facilitate drivers to locate available

public chargers. The EPD further upgraded the mobile app in 2024 to include service information of public chargers managed by the private sector. At present, the mobile app has already covered the service information of about 10 400 public chargers across Hong Kong, including the number of chargers, their locations, output power and charging fees, etc. It also provides information on the real-time availability of about 3 300 public chargers managed by the Government or the private sector.

Moreover, we have noted that there is a number of mobile apps available in the market offering services such as real-time availability of EV chargers, service information, payment, and reservation features. We will review timely the way forward for the "EV-Charging Easy" mobile app in the light of market developments.

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 apps in the market.

For other private charging service operators, their participation in the "EV-Charging Easy" mobile app for the provision of service information and real-time availability of the public chargers is voluntary. The Government currently has no plan to use the "EV-Charging Easy" data platform to collect detailed service data from individual operators.

As for the some 1 600 medium chargers (with a rated output power above 2.8 kilowatts to 20 kilowatts) managed by the EPD, the marketisation of the chargers was completed in June 2024. Preliminary data indicates that these charging facilities have been in normal operation over 90% of the time, with no major fault case report.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2998)

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 statistics of the Government, there are more than 100 000 electric vehicles (EVs) in Hong Kong, about 8 times of that 5 years ago. The Government will launch a subsidy scheme to install fast chargers by 2030 to be used by 160 000 additional EVs. In this connection, will the Government inform this Committee of the following:

1. The Government launched the Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (the Loan Scheme) in September 2023. How many battery electric taxis (e-taxis) are in operation across Hong Kong at present? Among them, how many have been converted to e-taxis through the Scheme? How many applications are under review, and how many have been rejected? What measures are in place to ensure that the target of introducing 3 000 e-taxis by the end of 2027 is achieved? Will the Government consider setting an annual target for the number of applications received under the Scheme?

2. What proportion does the total financial commitment for EV-related policies account for in Hong Kong's 2025 budget? How will the Government ensure that the allocated resources are effectively utilised to support the implementation of various EV policies?

3. In promoting EVs and the utilisation of charging facilities, what specific strategies does the Government have in place to balance the promotion of EVs with the transition from fuel-propelled vehicles?

Asked by: Hon ZHANG Xinyu, Gary (LegCo internal reference no.: 35)

Reply:

We have consulted the Transport Department on this question.

1. The Dedicated 100% Loan Guarantee Scheme for Battery Electric Taxis (the Loan Scheme) is administered by the Hong Kong Mortgage Corporation Insurance Limited (HKMCI) and the loans are originated by participating lending institutions. As at 28 February 2025, there were a total of 189 licensed battery electric taxis (e-taxis) in Hong Kong, of which 166 cases (1 e-taxi applied under each case) were licensed e-taxis purchased through the Loan Scheme; 5 cases are being processed by the HKMCI; and 13 cases have been cancelled due to the withdrawal of applications by the applicants or failure to draw down the loan within the time specified by the HKMCI.

   The application period of the Loan Scheme is 5 years from its launch date, allowing taxi owners to switch to battery e-taxis in an orderly manner in view of their operational needs. The Government currently has no plan to set an annual target on the number of applications to be received under the Loan Scheme.

   The Government has been adopting a multi-pronged approach to promote the application of e-taxis, and promulgated the Green Transformation Roadmap of Public Buses and Taxis in December last year, including earmarking $135 million under the New Energy Transport Fund (NET Fund) to subsidise the purchase of 3 000 e-taxis by the taxi trade. The Government issued invitations in December 2024 to eligible taxi owners to participate in the subsidy scheme. The Government has received responses from about 1 900 eligible taxi owners to date, of whom around 1 700 accepted the subsidy quota. A second round of invitations will be issued in the second quarter of this year. The subsidy scheme will continue until all 3 000 e-taxis are licensed, and we are confident that the target of introducing about 3 000 e-taxis will be achieved by the end of 2027.

2. In addition to the above e-taxi subsidy scheme and the Loan Scheme, the Government has also earmarked about $470 million under the NET Fund to subsidise the purchase of about 600 electric buses by the franchised bus operators Moreover, the Chief Executive announced in the 2024 Policy Address that the Government will earmark $300 million for a new scheme to encourage the private sector to install fast chargers (FCs) (with a rated output power of 100 kilowatts (kW) or above). The target is to install a total of 3 000 additional FCs by 2030 to support about 160 000 electric vehicles (EVs). It is expected that the new scheme to be launched and start accepting applications in mid-2025.

   The above 3 schemes for the promotion of EVs, together with the applications for trial approved under the NET Fund, are implemented under Programme (4) Environmental Protection of the Environment and Ecology Bureau (Environment Branch) which will span over a few years. The estimated expenditure for 2025-26 will be around $90 million, accounting for nearly 60% of the estimate for Programme (4). The remaining estimate is attributed to the general operating expenses of the Bureau, including personal emoluments, personnel related expenses, etc. In recent years, the Government has introduced various measures, such as the first registration tax concession for EVs, including the "One-for-One Replacement" Scheme, to reduce the cost of ownership and make EVs more appealing. We believe these measures, coupled with the increasingly mature technology and cost advantages of EVs in the market, are sufficient to promote the introduction of more EVs across various sectors in Hong Kong. At present, there are more than 110 000 EVs in Hong Kong, which is about 8 times the number 5 years

ago. The proportion of electric private cars among newly registered private cars has also increased from over 20% in 2021 to more than 70% today, which is among the highest in the world.

3. There are more than 10 400 public EV chargers with different rated output power provided by the Government (about 2 500) and private sector (about 7 900) respectively across Hong Kong. The transition from traditional fuel-propelled vehicles to EVs is a general trend, and the demand for vehicle fuel is expected to continue to decline. To facilitate the switch to EVs, the Government is gradually and orderly converting some of the existing petrol filling stations (PFSs) into fast charging stations or petrol-cum-charging stations (PFSs cum fast charging stations), so as to make effective use of the 180 PFSs throughout the territory to provide charging services for EVs. In promoting the conversion of PFSs, the Government will carry out a holistic review of factors, including the fuel supply situation of nearby PFSs, to ensure a stable, convenient and reliable supply of vehicle fuel to meet the demand, so as to achieve a smooth conversion.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2743)

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 Cold Weather Warning, please advise on the respective numbers of Cold Weather Warnings issued by the Hong Kong Observatory in the past 3 years (2022-23 to 2024-25), and the numbers of those involving reported death of or damage to vegetables and fish. Please also provide the respective dates of warnings issued and reports received.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 39)

Reply:

The respective numbers and dates of Cold Weather Warnings issued by the Hong Kong Observatory and reports involving losses of crops or deaths of fish in the past 3 years (2022-23 to 2024-25 (as at 9 March 2025)) are as follows:

<table>
<tr><th></th><th>Number of Cold Weather Warnings issued and relevant dates</th><th>Number of reports involving losses of crops or deaths of fish#</th><th>Dates of reports#</th></tr>
<tr><td rowspan="2">2022-23</td><td rowspan="2">7
(13 to 15 December 2022)
(16 to 20 December 2022)
(31 December 2022)
(15 to 18 January 2023)
(24 to 26 January 2023)
(27 to 30 January 2023)
(14 to 15 February 2023)</td><td>Crops: 3</td><td>19 December 2022
30 January 2023
31 January 2023</td></tr>
<tr><td>Fish: 1</td><td>28 December 2022</td></tr>
</table>

	Number of Cold Weather Warnings issued and relevant dates	Number of reports involving losses of crops or deaths of fish[#]	Dates of reports[#]
2023-24	6 (16 to 18 December 2023) (19 to 25 December 2023) (22 to 26 January 2024) (27 to 28 January 2024) (7 to 11 February 2024) (29 February 2024 to 3 March 2024)	Crops: 2	27 December 2023 25 January 2024
		Fish: 3	26 December 2023 29 December 2023 22 January 2024
2024-25 (up to 9 March 2025)	9 (19 to 20 December 2024) (20 to 21 December 2024) (21 to 22 December 2024) (9 to 13 January 2025) (26 to 29 January 2025) (3 to 4 February 2025) (7 to 10 February 2025) (23 to 24 February 2025) (6 to 8 March 2025)	Crops: 1	13 January 2025
		Fish: 0	-

[#] Figures provided by the Agriculture, Fisheries and Conservation Department.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2119)

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, will the Government advise this Committee:

1. of the operating expenditure and manpower involved in the Dial-a-Weather system;
2. of the operating expenditure and manpower involved in the Observatory's website;
3. of the number of downloads and regular usage of the mobile application "MyObservatory" as well as the expenditure involved over the past three years;
4. whether it has reviewed the effectiveness of the Dial-a-Weather system; if yes, of the details; If no, the reasons for that?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 135)

Reply:

1. The Dial-a-Weather service of the Hong Kong Observatory (HKO) 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, a breakdown in this respect is not available.

2. The HKO operates its website with the existing manpower and resources, including routine system maintenance as well as content and function updates. 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 numbers of downloads and visits (page views) of "MyObservatory" over the past 3 years (2022-2024) are as follows:

Year	"MyObservatory"	
	No. of downloads ('000)	No. of visits (billion)
2022	560	126
2023	920	135
2024	640	141

The HKO operates the mobile application "MyObservatory" with its existing manpower and resources, including routine system maintenance as well as content and function updates. The relevant manpower and expenditure have been subsumed under the establishment of and regular provision for the HKO. No relevant breakdown is available.

4. The Dial-a-Weather system handled 4.1 million and 3.8 million telephone enquires in 2023 and 2024 respectively. With the popularization of smartphones in recent years, members of the public can obtain weather information by phone through the mobile application "MyObservatory" in addition to the Dial-a-Weather service. While it has become a trend in recent years to access weather information through mobile applications, the HKO appreciates that many users still use the Dial-a-Weather service. For example, it is more convenient for some 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 plans to upgrade the automated system by incorporating smart features such as speech recognition function.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 2008)

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:

a) What are the findings or outcomes of the study conducted by the Government on the use of small unmanned aircraft in meteorological measurements?

b) What are the details of operating the virtual Meteorological Training Centre for Belt and Road Countries and organising training courses in collaboration with other international organisations? What are the responses of the participants? What are the direct or indirect benefits to the Hong Kong Observatory?

Asked by: Hon LUK Hon-man, Benson (LegCo internal reference no.: 32)

Reply:

(a) Preliminary results of tests using small unmanned aircraft (SUA) in meteorological measurements by the Hong Kong Observatory (HKO) show that the meteorological data measured such as temperature, humidity, wind speed and wind direction are similar to those observed by traditional instruments. The HKO plans to deploy SUAs for operation use to support low-altitude weather monitoring.

(b) The Meteorological Training Centre for Belt and Road Countries was officially established on 3 December 2024. It organised in collaboration with the World Meteorological Organization (WMO) and the International Civil Aviation Organization (ICAO) its first training workshop with the theme of aviation meteorological science and service development. Over 90 meteorological personnel from more than 45 WMO members and ICAO Asia Pacific States attended the workshop. Participants were satisfied with the content and overall arrangement of the workshop and spoke highly of it. The establishment of the Training Centre helps foster international meteorological co-operation between the HKO and various Belt and Road regions, further consolidating Hong Kong's position as a regional centre for meteorological advancements.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3430)

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 inform this Committee of the following:

1. the respective numbers of law enforcement operations conducted and prosecutions instituted by the AFCD against feeding of wild pigs and feral pigeons, as well as the expenditure 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 expenditure and manpower involved over the past 3 years;
3. regarding the capture and humane dispatch of wild pigs carried out by the AFCD since November 2021 to replace the Capture and Contraception/Relocation Programme to handle the problem of wild pigs, 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 number of wild pigs humanely dispatched in each year?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 46)

Reply:

1. The Wild Animals Protection (Amendment) Ordinance 2024 (Amendment Ordinance) came into operation on 1 August 2024, expanding the territory-wide prohibition on feeding of wild animals to cover feral pigeons, increasing the maximum penalty for illegal feeding of animals to a fine of $100,000 and imprisonment for 1 year, and introducing a fixed penalty of $5,000, with a view to further combatting illegal feeding, thereby mitigating the problems of ecological imbalance and environmental hygiene so caused. The numbers of law enforcement operations conducted and prosecutions instituted by the Agriculture, Fisheries and Conservation Department (AFCD) against illegal feeding of wild pigs and feral pigeons over the past 3 years are tabulated as follows:

Year	Number of law enforcement operations		Number of prosecutions instituted	
	Wild pigs	Feral pigeons	Wild pigs	Feral pigeons
2022-23	300^	Not applicable*	12	Not applicable*
2023-24	1 382		23	
2024-25 (as at Feb 2025)	1 440	856	5#	0#

^ The Feeding Ban Area was expanded to cover the entire territory of Hong Kong with effect from 31 December 2022, and there were only 7 designated locations in Hong Kong at which the feeding of wild animals was prohibited prior to that day.

* Since the Amendment Ordinance was only expanded to cover feral pigeons starting from 1 August 2024, there had been no relevant law enforcement operations or prosecutions against feeding of feral pigeons prior to that date.

\# Apart from the numbers of prosecutions tabulated above, from the commencement of the Amendment Ordinance on 1 August 2024 to February 2025, the AFCD issued 20 and 22 fixed penalty notices for illegal feeding of wild pigs and feral pigeons respectively.

Since law enforcement is part of the AFCD's work on the management of wild pigs and feral pigeons, a breakdown of the expenditure and manpower involved for law enforcement is not available. The manpower and expenditures of the AFCD's work on the overall management of wild pigs and feral pigeons over the past 3 years are tabulated as follows:

Year	Manpower (number of staff)		Expenditure ($ million)	
	Management of wild pigs	Management of feral pigeons	Management of wild pigs	Management of feral pigeons
2022-23	34	8	22.3	6.5
2023-24	33	8	21.8	6.0
2024-25 (revised estimate)	33	11	22.8	6.1

2. The AFCD has all along been striving to promote to members of the public the concepts about preventing nuisance caused by wild animals (such as wild pigs) and no-feeding of wild animals, including providing eco-educational activities and guided tours at kindergartens, primary and secondary schools, centres for the elderly and communities near feeding black spots, uploading promotional and educational information on social media, and placing advertisements on public transport and at stations. Since the first quarter of 2024, the AFCD has further launched a series of publicity and educational activities with the theme of "All For No Feeding", including extensive advertisements, release of promotional videos, setting up of education booths, display of banners and posters and distribution of leaflets at feeding black spots, so as to inform the public about the latest feeding ban regulations and the negative impacts of feeding animals.

Besides, the AFCD has been adopting a multi-pronged approach to minimise the nuisance caused by feral pigeons and educating the public not to feed feral pigeons

through various publicity channels, including setting up "Mission P." educational booths at feral pigeon congregation spots in various districts, placing advertisements on various media, and holding talks at schools and housing estates.

The expenditure on the work carried out by AFCD to promote and educate the public not to feed wild pigs and feral pigeons is tabulated as follows:

Year	Expenditure ($ million)
2022-23	8.1
2023-24	4.6
2024-25 (revised estimate)	4.6

Since carrying out the relevant publicity and education work is part of the AFCD's work on the management of wild pigs and feral pigeons, the AFCD does not have a breakdown of the manpower involved.

3. The number of reports on sightings of or nuisance and injuries caused by wild pigs received by the AFCD over the past 3 years is tabulated by 18 districts as follows:

District	Number of reports on wild pig sightings or nuisance (Number of reports on injuries)		
	2022-23	2023-24	2024-25 (as at Feb 2025)
Islands	9 (0)	8 (0)	6 (0)
Kwai Tsing	28 (0)	22 (0)	15 (0)
North	39 (0)	45 (0)	46 (1)
Sai Kung	216 (5)	164 (2)	154 (2)
Sha Tin	140 (6)	161 (1)	122 (1)
Tai Po	119 (1)	201 (1)	194 (0)
Tsuen Wan	55 (2)	57 (0)	71 (1)
Tuen Mun	60 (0)	37 (0)	46 (0)
Yuen Long	30 (0)	40 (0)	41 (0)
Kowloon City	6 (0)	8 (1)	1 (0)
Kwun Tong	33 (0)	13 (0)	22 (0)
Sham Shui Po	25 (0)	21 (0)	20 (0)
Wong Tai Sin	18 (0)	24 (0)	21 (0)
Yau Tsim Mong	1 (0)	1 (1)	1 (0)
Central and Western	107 (0)	83 (0)	64 (1)
Eastern	83 (6)	46 (0)	64 (0)
Southern	159 (3)	103 (0)	101 (1)
Wan Chai	55 (0)	59 (1)	44 (0)
Total	**1 183 (23)**	**1 093 (7)**	**1 033 (7)**

The number of wild pigs humanely dispatched by the AFCD over the past 3 years is tabulated as follows:

Year	Number of wild pigs humanely dispatched
2022-23	361
2023-24	525
2024-25 (as at Feb 2025)	630

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3768)

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 (2022-23 to 2024-25);
(b) the number of complaints received by the Department about nuisance of or attack by wild monkeys over the past 3 years (2022-23 to 2024-25);
(c) the manpower and expenditure involved in the investigation and study on the control of wild monkeys, as well as the administration of contraceptive and sterilisation treatment to wild monkeys over the past 3 years (2022-23 to 2024-25); 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 2024-25.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 58)

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)
2022-23	3.0
2023-24	4.0
2024-25 (revised estimate)	3.3

(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
2022-23	279
2023-24	320
2024-25 (as at Feb 2025)	365

(c) The AFCD's expenditure and manpower involved in handling the work of monkey management over the past 3 years are tabulated as follows:

Year	Expenditure ($ million)	Manpower (number of staff)
2022-23	11.3	17
2023-24	11.8	17
2024-25 (revised estimate)	11.2	17

The AFCD arranges for a contractor to conduct regular sterilisation operations for monkeys 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 country parks since 2018. In each operation, about 10 staff members 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) and has engaged an expert to enhance the action plan. 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 2025.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3452)

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 Culture, Sports and Tourism, Secretary for Environment and Ecology

Question:

There are 41 campsites at country parks throughout Hong Kong, enabling the public to enjoy the countryside. Setting up tents outside designated campsites may constitute an offence and lead to prosecution. In this connection, would the Government inform this Committee of the following:

1. the number of camping units provided by the 41 campsites;
2. the annual number of complaints related to prolonged occupation of campsites over the past 3 years;
3. the respective numbers of people warned or prosecuted for illegal camping activities at various country parks over the past 3 years (please set out by country parks);
4. considering the lack of camping units at designated campsites due to the increasing demand for camping, which has indirectly caused some members of the public to illegally camp at non-designated campsites, whether the Department has any plan to increase the campsites or camping units at the existing campsites to respond to the public demand for camping;
5. the number of campsites with a reservation system under the Agriculture, Fisheries and Conservation Department;
6. further to the above question, the proportion of wastage of camping units due to no-shows at each campsite with a reservation system in 2024?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 23)

Reply:

1. The Agriculture, Fisheries and Conservation Department (AFCD) has set up 41 campsites in country parks (CPs). The number of camping units that the camp sites can accommodate is subject to the area of space occupied by users' camping tents, cooking utensils and other camping gear. According to factors such as the actual environment of each campsite, the size of a 4-person tent, the required cooking space and the access pathway for campers, the AFCD estimates that all the campsites at CPs can accommodate a total of over 1 000 camping units.

2. The number of complaints received by the AFCD about prolonged occupation of campsites in CPs over the past 3 years is tabulated as follows:

Year	Number of complaints
2022*	9
2023	6
2024	17

* Campsites at CPs were closed during the pandemic and reopened from 17 November 2022 onwards.

3. Under the Country Parks and Special Areas Regulations (Cap. 208A), members of the public can only erect a tent in a designated camping site within a CP or special area (SA) for the purpose of camping, otherwise, it constitutes an offence. Over the past 3 years, the number of prosecutions instituted and written warnings issued by the AFCD for the above offence is tabulated as follows:

Location	Number of prosecutions		
	2022	2023	2024
Shing Mun CP	0	0	3
Aberdeen CP	0	1	0
Tai Tam CP	2	0	0
Sai Kung East CP	73	22	78
Sai Kung West CP	0	2	3
Plover Cove CP	30	6	6
Lantau South CP	4	2	0
Lantau North CP	6	0	0
Pat Sin Leng CP	9	5	4
Tai Lam CP	9	3	11
Tai Mo Shan CP	59	29	16
Lam Tsuen CP	15	1	0
Ma On Shan CP	88	68	40
Clear Water Bay CP	43	16	0
Sai Kung West (Wan Tsai Extension) CP	5	41	53
Tung Lung Fort SA	17	3	0
Tsiu Hang SA	2	0	0
Tai Po Kau Nature Reserve (SA)	2	0	0
Total	**364**	**199**	**214**

Location	Number of written warnings		
	2022	2023	2024
Shing Mun CP	4	1	1
Tai Tam CP	4	0	1

Location	Number of written warnings		
	2022	2023	2024
Sai Kung East CP	31	9	31
Sai Kung West CP	0	3	0
Plover Cove CP	4	16	2
Lantau South CP	5	3	0
Lantau North CP	5	0	0
Pat Sin Leng CP	0	0	4
Tai Lam CP	12	4	4
Tai Mo Shan CP	16	8	9
Lam Tsuen CP	8	3	0
Ma On Shan CP	65	59	44
Clear Water Bay CP	12	6	1
Sai Kung West (Wan Tsai Extension) CP	0	13	23
Tung Lung Fort SA	5	6	0
Tsiu Hang SA	0	3	0
Total	**171**	**134**	**120**

4. In recent years, the AFCD has been carrying out expansion works at suitable campsites (including the Chung Pui Campsite and the Sai Kung Wong Shek Campsite) to provide more camping units, and has planned to convert some barbecue sites with low usage into campsites (e.g. Tai Tong and Tai Mong Tsai). Besides, the AFCD launched the first Pilot Scheme on Advance Booking System for CPs in November 2022, to enhance the management and services of the use of campsites, and is taking forward works projects for provision of a new type of camping facilities at Tai Tong in Tai Lam CP. The AFCD will closely monitor the demand of campers and, subject to the availability of resources, continue to identify suitable sites in CPs for extension or provision of new campsites, so as to cope with the increasing demand for campsites.

5. and 6. In November 2022, the AFCD launched the Pilot Scheme on Advance Booking System at the Twisk Campsite in Tai Lam CP. Members of the public can make free bookings on the internet, or make free registrations on-site on a "first-come, first-served" basis to use vacant camping units. An applicant will be suspended from making a booking for the campsite for 90 days, in accordance with the rules set out in the "Notes to Campers", if the applicant fails to cancel the reservation in time or fails to attend as scheduled. In 2024, the average ratio of no-shows to the total bookings for camping units was about 16.7%, with a higher ratio of no-shows between April and July, which is believed to be mainly due to unstable weather condition.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3831)

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:

1) With regard to the renewable energy (RE) projects implemented for government departments and public organisations, please provide information in the following format:

Year	Name of government departments/ public organisations	Buildings/ facilities involved	Actual electricity generation	Amount of electricity tariff saved	Performance in reducing indoor energy consumption	Repair and maintenance costs
2024						
2023						
2022						
2021						
2020						

2) With regard to the Pilot Scheme on Building-Integrated Photovoltaics (BIPV) launched at the Electrical and Mechanical Services Department Headquarters, what are the current progress and implementation timetable? What mechanism is in place to access the effectiveness and feasibility of BIPV?

3) What measures have been introduced to support the use of RE by public and private organisations in the past 5 years (2020-21 to 2024-25)? Please set out the manpower and actual expenditure involved in each measure.

4) What are the plans of the Government for continuing to support the use of RE by public and private organisations in 2025-26? Please set out the manpower and estimated expenditure involved in each plan.

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 50)

Reply:

1), 3) and 4) The Government has earmarked a total of $3 billion to install small-scale renewable energy (RE) systems at government buildings and infrastructure since 2017-18. As at December 2024, about $2.2 billion have been

approved for over 260 small-scale RE projects, including the installation of solar photovoltaic systems at government offices, government quarters, schools, recreational grounds-cum-rest gardens, reservoirs, pedestrian links as well as the installation of waste-to-energy and hydropower systems at multiple sewage treatment plants. Of the approved projects, 190 have been completed and the rest will commence works as scheduled in the coming year. We expect that upon completion of these projects, a total of about 26 million kilowatt-hours (kWh) of electricity will be generated annually.

The RE projects completed at government buildings and infrastructure supported by the above funding in the past 5 years and the RE projects expected to commence in 2025 are set out in **Annexes I** and **II** respectively. As the management, operation, as well as repair and maintenance of the above RE projects are undertaken by individual departments, we do not have information on the actual electricity generation, amount of electricity tariff saved, performance in reducing indoor energy consumption, as well as repair and maintenance costs.

Furthermore, the Government has endeavoured to create favourable conditions to encourage various sectors to develop RE on their land and properties. For example, the Electrical and Mechanical Services Department (EMSD) launched a scheme called "Solar Harvest" between 2019 and 2024 to assist non-government and non-profit-making schools as well as welfare non-governmental organisations to install solar energy generation systems. A total of 716 solar energy generation systems were installed at about 500 premises, including nearly 470 non-government and non-profit-making schools, under the "Solar Harvest" over the 5 years from 2019 to 2024.

The Environment and Ecology Bureau also continues the collaboration with the EMSD to regularly organise activities such as seminars and briefings to introduce the installation of RE facilities and the Feed-in Tariff Scheme to relevant stakeholders, so as to encourage different sectors to utilise their premises for the development of RE. In the past 5 years (2020-21 to 2024-25), the EMSD organised and participated in nearly 120 public and trade briefings/seminars, with about 13 000 participants in total. Other work carried out by the EMSD includes continuously updating the HK RE Net to provide the public with relevant information, guidance notes and technical guidelines on RE, and setting up an enquiry hotline to answer enquiries from private organisations and the public in relation to RE, and offer technical advice.

Other than the "Solar Harvest" concluded in the end of March 2024, the EMSD will continue to forge ahead with the aforementioned work in 2025-26. Such work will be implemented by relevant departments like the EMSD with the existing staffing.

2) The Government is implementing the Pilot Scheme on Building-Integrated Photovoltaics (BIPV) (Pilot Scheme) at the EMSD Headquarters to explore

photovoltaic technology applications on the facades of buildings as well as the supply of RE to buildings. The objective is to assess the effectiveness and feasibility of BIPV having regard to the relevant data collected under the scheme, such as the actual power generation efficiency, performance in reducing indoor energy consumption, as well as repair and maintenance requirements and expenditures, so as to evaluate whether to extend the scheme to other public and private organisations in the future.

The first part of the Pilot Scheme involves conducting a feasibility study on the project, which was completed in December 2024. The second part involves installing a BIPV system at the EMSD Headquarters. The relevant works have been officially commenced in January 2025 and are expected to be completed in mid-2025. Afterwards, the EMSD will collect data of one year for subsequent evaluation.

RE projects completed in government buildings and infrastructure in the past 5 years[1]

	Government department	Building / infrastructure[2]	Estimated annual electricity generation efficiency (kWh)
2024			
1	Fire Services Department	Yuen Long Fire Station	12 420
2	Government Property Agency	North Point Government Offices	37 375
3	Hong Kong Police Force	Ma On Shan Police Station	13 800
4	Fire Services Department	Wong Tai Sin Ambulance Depot	11 385
5	Leisure and Cultural Services Department	Central and Western District Promenade – Central Section (pet garden and toilet blocks)	17 369
6	Fire Services Department	Kwai Chung Fire Station	9 660
7	Fire Services Department	Shau Kei Wan Fire Station	7 473
8	Hong Kong Police Force	Marine North Division Police Station	8 280
9	Hong Kong Police Force	Explosive Ordnance Disposal Depot	29 250
10	Education Bureau	Tong Mei Road Government Primary School	11 000
11	Leisure and Cultural Services Department	Lady MacLehose Holiday Village (squash court)	11 520
12	Fire Services Department	Kowloon Bay Fire Station	12 960
13	Fire Services Department	Fire Services Headquarters Building	12 925
14	Leisure and Cultural Services Department	Tung Wan Barbecue Area, Peng Chau	75
15	Leisure and Cultural Services Department	Windsurfing Memorial Garden	125
16	Leisure and Cultural Services Department	Kwok Shui Road Park	4 880
17	Leisure and Cultural Services Department	Choi Wing Road Park	1 150
18	Leisure and Cultural Services Department	Choi Hei Road Park	875

19	Leisure and Cultural Services Department	Butterfly Beach Park	3 250
20	Drainage Services Department	Sha Tin Sewage Treatment Works	9 300 000
21	Drainage Services Department	Tai Po Sewage Treatment Works	4 378 000
22	Drainage Services Department	Siu Ho Wan Sewage Treatment Works and other sewage treatment works	301 100
23	Drainage Services Department	Cheung Shue Tan Stormwater Pumping Station and sewage pumping stations in other districts	113 535
24	Water Supplies Department	Ngau Tam Mei Water Treatment Works	110 000
25	Water Supplies Department	Ma On Shan Water Treatment Works	100 000
26	Water Supplies Department	Shum Wan Shan Fresh Water Pumping Station	65 000
27	Drainage Services Department	Chau Tau Tsuen Polder and Chau Tau Tsuen Stormwater Pumping Station	48 000
28	Highways Department	Covered walkway KCW1 at Cross-Harbour Tunnel Kowloon entrance	40 000
29	Highways Department	Footbridge No. HF145 near Fenwick Street in Wan Chai District	13 000
30	Highways Department	Footbridge No. KF82 across Chatham Road South and Granville Road near Hong Kong Science Museum	12 000
2023			
31	Leisure and Cultural Services Department	Sai Kung Outdoor Recreation Centre	11 600
32	Agriculture, Fisheries and Conservation Department	Tai Lung Veterinary Laboratory	13 000
33	Leisure and Cultural Services Department	Lion Rock Park	4 300
34	Leisure and Cultural Services Department	Tuen Mun Park	3 925
35	Hong Kong Police Force	Police Tactical Unit Headquarters	9 750
36	Leisure and Cultural Services Department	Morse Park (Park No. 4)	9 880

37	Government Property Agency	Kowloon East Government Offices	3 600
38	Government Property Agency	Tai Po Government Offices	33 150
39	Government Property Agency	North District Government Offices	25 675
40	Hong Kong Police Force	Lantau North Divisional Police Station	18 480
41	Marine Department	Western District Public Cargo Working Area	6 160
42	Food and Environmental Hygiene Department	Food and Environmental Hygiene Department – Tai Po Depot	24 700
43	Food and Environmental Hygiene Department	Wo Hop Shek Crematorium & Columbarium	22 750
44	Leisure and Cultural Services Department	Causeway Bay Sports Ground	650
45	Leisure and Cultural Services Department	Central and Western District Promenade – Sheung Wan Section	925
46	Leisure and Cultural Services Department	Hong Kong Park (Children's Playground)	1 200
47	Government Property Agency	30 Plunkett's Road	375
48	Leisure and Cultural Services Department	Fanling Hong Lok Park	250
49	Food and Environmental Hygiene Department	Fanling Wai North Refuse Collection Point (N-31)	12
50	Correctional Services Department	Lai King Correctional Institution	1 050
51	Leisure and Cultural Services Department	Jockey Club Tak Wah Park	6 480
52	Leisure and Cultural Services Department	Jordan Valley Park	810
53	Leisure and Cultural Services Department	King's Road Playground	625
54	Leisure and Cultural Services Department	North District Park	1 140
55	Leisure and Cultural Services Department	Po Hong Park	3 200
56	Food and Environmental Hygiene Department	Kwu Tung Tung Fong Farm Refuse Collection Point (N-24)	12
57	Leisure and Cultural Services Department	Sai Wan Ho Playground	900

58	Food and Environmental Hygiene Department	San Tong Village Refuse Collection Point (TP-68)	8
59	Leisure and Cultural Services Department	Sha Tau Kok Children's Playground	1 175
60	Leisure and Cultural Services Department	Sha Tau Kok Promenade Sitting-out Area	1 750
61	Leisure and Cultural Services Department	Sha Tau Kok Recreation Ground	360
62	Leisure and Cultural Services Department	Shek Wu Hui Jockey Club Playground	400
63	Government Property Agency	Shun Lee Disciplined Services Quarters	1 075
64	Leisure and Cultural Services Department	Sok Kwu Wan Playground	350
65	Leisure and Cultural Services Department	Shing Mun Valley Park (South Garden)	4 920
66	Leisure and Cultural Services Department	Tin Sau Road Park	420
67	Leisure and Cultural Services Department	Tin Yip Road Park	640
68	Leisure and Cultural Services Department	Tunnel Approach Rest Garden	180
69	Food and Environmental Hygiene Department	Wai Tau Tsuen Site 1 Refuse Collection Point (TP51)	8
70	Leisure and Cultural Services Department	Yee Shing Lane Temporary Sitting Out Area	600
71	Leisure and Cultural Services Department	Yuen Shin Park	150
72	Leisure and Cultural Services Department	Yung Shue Wan Playground	600
73	Leisure and Cultural Services Department	Po Wing Road Sports Centre	210
74	Leisure and Cultural Services Department	Kowloon Park	3 406
75	Leisure and Cultural Services Department	Lei King Wan Sitting-out Area	500
76	Leisure and Cultural Services Department	Ma Ling Path Rest Garden	275
77	Leisure and Cultural Services Department	Ngau Chi Wan Park	2 125
78	Leisure and Cultural Services Department	On Luk Street Park	3 075
79	Leisure and Cultural Services Department	Tin Shui Wai Cycling Entry/Exit Hub	1 380
80	Leisure and Cultural Services Department	Tsing Yi Sports Ground	480

81	Leisure and Cultural Services Department	Wan Chai Park	1 320
82	Water Supplies Department	Silvermine Bay Treatment Works	70 000
2022			
83	Transport Department	Yung Shue Wan Pier	9 240
84	Hong Kong Police Force	Marine East Division Police Station	26 250
85	Hong Kong Police Force	Border District Police Headquarters	19 500
86	Marine Department	Stonecutters Island Public Cargo Working Area	9 100
87	Leisure and Cultural Services Department	Kowloon Bay Sports Ground	9 100
88	Correctional Services Department	Shek Pik Prison	100 100
89	Civil Aid Service	Civil Aid Service Headquarters	8 160
90	Hong Kong Police Force	Stanley Sub-division Police Station	11 600
91	Leisure and Cultural Services Department	Kwai Shing Circuit Garden	1 650
92	Independent Commission Against Corruption	Independent Commission Against Corruption Headquarters Building	1 803
93	Hong Kong Police Force	Lantau South Police Station	5 775
94	Leisure and Cultural Services Department	Po Kong Village Road Park	14 915
95	Education Bureau	Jockey Club Government Secondary School	39 000
96	Education Bureau	Kowloon Tong Government Primary School	18 850
97	Home Affairs Department	Kowloon City Government Offices	6 500
98	Government Property Agency	Mui Wo Government Offices	21 175
99	Leisure and Cultural Services Department	Central and Western District Promenade - Central Section	2 240
100	Leisure and Cultural Services Department	Fuk Man Garden	700
101	Correctional Services Department	Lo Wu Correctional Institution	630
102	Agriculture, Fisheries and Conservation Department	Tai Mo Shan Country Park Visitor Centre	210

103	Leisure and Cultural Services Department	Cheung Chau Sports Centre	600
104	Leisure and Cultural Services Department	Ngan Shing Street Garden	350
105	Leisure and Cultural Services Department	Peng Chau Waterfront Playground	1 440
106	Leisure and Cultural Services Department	Tai Po Waterfront Park	2 100
107	Water Supplies Department	Tai Lam Chung Reservoir	120 000
108	Highways department	Subway KS57 across Cherry Street near Oak Street	20 000
109	Drainage Services Department	Stonecutters Island Sewage Treatment Works	220 000
2021			
110	Education Bureau	Queen Elizabeth School	6 930
111	Agriculture, Fisheries and Conservation Department	Western Wholesale Food Market	77 000
112	Education Bureau	N.T. Heung Yee Kuk Yuen Long District Secondary School	31 200
113	Education Bureau	Tseung Kwan O Government Secondary School	9 900
114	Correctional Services Department	Pak Sha Wan Correctional Institution	9 240
115	Department of Health	Fanling Health Centre	9 750
116	Hong Kong Police Force	Sha Tin Police Station	9 240
117	Education Bureau	Kowloon Technical School	9 240
118	Government Property Agency	Mongkok Government Offices	10 780
119	Education Bureau	Tsuen Wan Government Secondary School	7 800
120	Correctional Services Department	Hei Ling Chau Addiction Treatment Centre - Block M	6 930
121	Correctional Services Department	Hei Ling Chau Addiction Treatment Centre - Block N	7 700
122	Education Bureau	Tuen Mun Government Primary School	17 000
123	Education Bureau	Sha Tin Government Secondary School	18 480
124	Government Property Agency	Tuen Mun Government Offices	61 000
125	Education Bureau	Shau Kei Wan Government Secondary School	8 250

126	Hong Kong Observatory	Cheung Chau Aeronautical Meteorological Station	3 600
127	Hong Kong Police Force	Hong Kong Auxiliary Police Headquarters	23 100
128	Leisure and Cultural Services Department	Ngau Chi Wan Civic Centre	300
129	Agriculture, Fisheries and Conservation Department	Aberdeen Tree Centre	4 000
130	Leisure and Cultural Services Department	Chai Wan Park	700
131	Leisure and Cultural Services Department	Cheung Chau Park	700
132	Leisure and Cultural Services Department	Tsuen Wan Park	420
133	Home Affairs Department	Sai Kung Jockey Club Town Hall	500
2020			
134	Agriculture, Fisheries and Conservation Department	Hoi Ha Visitor Centre	1 400
135	Education Bureau	Canton Road Government Primary School	5 400
136	Education Bureau	Ma Tau Chung Government Primary School (Hung Hom Bay)	10 010
137	Department of Health	Kwai Chung Public Mortuary	10 780
138	Education Bureau	Kwun Tong Kung Lok Government Secondary School	9 625
139	Education Bureau	Helen Liang Memorial Secondary School (Shatin)	9 240
140	Agriculture, Fisheries and Conservation Department	Lions Nature Education Centre	7 600
141	Hong Kong Police Force	Tin Sum Police Station	11 550
142	Customs and Excise Department	Kwai Chung Customhouse	10 780
143	Hong Kong Observatory	Automatic Weather Station for Kowloon City District	4 000
144	Education Bureau	Sir Ellis Kadoorie Secondary School (West Kowloon)	9 625
145	Education Bureau	Kwun Tong Government Secondary School	10 000

146	Education Bureau	Kwun Tong Government Primary School (Sau Ming Road)	10 000
147	Hong Kong Police Force	Yuen Long Division Police Station	9 800
148	Hong Kong Police Force	Tai Hing Operational Base	9 100
149	Hong Kong Police Force	Castle Peak Division Police Station	8 450
150	Hong Kong Police Force	Hong Kong Police College	25 000
151	Education Bureau	Li Cheng Uk Government Primary School	7 700
152	Government Property Agency	Aberdeen Fisheries and Marine Offices	8 000
153	Leisure and Cultural Services Department	Fa Hui Park	400
154	Leisure and Cultural Services Department	Waterfall Bay Park	420
155	Leisure and Cultural Services Department	Tuen Mun Riverside Park	425
156	Government Property Agency	No. 111, Mount Butler Road	475
157	Leisure and Cultural Services Department	Tin Shui Wai Park	500
158	Government Property Agency	Wong Tai Sin Disciplined Services Quarters	800
159	Leisure and Cultural Services Department	Po Tsui Park	1 000
160	Leisure and Cultural Services Department	Tung Chung North Park	400
161	Government Property Agency	Aurora	950
162	Government Property Agency	Aurizon	475
163	Government Property Agency	Kwai Fuk Court	490
164	Leisure and Cultural Services Department	Quarry Bay Park	400
165	Drainage Services Department	Yuen Long Sewage Treatment Works	180 000

Notes:

(1) The above RE projects include solar panels, solar lamp posts, hydropower, biogas and biomass energy projects.

(2) RE projects completed in the same building or infrastructure are shown together in the year of their most recent completion.

RE projects expected to commence in 2025-26

	Government department	Building/infrastructure	Estimated annual electricity generation efficiency* (kWh)
1	Leisure and Cultural Services Department	Tin Shui Wai Swimming Pool	9 875
2	Food and Environmental Hygiene Department	Kwai Chung Depot	71 200
3	Hong Kong Police Force	Heung Yuen Wai Operational Base	8 295
4	Fire Services Department	Shek Kip Mei Fire Station	11 235
5	Leisure and Cultural Services Department	Quarry Bay Municipal Services Building	16 740
6	Fire Services Department	Tin Sum Ambulance Depot	13 910
7	Food and Environmental Hygiene Department	Sai Kung Market	107 535
8	Government Property Agency	Sai Kung Government Offices	44 940
9	Drainage Services Department	Tai Po Sewage Treatment Works	660 000
10	Drainage Services Department	Sandy Bay Preliminary Treatment Works, West Kowloon No. 1 and No. 2 Sewage Pumping Stations	130 000
11	Drainage Services Department	New ultraviolet building of Shek Wu Hui Sewage Treatment Works, Au Tau Sewage Pumping Station, Tin Shui Wai Tin Chuk Street Sewage Pumping Station and San Tin Low Flow Pumping Station	125 000
12	Water Supplies Department	Lung Cheung Road Mechanical and Electrical Workshop and other water treatment devices	608 000

* Figures indicate the annual electricity generation estimated when the installations were designed.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 4010)

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 handling of waste medicines in Hong Kong, please advise this Committee of the following:

1. the quantity of waste medicines disposed of at landfills in each of the past 5 years;
2. the annual quantities of waste medicines collected by the Chemical Waste Treatment Centre with a breakdown by source, including hospitals, institutions, etc.;
3. the existing places for collecting waste medicines from the public;
4. whether there will be any programmes for collecting waste medicines from the community; if yes, the details; if no, the reasons;
5. the expenditure involved in the handling of waste medicines in the past 5 years.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 20)

Reply:

1. Waste medicines are mainly treated at the Chemical Waste Treatment Centre. A small amount of wastes which cannot be treated at the Chemical Waste Treatment Centre, such as medicine containers, are disposed of at landfills. In the past 5 years, the quantities of medicine waste disposed of at landfills are tabulated below:

Year	Quantity of medicine waste disposed of at landfills (tonnes)
2020	7
2021	7
2022	5
2023	7
2024	7

2. In the past 5 years, the quantities of medicine waste (from hospitals, institutions and clinics, etc.) treated at the Chemical Waste Treatment Centre are tabulated below:

Year	Quantity of medicine waste treated at the Chemical Waste Treatment Centre (tonnes)			
	From hospitals and clinics[Note 1] (a)	From institutions and organisations[Note 2] (b)	Others[Note 3] (c)	Total (d) = (a) + (b) + (c)
2020	63	15	774	852
2021	67	15	979	1 061
2022	81	15	634	730
2023	92	16	511	619
2024	73	19	574	666

Note 1: Including hospitals, clinics and other medical service providers.

Note 2: Including residential care homes, child care centres, youth and community service centres, and other social welfare organisations.

Note 3: Including pharmaceutical manufacturers, laboratories and other organisations.

3&4. The control measures under the Waste Disposal (Chemical Waste) (General) Regulation do not apply to the disposal of medicines arising from households. Given the generally small quantities of household residual medicine, they are currently being handled together with general domestic solid wastes. The Environmental Protection Department has no plan to provide collection services for household residual medicines.

5. In the past 5 years, the expenditures involved in handling medicine waste by the Government are tabulated below:

Financial Year	Expenditure involved in disposing of medicine waste at landfills ($)	Expenditure involved in handling medicine waste at the Chemical Waste Treatment Centre ($)
2019-20	950	9,743,500
2020-21	1,000	6,993,100
2021-22	700	7,777,500
2022-23	1,000	5,607,800
2023-24	1,200	5,003,300

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3428)

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 has stated that it will continue to oversee the operation of recycling facilities, including a yard waste recycling centre (Y·PARK) and a pilot biochar plant, with a view to exploring turning yard waste into useful products. In this connection, please inform this Committee of the following:

1. It is learnt that the Pilot Biochar Production Plant (PBPP) in Y·PARK has been in trial operation for nearly 2 years since May 2023. Has it now entered the formal operational stage?
2. What are the annual operating expenditures of the PBPP upon its commissioning up till present?
3. What is the quantity of local wood waste treated at the PBPP? How many tonnes of biochar have been produced?
4. What are the results of the trial use of the biochar produced by the PBPP by the Environmental Protection Department and the relevant government departments and organisations?
5. If the PBPP has formally commenced operation, what are the applications of the biochar?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 44)

Reply:

1.to 3. The Environmental Protection Department (EPD) has been exploring ways to make more effective use of yard waste resources, including the construction of a Pilot Biochar Production Plant (PBPP) to test the use of pyrolysis technology for converting wood materials produced from yard waste into biochar, as well as to study the enhancement of biochar quality and its applications in the local context.

The PBPP commenced trial operation in May 2023, and officially started biochar production in October 2024. As at mid-March 2025, the PBPP has processed over 1 000 tonnes of local wood waste, which has been converted into over 200 tonnes of biochar. We are fine-tuning the production procedures and optimising the operational parameters, with a view to gradually increasing the treatment quantity of the PBPP.

The actual operating expenditure for the PBPP in the 2023-24 financial year is about $9 million, and the revised estimated operating expenditure for the 2024-25 financial year is about $13 million.

4.&5. The EPD is working with relevant government departments, research institutes and organisations to test the local applications of biochar produced by the PBPP in various areas, including its primary application as a soil conditioner for agricultural purposes and in government departments' landscaping projects, as well as other applications such as serving as an additive for construction materials, and using for soil decontamination, deodorisation and water quality improvement, with a view to promoting a wider use of biochar in the local market. Biochar is generally welcomed by the users concerned.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3783)

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:

Regarding Water Quality Objectives, please advise: how many cases of non-compliance with the Water Quality Objectives were there in the past 3 years (2022-23 to 2024-25) and what were the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 73)

Reply:

Hong Kong is divided into a total of 10 Water Control Zones, each covering marine and inland waters and having a set of specific Water Quality Objectives (WQOs). "Marine waters" refer to all the waters connected to the sea, while "inland waters" refer to the environmental water bodies on land, including rivers, streams, watercourses, etc.

The WQOs are composed of a series of physical, chemical and biological parameters, and are used as the scientific benchmarks for measuring the state of health of the water environment and ecosystem to protect different beneficial uses of various waters. The key WQOs for marine waters include dissolved oxygen, unionised ammonia nitrogen, total inorganic nitrogen and *E. coli.* The key WQOs for inland waters include pH, suspended solids, dissolved oxygen, chemical oxygen demand and five-day biochemical oxygen demand. The Environmental Protection Department assesses WQO compliance rates every year based on data recorded at routine monitoring stations located within various waters of Hong Kong, making reference to relevant parameter limits and calculation methods as set out in the WQOs. The data are incorporated into the annual water quality reports.

In the past 3 years (2022 to 2024), the overall average WQO compliance rates for marine and inland waters in Hong Kong were 88% and 87% respectively, which were within the range of normal fluctuations. The non-compliance of WQOs for marine waters in Hong Kong was mainly observed in the land-locked waters with limited water exchange. These waters were affected by the natural phenomenon of seasonal water column stratification, which could have resulted in changes in dissolved oxygen levels in the waters. The marine WQO compliance was also affected by the regional inorganic nitrogen background levels. Parts of certain rivers and watercourses in hinterlands were affected by discharges from livestock farms and surface runoffs from unsewered villages. In this connection, the Government will continue

to strengthen its efforts in implementing various pollution control measures so as to improve the overall WQO compliance rates.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3784)

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 handling of refuse on various beaches and at sea, please advise of:
(a) the staffing of the government departments responsible for the collection and cleaning up of marine refuse and the division of work among these departments;
(b) the total amount of refuse collected by the Environmental Protection Department in the past 3 year (2022-23 to 2024-25) (please set out the information by existing zoning and by month).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 74)

Reply:

(a) Various government departments collect and clean up marine refuse, including floating refuse and shoreline refuse, at respective locations falling under their ambit. The Marine Department (MD), the Leisure and Cultural Services Department (LCSD) and the Agriculture, Fisheries and Conservation Department (AFCD) have outsourced the relevant cleansing services to contractors. Therefore, the marine refuse collection work does not involve any staffing of the Government. As for the Food and Environmental Hygiene Department (FEHD), apart from outsourcing the work to cleansing contractors, the routine cleansing work carried out by its staff also includes collection and cleaning up of shoreline refuse. Hence, separate breakdown of the staffing involved is not available.

(b)(i) In the past 3 years, the total amount of marine refuse collected by the MD each month is tabulated below:

Month	Total amount of marine refuse (tonnes)		
	2022-23	2023-24	2024-25
April	171	197	191
May	242	200	227
June	397	250	260
July	372	234	322
August	314	250	225
September	228	360	210
October	181	177	146

Month	Total amount of marine refuse (tonnes)		
	2022-23	2023-24	2024-25
November	162	143	153
December	144	139	132
January of the following year	138	138	124
February of the following year	143	118	107
March of the following year	175	160	under compilation

(b)(ii) In the past 3 years, the total amount of shoreline refuse collected by the LCSD, the AFCD and the FEHD each month is tabulated below:

Month	Total amount of shoreline refuse (tonnes)		
	2022-23	2023-24	2024-25
April	200	196	251
May	224	256	241
June	327	244	362
July	358	271	427
August	288	262	292
September	248	318	297
October	234	247	228
November	206	186	211
December	198	175	200
January of the following year	176	171	191
February of the following year	173	159	under compilation
March of the following year	218	197	under compilation

As the zoning demarcations adopted by various departments on cleaning up of marine refuse are different, the total amount of marine refuse collected cannot be further broken down by zone.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3785)

Head: (44) Environmental Protection Department

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

Programme: (4) Water (5) Environmental Assessment and Planning

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:
Regarding the management of marine environment, please advise of the following:
(a) the respective numbers of inter-departmental clean-up operations and joint enforcement actions performed by the Task Force on Marine Refuse and the Task Force on Emergency Response to Marine Environmental Incidents under the Inter-departmental Working Group on Marine Environmental Management in the past 3 years (2022-23 to 2024-25) and the effectiveness of such actions; and
(b) the details of the existing notification mechanism on marine incidents between Hong Kong and Guangdong.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 75)

Reply:

(a) In the past 3 years, a total of 4 inter-departmental special clean-up operations were performed by the Task Force on Marine Refuse under the Inter-departmental Working Group on Marine Environmental Management (IWGMEM), with over 31.5 tonnes of marine refuse collected in total. The coastal sites involved are located in remote areas or with special refuse accumulation problems, such as Pak Sha Wan at Heng Fa Chuen, Stone Circle at Fan Lau, and vacant sites near the shipyards at Aberdeen Typhoon Shelter and Ap Lei Chau. Besides, a total of 22 joint enforcement actions were carried out by the relevant departments in the past 3 years and no irregularities were identified.

As for the Task Force on Emergency Response to Marine Environmental Incidents under the IWGMEM, a total of 43 notifications were issued to the relevant departments (including the Marine Department, the Environmental Protection Department (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 during the same period, so that they could effectively deploy resources and make corresponding preparation for timely clean-up and follow-up actions.

(b) Through the Hong Kong-Guangdong Marine Environmental Management Special Panel, the Government of the Hong Kong Special Administrative Region has been maintaining close liaison with the Guangdong Provincial Government to continuously enhance the arrangements for relevant cross-border collaboration and incident notification mechanism in response to marine refuse and environmental incidents. Since the operation of the Notification and Alert System on Marine Refuse (the System) in May 2017, both parties have been following the mechanism to activate the System and issue notifications in a timely manner in response to major marine environmental incidents or inclement weather conditions (such as heavy rainstorms) so that both parties can effectively deploy resources and make corresponding preparation for timely clean-up and follow-up actions. As at the end of 2024, the EPD has issued a total of 56 notifications to the Guangdong Provincial Government under the System in response to inclement weather conditions or environmental incidents.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3786)

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:

Regarding discharge from landfills, please advise of the following:
(a) What were the expenditure and manpower establishment for handling discharge from landfills in the past 3 years (2022-23 to 2024-25)?
(b) How many times did the contractors responsible for handling discharge from landfills fail to meet the contractual requirements in the past 3 years (2022-23 to 2024-25)?
(c) What were the daily amounts of discharge from various major sewage treatment plants managed by the Drainage Services Department, leachate treatment plants at landfills managed by the Environmental Protection Department and sewage treatment facilities of power plants operated by the private sector, as well as the water quality monitoring data (including the annual mean of major water quality data and discharge limit indicated by the monitoring data of the facilities) in the past 3 years (2022-23 to 2024-25)?
(d) Did any monitoring station detect exceedance over prescribed limits near the discharge points of sewage treatment plants in the past 3 years (2022-23 to 2024-25)?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 76)

Reply:

(a) Management and monitoring of the operation of landfills are mainly carried out by the Environmental Infrastructure Division of the Environmental Protection Department (EPD). We do not have a separate breakdown of the manpower resources required for individual tasks.

(b) In the past 3 years (2022-23 to 2024-25), through the self-monitoring process of the effluent discharged from the sequential batch reactors managed by the contractor for treating leachate from the North East New Territories (NENT) Landfill, 1 occasion was found in January 2024 with monitoring result for one of the effluent quality parameters, i.e. Chemical Oxygen Demand failed to meet the contractual requirement. The EPD deducted $18,500 from the contractor's operation payment according to the mechanism for non-compliance with operational and environmental performance objectives as stipulated in the contract. Notwithstanding this, a separate chemically enhanced dissolved air flotation system has been installed after the sequential batch reactors at the NENT Landfill to treat some of the effluent discharged from the reactors; and this further

treated effluent was discharged with the remaining effluent together into the communal sewers leading to the Shek Wu Hui Sewage Treatment Works for further treatment. In sum, the effluent discharged from the NENT Landfill has not caused pollution to the environment or nearby water bodies.

(c) The discharge flow rates, effluent quality monitoring data and discharge upper limits of the major sewage treatment works managed by the Drainage Services Department (DSD), leachate treatment plants at landfills managed by the EPD and sewage treatment facilities of power stations operated by the private sector in the past 3 years are set out in the **Annex**.

(d) All the discharge from the major sewage treatment works managed by the DSD and leachate treatment plants at landfills managed by the EPD have to comply with the relevant requirements and treatment levels stipulated in the licence granted under the Water Pollution Control Ordinance (WPCO)(Cap. 358) to ensure that the discharge will not cause any adverse impact on the surrounding environment. Although the Government has not set up additional monitoring stations near the discharge points of sewage treatment plants, the Environmental Compliance Division of the EPD conducts inspections to the relevant facilities operated by the public and private sectors at irregular time intervals to check whether the facilities are in normal operation and in compliance with the discharge requirements in the licences issued. Besides, the DSD conducts regular water quality monitoring at different sewage treatment works. There are on-site EPD staff at all landfills to conduct regular environmental monitoring and to monitor the day-to-day operation of the facilities.

Annex

(1) Major Sewage Treatment Works Managed by the DSD

Name	Maximum Discharge Limit in the WPCO Licence (x1000m^3/day)	Annual Average of Effluent Quality as shown in the Facilities' Monitoring Data (Years 2022, 2023 and 2024)		
		Biochemical Oxygen Demand[Note 1] (mg/L)	Suspended Solids[Note 1] (mg/L)	Total Nitrogen[Note 1] (mg/L)
Chemically Enhanced Primary Treatment				
Stonecutters Island Sewage Treatment Works	4 000	2022: 65 2023: 68 2024: 64 (Upper limit: 150)	2022: 52 2023: 58 2024: 53 (Upper limit: 114)	N/A
Pillar Point Sewage Treatment Works	525	2022: 73 2023: 91 2024: 83 (Upper limit: 360)	2022: 52 2023: 56 2024: 54 (Upper limit: 240)	N/A
Siu Ho Wan Sewage Treatment Works	360	2022: 52 2023: 48 2024: 42 (Upper limit: 200)	2022: 45 2023: 32 2024: 36 (Upper limit: 200)	N/A
Sham Tseng Sewage Treatment Works	50.5	2022: 34 2023: 39 2024: 49 (Upper limit: 220)	2022: 40 2023: 31 2024: 39 (Upper limit: 180)	N/A
Secondary Treatment				
Sha Tin Sewage Treatment Works	1 020	2022: <6 2023: <6 2024: <7 (Upper limit: 40)	2022: <16 2023: <19 2024: <18 (Upper limit: 60)	2022: <9 2023: <9 2024: <11 (Upper limit: 35)
Tai Po Sewage Treatment Works	300	2022: <5 2023: <5 2024: <6 (Upper limit: 40)	2022: <6 2023: <6 2024: <10 (Upper limit: 60)	2022: <10 2023: <10 2024: <8 (Upper limit: 35)
Shek Wu Hui Sewage Treatment Works (Membrane Bioreactor) (from 24 November 2023)	200	2023: <5 2024: <5 (Upper limit: 40)	2023: <5 2024: <6 (Upper limit: 60)	2023: <9 2024: <6 (Upper limit: 28)[Note 2]
Shek Wu Hui Sewage Treatment Works (Activated Sludge Process)	104	2022: <5 2023: <5 2024: <5 (Upper limit: 40)	2022: <5 2023: <7 2024: <7 (Upper limit: 60)	2022: <8 2023: <7 2024: <9 (Upper limit: 28)[Note 2]
Yuen Long Sewage Treatment Works	105	2022: <6 2023: <6 2024: <6 (Upper limit: 40)	2022: <7 2023: <7 2024: <6 (Upper limit: 60)	N/A
Stanley Sewage Treatment Works	34.7	2022: <3 2023: <4 2024: <3 (Upper limit: 40)	2022: <3 2023: <3 2024: <3 (Upper limit: 60)	2022: <4 2023: <4 2024: <4 (Upper limit: 26)[Note 2]
Sai Kung Sewage Treatment Works	24	2022: <5 2023: <5 2024: <5 (Upper limit: 40)	2022: <5 2023: <5 2024: <6 (Upper limit: 60)	2022: <5 2023: <4 2024: <5 (Upper limit: 24)

(2) Leachate Treatment Plants at Landfills Managed by the EPD

Name	Maximum Discharge Limit in the WPCO Licence (m^3/day)	Annual Average of Effluent Quality as shown in the Facilities' Monitoring Data (Years 2022, 2023 and 2024)		
		Biochemical Oxygen Demand[Note 1] (mg/L)	Suspended Solids[Note 1] (mg/L)	Total Nitrogen[Note 1] (mg/L)
Pillar Point Valley Landfill	2 600	2022: <2 2023: 4 2024: 4 (Upper limit: 800)	2022: 4 2023: 5 2024: 4 (Upper limit: 800)	2022: 77 2023: 87 2024: 78 (Upper limit: 100)
Tseung Kwan O Stage I and Stage II/III Landfills	1 450	2022: 5 2023: 4 2024: 5 (Upper limit: 800)	2022: 4 2023: 8 2024: 4 (Upper limit: 800)	2022: 55 2023: 58 2024: 52 (Upper limit: 200)
Siu Lang Shui Landfill, Ma Tso Lung Landfill, Ngau Tam Mei Landfill and Gin Drinkers Bay Landfill[Note 3]	600	2022: 14 2023: 14 2024: 9 (Upper limit: 800)	2022: 8 2023: 8 2024: 8 (Upper limit: 800)	2022: 58 2023: 45 2024: 45 (Upper limit: 200)
Sai Tso Wan Landfill, Ngau Chi Wan Landfill, Jordan Valley Landfill, Ma Yau Tong West Landfill and Ma Yau Tong Central Landfill[Note 4]	Jordan Valley Landfill 350 Ma Yau Tong Central Landfill 350	Jordan Valley Landfill 2022: 19 2023: 16 2024: 10 (Upper limit: 800) Ma Yau Tong Central Landfill 2022: 1 2023: 3 2024: 6 (Upper limit: 800)	Jordan Valley Landfill 2022: 33 2023: 66 2024: 26 (Upper limit: 800) Ma Yau Tong Central Landfill 2022: 21 2023: 52 2024: 21 (Upper limit: 800)	Jordan Valley Landfill 2022: 73 2023: 45 2024: 56 (Upper limit: 200) Ma Yau Tong Central Landfill 2022: 64 2023: 69 2024: 65 (Upper limit: 200)
Shuen Wan Landfill[Note 5]	N/A	N/A	N/A	N/A
West New Territories Landfill[Note 6]	3 000	2022: 15 2023: 9 2024: 7 (Upper limit: 800)	2022: 22 2023: 23 2024: 34 (Upper limit: 800)	2022: 11 2023: 4 2024: 2 (Upper limit for inorganic nitrogen: 100)
North East New Territories Landfill[Note 7]	3 000	2022: 19 2023: 25 2024: 28 (Upper limit: 400)	2022: 69 2023: 79 2024: 78 (Upper limit: 400)	2022: 41 2023: 37 2024: 35 (Upper limit for inorganic nitrogen: 100)
South East New Territories Landfill (including the extension part)[Note 8]	2 000	2022: 8 2023: 16 2024: 14 (Upper limit: 800)	2022: 30 2023: 47 2024: 30 (Upper limit: 800)	2022: 49 2023: 45 2024: 41 (Upper limit for inorganic nitrogen: 100)

(3) Sewage Treatment Facilities of Power Stations

Name	Operator	Maximum Discharge Limit in the WPCO Licence (m^3/day)	Annual Average of Discharge Quality as shown in the Facilities' Monitoring Data (Years 2022, 2023 and 2024)		
			Biochemical Oxygen Demand[Note 1] (mg/L)	Suspended Solids[Note 1] (mg/L)	Total Nitrogen[Note 1] (mg/L)
Castle Peak Power Station	Castle Peak Power Company Limited	2 000	2022: <5 2023: <5 2024: <5 (Upper limit: 20)	2022: 5 2023: 7 2024: 6 (Upper limit: 30)	N/A
Black Point Power Station	Castle Peak Power Company Limited	420	2022: <5 2023: <5 2024: <5 (Upper limit: 20)	N/A	N/A
Lamma Power Station	The Hongkong Electric Co., Ltd	664	2022: <2 2023: <2 2024: <2 (Upper limit: 20)	2022: 16 2023: 15 2024: 16 (Upper limit: 30)	N/A
Penny's Bay Power Station[Note 9] (standby facility)	Castle Peak Power Company Limited	2 527	N/A (Upper limit: 20)	N/A (Upper limit: 30)	N/A

Note 1: Discharge upper limits and the water quality monitoring requirements are formulated based on the design of the sewage treatment facilities and the carrying capacity of the relevant receiving waters.

Note 2: The figure stated is the sum of the amounts of ammonia nitrogen, nitrate nitrogen and nitrite nitrogen in the water sample(s) collected.

Note 3: Leachate from these landfills is collected and delivered to the leachate treatment plant at Gin Drinkers Bay Landfill for collective treatment.

Note 4: Leachate from these landfills is collected and delivered to the leachate treatment plants at Jordan Valley Landfill and Ma Yau Tong Central Landfill for collective treatment. Starting from May 2023, the leachate treatment plant at Jordan Valley Landfill only treats leachate generated by Jordan Valley Landfill, while leachate from the other 4 landfills is treated collectively at the leachate treatment plant at Ma Yau Tong Central Landfill.

Note 5: Leachate from the Shuen Wan Landfill is collected and delivered to the adjacent Tai Po Sewage Treatment Works for treatment.

Note 6: With effect from March 2021, the monitoring requirement stipulated in the WPCO licence of the West New Territories Landfill has been changed from "total nitrogen" to "total inorganic nitrogen".

Note 7: With effect from September 2019, the monitoring requirement stipulated in the WPCO licence of the North East New Territories Landfill has been changed from "total nitrogen" to "total inorganic nitrogen". The maximum discharge limit in the latest licence is 3 000 m^3 per day.

Note 8: With effect from June 2021, the monitoring requirement stipulated in the WPCO licence of the South East New Territories Landfill has been changed from "total nitrogen" and "total inorganic nitrogen" to "total inorganic nitrogen" only.

Note 9: The Penny's Bay Power Station is a standby facility and there is no discharge recorded in 2022, 2023 and 2024.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3435)

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:

Starting from June 2024, the Administration has put in place 5 reverse vending machines (RVMs) for beverage cartons at 5 GREEN@COMMUNITY facilities in phases for trial on recovering beverage cartons. In this connection, please advise this Committee of the following:

1. Since the implementation of the trial, what are the quantity of beverage cartons recovered each month and the average quantity of beverage cartons recovered each time using the 5 RVMs for beverage cartons?
2. What are the installation and operating costs of each RVM for beverage cartons for implementing the trial?
3. After the introduction of the RVMs for beverage cartons, has the overall quantity of beverage cartons recovered (including the quantity of beverage cartons collected through the existing beverage carton recycling services) increased as compared with the same period before the introduction? Do members of the public merely shift from recycling through the existing recycling channels to RVMs for beverage cartons?
4. Since the implementation of the trial, has the service of the 5 RVMs been suspended due to overloading, malfunction, etc.? If yes, please set out the number of times involved, the reasons behind and the duration of service suspension.
5. Has the Administration evaluated the effectiveness of the trial? As compared with offering GREEN$ points, is offering rebates a more attractive and sustainable way to incentivise recycling? If yes, what are the details? If no, what are the reasons?
6. Has the Administration considered extending the trial of RVMs for beverage cartons to other districts? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 108)

Reply:

1. The monthly recovery quantity of beverage cartons (in units) and the average number of beverage cartons returned per user per session for the 5 reverse vending machines (RVMs) for beverage cartons under the RVM Technical Trial for Beverage Carton are tabulated below:

Month	Quantity of beverage cartons collected (no.)[Note 1]	Average quantity of beverage cartons returned per user per session (no.)
Jun 2024	7 300	6.6
Jul 2024	20 400	6.8
Aug 2024	42 100	7.4
Sep 2024	61 800	8.7
Oct 2024	91 800	9.4
Nov 2024	89 300	9.3
Dec 2024	88 300	9.6
Total[Note 2] / Overall quantity	**400 800**	**8.8**

Note 1: The RVMs for beverage cartons installed at GREEN@SHAM SHUI PO, GREEN@TUEN MUN and GREEN@YUEN LONG commenced operation in early June 2024, while the RVMs for beverage cartons at GREEN@EASTERN and GREEN@SHA TIN commenced operation in mid-July and end-July 2024 respectively.

Note 2: Due to rounding, the sum may not add up to the total.

2. The expenditure and estimated expenditure for the technical trial in the financial years of 2023-24, 2024-25 and 2025-26 are about $110,000, $540,000 and $530,000 respectively, including the expenditure involved in the research of the scheme, development of electronic systems, installation of the 5 RVMs for beverage cartons, the operating expenditure for the technical trial, etc. The Environmental Protection Department (EPD) does not have a breakdown of the above expenditure.

3. During the technical trial in the second half of 2024, the quantity of beverage cartons collected by the 5 Recycling Stations increased by about 45% by weight as compared with the same period before the RVMs for beverage cartons were installed (i.e. the second half of 2023).

4. As at the end of December 2024, the monthly service suspension hours of each RVM for beverage cartons was about 23 hours on average, representing around 6% of the total operating time. The causes for service suspension included machine malfunction, routine inspections, repairs and maintenance, and cleansing of machine. When a RVM reaches its storage capacity limit, the operator of the respective Recycling Station will empty the storage bin of the RVM as soon as possible.

5&6. The technical trial mainly evaluates the feasibility of recovering beverage cartons through RVMs for local recycling and identifies any technical issues. The technical trial will end in mid-2025, after which the EPD will conclude the experience and review the effectiveness of the trial to determine the way forward. In addition, the Government is planning to implement the producer responsibility scheme (PRS) on plastic beverage containers and beverage cartons. We anticipate that after the launch of this PRS, there will be more recycling facilities (including RVMs for plastic beverage containers and beverage cartons) available in the market for the convenience of the public in recycling plastic beverage containers and beverage cartons.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3448)

Head: (44) Environmental Protection Department

Subhead (No. & title): (700) General non-recurrent

Programme: (2) Air

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

To improve roadside air quality and better protect public health, the Government previously launched the ex-gratia payment scheme to expedite the phasing-out of some 82 000 pre-Euro IV diesel commercial vehicles (DCVs) including goods vehicles, light buses and non-franchised buses. In respect of the Ex-gratia Payment Scheme for Phasing out Pre-Euro IV DCVs, please inform this Committee of the following:

1. How many applications has the Government received and approved respectively for pre-Euro, Euro I, Euro II and Euro III vehicles under the Scheme? What are the respective total amounts granted to the various types of vehicles? Please list out by vehicle type.
2. The application period for the Ex-gratia Payment Scheme for Phasing out Euro IV DCVs just ended at the end of 2024. How many applications has the Administration received and approved respectively? What is the total amount granted so far?
3. What are the 5 major reasons for rejecting applications for the above scheme?
4. Will the Government extend the ex-gratia payment scheme to cover Euro V DCVs? If so, what are the details?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 13)

Reply:

1. Launched by the Government in March 2014, the Ex-gratia Payment Scheme for Phasing out Pre-Euro IV Diesel Commercial Vehicles (DCVs) (i.e. pre-Euro, Euro I, Euro II and Euro III vehicles) ended in June 2020. The number of applications received and approved as well as the total amounts of ex-gratia payments granted are tabulated below:

	Pre-Euro IV DCVs				
	Pre-Euro	Euro I	Euro II	Euro III	Total
Number of vehicles*	18 113	14 072	19 057	30 908	82 150
Number of applications	16 362	13 481	18 760	30 496	79 099
Number of applications approved	16 348	13 451	18 724	30 478	79 001
Amount granted ($billion)#	2.166	1.403	2.563	4.502	10.634

* The number of registered vehicles as at 10 January 2014.

\# May not add up to the total amount granted due to rounding.

2. To continuously improve roadside air quality, the Government launched in October 2020 the Ex-gratia Payment Scheme for Phasing out Euro IV 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 90% of the first batch of Euro IV DCVs first registered between 2006 and 2009 have been phased out under the Scheme. The Scheme is still open for application by the remaining Euro IV DCVs first registered between 2010 and 2012.

From the launch of the Scheme to end-December 2024, the number of applications received and approved as well as the total amounts of ex-gratia payments granted are tabulated below:

	Euro IV DCVs		
	Number of applications received	Number of applications approved	Amount granted ($billion)
Total	28 374	27 052	4.7

3. According to the record of the Transport Department (TD), the 5 major reasons for rejecting applications for ex-gratia payment are as follows:
   (1) 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;
   (2) 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;
   (3) the registration of the vehicle was not cancelled on or before the deadline set out in the Scheme;
   (4) the vehicle was not scrapped by a vehicle scrapping company registered under the Scheme; and
   (5) after the vehicle was scrapped, the registration of the vehicle was not cancelled.

4. 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 roadside air quality.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3449)

Head: (44) Environmental Protection Department

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

Programme: (5) Environmental Assessment and Planning

Controlling Officer: Director of Environmental Protection (Samuel CHUI)

Director of Bureau: Secretary for Environment and Ecology

Question:

Since 2016, the Government has been providing sites through short-term tenancies to the trade for storing skips. However, the roadside skip issue in various districts remains unresolved, not only obstructing streets but also affecting road safety. In this connection, please advise this Committee of the following:

1. Which locations in Hong Kong are currently available for the environmental trade to establish designated skip storage sites?
2. How many complaints have been received in each district across the territory regarding the unauthorised placement of skips in the past 3 years? (Please provide a breakdown by district.)
3. How many referrals have been made to the Lands Department for issuing removal notices or instituting prosecutions in respect of illegal occupation of government land in each district across the territory in the past 3 years? (Please provide a breakdown by district.)
4. The Environmental Protection Department has implemented the Voluntary Skips Management System to assist the trade in enhancing the standards of skip operations. How many skips have been registered under this system?
5. Has the Administration considered establishing a mandatory skips registration system to hold owners accountable for the indiscriminate placement of skips?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 14)

Reply:

1. The Government attaches great importance to addressing the impact of roadside skips on the surrounding environment and road traffic, and has thus set up a Joint Working Group on Management of Roadside Skips (Working Group) to better co-ordinate the work of all relevant policy bureaux and departments in managing roadside skips, and to liaise closely with the skips trade. Meanwhile, the Government has provided 3 sites through short-term tenancies to the trade for storing empty skips. These sites are located adjacent to Tseung Kwan O Area 137 Fill Bank, at Siu Lang Shui in Tuen Mun, and near Tsing Nam Street in Tsing Yi, offering a total of 220 parking spaces for skips.

2.&3. The complaints about roadside skips received by the Government were usually related to road obstruction or illegal occupation of government land. Currently, the Hong Kong Police Force (HKPF) and the Lands Department (LandsD) handle complaints against roadside skips in accordance with the Summary Offences Ordinance (Cap. 228) and the Land (Miscellaneous Provisions) Ordinance (Cap. 28) respectively. The relevant departments also conduct joint enforcement operations in various districts to combat against irregularities. The numbers of complaints involving roadside skips received by the HKPF and the LandsD, the numbers of prosecutions instituted by the HKPF, and the numbers of removal notices posted by the LandsD in the past 3 years are tabulated below, by police district and District Council district respectively:

Enforcement Statistics of the HKPF (by Police District)

Police District	**Number of complaints**			**Number of prosecutions**		
Year	2022	2023	2024	2022	2023	2024
Hong Kong Island						
Eastern	126	129	151	0	0	1
Western	61	80	58	0	0	0
Wan Chai	141	102	60	0	1	0
Central	66	93	59	0	0	0
Kowloon						
Kowloon City	108	175	67	0	0	0
Yau Tsim	45	61	51	0	0	0
Sham Shui Po	72	72	101	0	0	0
Mong Kok	34	40	87	0	0	0
Sau Mau Ping	91	78	71	0	0	0
Wong Tai Sin	12	23	33	0	0	1
Kwun Tong	42	53	48	0	0	0
Tseung Kwan O	42	63	77	0	0	0
New Territories						
Tai Po	47	27	41	2	0	0
Tuen Mun	21	25	56	0	0	0
Yuen Long	20	12	39	0	0	0
Border	1	7	1	0	0	0
Airport	0	0	0	0	0	0
Sha Tin	92	49	40	3	0	0
Tsuen Wan	34	46	42	0	1	0
Kwai Tsing	67	97	178	0	1	0
Lantau	3	3	1	0	0	0
Total:	***1 125***	***1 235***	***1 261***	***5***	***3***	***2***

Enforcement Statistics of the LandsD (by District Council District)

District	**Number of complaints**			**Number of notices posted**		
Year	2022	2023	2024	2022	2023	2024
Hong Kong Island						
Eastern	75	101	135	157	156	134
Southern	16	21	6	12	5	1
Wan Chai	40	53	51	82	79	39
Central & Western	13	62	71	35	125	146
Kowloon						
Kowloon City	79	110	79	248	92	153
Yau Tsim Mong	30	79	140	8	48	57
Sham Shui Po	49	66	76	52	179	108
Wong Tai Sin	3	5	15	0	2	3
Kwun Tong	126	111	187	287	497	275
New Territories						
Tai Po	2	5	5	0	6	4
Tuen Mun	8	5	23	7	28	33
Yuen Long	3	2	10	2	0	0
North	6	2	2	5	0	0
Sai Kung	1	12	147	301	779	1 571
Sha Tin	13	14	11	6	1	3
Tsuen Wan	15	11	15	69	2	15
Kwai Tsing	31	122	165	300	591	471
Islands	0	0	0	0	0	0
Total:	***510***	***781***	***1 138***	***1 571***	***2 590***	***3 013***

Note: No prosecutions have been recorded by the LandsD in the past 3 years.

4.&5. The Working Group is currently implementing the Voluntary Skips Management System, under which the Certification Scheme for Skips (the Scheme) aims to establish standardised specifications (including road traffic safety fixtures) for skips to ensure compliance with the guidelines for mounting of skips set forth by the relevant departments. As at February 2025, over 900 skips have been retrofitted and certified under the Scheme. The Working Group will review the necessity for a new regulatory system in the long run, taking into account the progress made and experience gained in the relevant work.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3450)

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:

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 LEUNG Hei, Edward (LegCo internal reference no.: 15)

Reply:

1. In order to promote market participation (including shopping malls and commercial buildings) in providing electric vehicle (EV) charging services, the Environmental Protection Department (EPD) has been marketising the EV charging services in existing government car parks starting from the end of 2023 and the operators will charge the users of the EV charging services. The EPD completed the marketisation of the EV charging services in June 2024, covering a total of 74 government car parks with about 1 600 medium chargers (with rated output power above 2.8 kW up to 20 kW). With the marketisation of the Government's EV charging services, it is anticipated that more private operators will install chargers in their public car parks to provide fee-paying EV charging services for public use. Other government departments are progressively arranging for marketisation of their EV charging services. For instance, fee-paying EV charging services have been in place for some 320 chargers installed at the hourly parking spaces in 32 car parks managed by the Hong Kong Housing Authority since January 2025.

2.&4. 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 medium 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. In the last financial year, the revenue to the Government was HK$6.9 million. Under the contract terms and conditions, the operators will impose a charging fee to the EV drivers for the charging service. This charging fee is determined by operators based on the prevailing market rates of EV medium charging services in the respective district, subject to the approval of the EPD. 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.

3. In June 2024, the EPD completed the implementation of fee-paying EV charging services for about 1 600 medium chargers, and adjusted their pricing system from "time-based" to "energy-based" in response to market demand. The pricing system adjustment was completed in December 2024. Under the principle of marketisation, the fees for the EV charging services provided by the EPD are determined and adjusted by the operators with reference to the prevailing market rates of EV medium charging services in the same district, subject to the approval of the EPD.

5. The Government received a total of 15 complaints about the fee-paying EV charging services in public car parks in the last financial year. Most of the complaints were received at the early stage of marketisation (i.e. the first quarter of 2025) and were mainly related to the change from free to fee-paying charging service.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3482)

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 Waste Reduction and Recycling Charter (the Charter), please inform this Committee of the following:

1. What are the monthly numbers of private residential buildings that have joined the Charter since its implementation in mid-2024? Please provide a breakdown by District Council district.

2. What is the current percentage of buildings that have signed the Charter in the total number of buildings? Are there any plans to increase the participation rate?

3. It is known that at present the information of the participating buildings will be uploaded to the website. Will a recognition mechanism be set up in respect of the recycling quantity achieved by a building, with recycling and cleansing facilities as reward to further increase the participation rate? If yes, what are the details? If no, what are the reasons?

4. The Administration stated last year that free designated bags (DBs) would be distributed to signee buildings. Are DBs distributed to all the buildings on the list? Has the Administration monitored how the buildings use the free DBs? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 109)

Reply:

1. The Environmental Protection Department (EPD) launched the Waste Reduction and Recycling Charter (the Charter) in June 2024 to encourage private residential premises to provide accessible waste separation and recycling facilities (for recyclables including paper, metals, plastics, glass containers, beverage cartons and food waste) on the premises to facilitate source separation and clean recycling by residents. Signees of the Charter are required to hand over the collected recyclables to downstream recyclers to ensure proper handling and enhance the performance management of recyclables. As at end-February 2025, a total of 826 private residential premises have signed the Charter. A detailed breakdown by district is shown in the table below. We do not maintain statistics by district on a monthly basis.

District	Number of private residential premises participating in the Charter
Central & Western	120
Eastern	43
Wan Chai	37
Southern	60
Kowloon City	71
Yau Tsim Mong	29
Sham Shui Po	37
Wong Tai Sin	17
Kwun Tong	20
North	27
Sai Kung	49
Sha Tin	80
Tai Po	43
Tsuen Wan	38
Tuen Mun	58
Kwai Tsing	26
Islands	11
Yuen Long	60
Total	**826**

2&3. As at end-February 2025, around 700 000 households at private residential premises have signed the Charter, accounting for about 40% of the total number of households in private residential buildings with property management companies, owners' corporations or residents' organisations in Hong Kong. The focus of the Charter is to cultivate the awareness of waste reduction among residents and encourage them to practise clean recycling through publicity and education, so as to reduce the quantity of waste to be disposed of. Signees of the Charter are required to maintain delivery records of various types of recyclables and regularly publish quarterly recycling data for residents' information. The EPD will continue to encourage more private residential premises to join the Charter via various channels such as publicity at a district level and liaison with the trades, in order to provide optimised recycling facilities for more members of the public. The EPD publishes the names of the private residential premises that have signed the Charter on the website, and awards them with certificates and stickers as recognition.

4. The EPD is arranging for residential premises that signed the Charter before 30 November 2024 to collect free designated bags (DBs) in batches. Premises can opt to collect the DBs based on their needs. The EPD has been keeping track of the use of DBs at the premises from time to time through property management companies and has learnt that residents are generally using the DBs for waste disposal, and the situation has been satisfactory.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3778)

Head: (100) Marine Department

Subhead (No. & title): (-)

Programme: (3) Local Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Environment and Ecology

Question:

Regarding the collection of refuse from locally-licensed vessels and river trade vessels, please advise on:

(a) the staffing, expenditures and numbers of vessels involved in collecting refuse from fishing vessels, locally-licensed vessels and river trade vessels, either by staff of the Marine Department (MD) or the contractor it engaged, in the past 3 years (2021-22 to 2023-24); and the staffing, expenditures and numbers of vessels involved in collecting refuse in various typhoon shelters in the past 3 years (2021-22 to 2023-24);

(b) the mechanism adopted by MD for collecting refuse in various typhoon shelters, and the daily collection schedules;

(c) the utilisation rates and frequency of the means of contact provided by MD for refuse collection service for fishing vessels in typhoon shelters, namely the 24-hour hotline, email and fax; and the average time required to process a notification;

(d) the total quantities of marine refuse collected by MD in the past 3 years (2021-22 to 2023-24) and the total quantities of refuse collected in typhoon shelters (please provide the information by month); and

(e) the number of notifications issued by the notification and alert system on marine refuse since its setting up under the Hong Kong-Guangdong Marine Environmental Management Special Panel, with the extent of its effectiveness; and the way to an enhanced cross-border collaboration between Guangdong and Hong Kong.

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 68)

Reply:

(a) The Marine Department (MD) has conducted a comprehensive review on the tender of marine refuse cleansing and disposal service contract for the whole of Hong Kong waters. In the review, MD has considered different ways, such as splitting contract

service areas and removing unnecessary contract service requirements to reduce the contract price, thereby making the most cost-effective tender award.

MD signed the contract for marine refuse cleansing and disposal services with the existing contractor for a term of 3 years commencing on 1 October 2022 and ending on 30 September 2025, involving a contract expenditure of about HK$299.75 million.

Under the contract, the contractor is currently providing a fleet of at least 42 vessels of various types for marine refuse cleansing and support to clean up marine refuse in Hong Kong waters on a daily basis (including Sundays and public holidays), which includes offering domestic refuse collection service to vessels berthed in typhoon shelters, anchorages and small boat anchorage areas. The contractor may deploy more vessels in accordance with the actual needs to clean up marine refuse. The services provided under the contract for marine refuse cleansing services include cleaning up floating refuse, collecting domestic refuse from vessels, managing refuse collection points and transporting refuse to landfills for disposal, etc. Since the overall contract cost includes the staffing, expenditure and number of vessels involved in collecting refuse from fishing vessels, locally-licensed vessels and river trade vessels in typhoon shelters, there is no separate breakdown for such items.

As for the staffing of MD, there are mainly 10 Marine Inspector IIs and 4 patrol launches responsible for the inspection of sea water cleanliness across the territory and monitoring of the performance of the contractor, as well as requiring the contractor to redeploy resources in accordance with the actual needs to address the floating refuse problems in various districts. In accordance with the recommendations of the Public Accounts Committee on the collection and removal of marine refuse, MD will continue to monitor and regularly review the effectiveness of marine refuse cleansing and disposal work, so as to ensure its cost-effectiveness and service quality.

(b) Currently, the marine refuse cleansing contractor of MD has refuse collection boats stationed in major typhoon shelters such as Sam Ka Tsuen, Shau Kei Wan, Causeway Bay, To Kwa Wan, New Yau Ma Tei, Tuen Mun, Sai Kung, Cheung Chau and Shuen Wan for collecting refuse from vessels at those typhoon shelters at least once a day. The refuse collection boats of the contractor generally sail through the typhoon shelters in the morning period to collect refuse from vessels. Vessels berthed in the typhoon shelters may also make calls to MD or the contractor for arranging refuse collection service. Since the end of 2015, the frequency of collecting refuse from vessels in Aberdeen Typhoon Shelter has been increased to twice a day, i.e. once in the morning and once in the afternoon.

(c) For refuse collection service for fishing vessels in typhoon shelters, MD has set up a 24-hour hotline, email and fax for notification. However, since these means of contact are not exclusive to fishing vessels in typhoon shelters, MD does not keep separate records on their utilisation rate and frequency.

Generally speaking, upon receiving a request for refuse collection service, MD will arrange for the contractor to collect refuse for fishing vessels as soon as possible. The contractor is required to handle the cases within the prescribed timeframe, in accordance with the contract terms and the geographical location of the cases. According to

records, the contractor has been able to fulfill service requests within the designated timeframe.

(d) The quantities of marine refuse (including floating refuse, refuse collected from ships, and refuse collected from locally-licensed vessels and river trade vessels) collected in the past 3 years are tabulated below:

Quantities of marine refuse collected by MD (actual weight in tonnes)			
	2022	2023	2024
January	192.6	138.0	138.4
February	111.6	142.5	117.6
March	146.9	174.5	159.8
April	171.2	196.5	191.2
May	241.6	199.6	226.5
June	396.7	250.0	260.2
July	371.6	234.3	322.4
August	314.4	250.1	224.5
September	228.3	359.8	209.9
October	180.9	176.8	145.9
November	162.2	142.9	152.8
December	144.3	139.2	132.1
Total	2 662.3	2 404.2	2 281.3

The refuse from locally-licensed vessels and river trade vessels is mainly collected in typhoon shelters, with only a small quantity collected in small boat anchorage areas. MD does not maintain separate statistics on the quantities of refuse collected in individual typhoon shelters and small boat anchorage areas, and therefore does not maintain a separate breakdown of the amount of refuse collected in typhoon shelters.

(e) The Government of the HKSAR has been maintaining close liaison with the Provincial Government of Guangdong through the "Hong Kong-Guangdong Marine Environmental Management Special Panel" to continually enhance arrangements for relevant cross-boundary collaboration and the incident notification mechanism in handling marine refuse and environmental incidents. Since the commencement of operation of the "Notification and alert system on marine refuse" in May 2017, the Environmental Protection Department had triggered the mechanism and issued a total of 56 timely notifications to the Provincial Government of Guangdong due to inclement weather or environmental incidents as of end-2024, so that both parties could deploy resources effectively for better preparation, timely clean-up and follow-up actions. Furthermore, Hong Kong and Guangdong will continue to organise coastal clean-up activities to jointly promote the messages of keeping the shoreline clean and protecting the ocean together.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3459)

Head: (100) Marine Department

Subhead (No. & title): (-)

Programme: (2) Port Services

Controlling Officer: Director of Marine (Mr S.F. WONG)

Director of Bureau: Secretary for Environment and Ecology

Question:

The Pollution Control Unit of the Marine Department (MD) is mainly responsible for providing marine refuse cleansing services and handling oil discharges into sea. In this connection, will the Government inform this Committee of the following:

1. How many tonnes of marine refuse were removed from various waters of Hong Kong in each of the past 3 years?

2. How many prosecutions were instituted by MD against marine littering in each of the past 3 years?

3. How many oil discharge incidents occurred in the waters of Hong Kong in each of the past 3 years?

4. What is the average cost of handling oil discharges into sea at present? If the vessel involved in an oil discharge incident can be identified after investigation, will the cost of handling the incident be recovered?

5. Apart from oil discharges into sea caused by accidents, spillage may also be caused by the bunkering of vessels, and engine oil used in the operations on the decks of vessels may also leak into the sea and cause pollution. In the past year, has MD carried out inspections, issued warnings and instituted prosecutions against the above situations? If yes, what are the details? If no, what are the reasons?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 37)

Reply:

1. The amount of floating refuse collected by the Marine Department (MD) from the waters of Hong Kong in the past 3 years is tabulated below:

Amount of floating refuse collected by MD from the waters of Hong Kong (actual weight in tonnes)	
2022	2 662.3
2023	2 404.2
2024	2 281.3

As MD does not maintain separate statistics on the actual weight of floating refuse collected from various waters, no such breakdown is available.

2. The number of prosecutions instituted by MD against marine littering in the past 3 years is tabulated below:

Number of prosecutions instituted by MD against marine littering	
2022	17
2023	10
2024	8

3. According to the records of MD, the number of oil discharge incidents occurred in the waters of Hong Kong in the past 3 years is tabulated below:

Number of oil discharge incidents handled by MD in the waters of Hong Kong	
2022	47
2023	47
2024	71

4. MD will send officers to the scene to investigate each report of oil discharge incident and arrange for oil spill clean-up as soon as oil spill is found in the waters at the scene. If it is found in the course of investigation that the vessel concerned, its owner and its master are responsible for handling the oil spill caused by the vessel, MD will institute prosecution action against the owner or the master of the vessel concerned in accordance with the Merchant Shipping (Local Vessels) Ordinance (Cap. 548) or the Shipping and Port Control Ordinance (Cap. 313). Apart from that, MD will recover the relevant costs incurred by the Government in cleaning up the oil spill from the vessel owner concerned in accordance with the Oil Pollution (Land Use and Requisition) Ordinance (Cap. 247).

As MD does not maintain statistics on the average cost of handling oil discharges into sea, no such figures are available.

5. In addition to regular patrols in various waters of Hong Kong, officers of MD conduct surprise inspections on local oil tankers from time to time, so as to strengthen the prevention of oil discharges into sea caused by the bunkering of vessels and oil leakage from deck machinery onboard. Even if no offence is found during the surprise inspections, officers of MD will carry out publicity and education work for crew members after the inspections to enhance their awareness of preventing oil discharges into sea.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3429)

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 Environment and Ecology Bureau will continue to conduct energy audits as well as retro-commissioning, implement energy saving projects and install renewable energy (RE) systems in government buildings and infrastructure to improve the overall energy performance of government premises. In this connection, will the Government inform this Committee of the following:

1. What was the annual expenditure on energy audits and retro-commissioning in the past 3 years?
2. The Government has stated that it will implement energy saving projects and install RE systems in government buildings and infrastructure. What is the expenditure involved?
3. The Government has proposed to improve the overall energy performance of government buildings and infrastructure by more than 6% in 2024-25. Has this target been met? What has the overall energy performance of government buildings and infrastructure been over the past 3 years?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 45)

Reply:

1. From 2020-21 to 2022-23, the Government conducted energy audits for about 250 government buildings to identify potential Energy Management Opportunities. This initiative was completed in 2022-23. The related expenditures by financial year are listed as follows:

Financial year [(1)]	Expenditure on energy audits and carbon audits ($ million)[(2)]
2020-21	1.7
2021-22	6
2022-23	4.3

Note:

(1) The initiative was completed in 2022-23, so there was no additional expenditure in 2023-24 and 2024-25.

(2) As the Government commissioned the contractor to conduct both energy audits and carbon audits under a single contract, it is not possible to break down the expenditure for conducting energy audits.

In addition, starting from 2019-20, the Electrical and Mechanical Services Department (EMSD) has conducted retro-commissioning (RCx) for government buildings to check and enhance their energy performance as appropriate, without the need to replace the relevant equipment. The expenditures for the past 3 years are listed as follows:

Financial year	Expenditure on RCx ($ million)
2021-22	32.2
2022-23	35.7
2023-24	21
2024-25	The expenditure for 2024-25 is still under compilation, as it takes time to settle the accounts for the relevant projects.

2. In 2025-26, the approved project estimates (APE) for launching and installing renewable energy systems in government buildings and infrastructure is about $100 million. The related expenditure are to be borne by the Architectural Services Department and the departments managing the relevant facilities. In addition, the EMSD has earmarked $100 million in 2025-26 to implement energy saving projects in government buildings, such as replacing lighting facilities with light emitting diode lamps and adopting high-efficiency air conditioning units.

3. The annual overall energy performance data of the Government from 2020-21 to 2022-23 are as follows:

Financial year	Overall energy performance
2020-21	2.7%
2021-22	3.2%
2022-23	5.3%

Although the data for 2023-24 is being compiled, based on the recent trend in energy performance, we are confident that the target of exceeding 6% can be achieved.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3936)

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:

Will the Government inform this Committee of the measures in place to expedite the conversion of existing petrol filling stations and liquefied petroleum gas filling stations into quick or super charging stations to improve the charging network for taxis?

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 43)

Reply:

The installation of fast charging facilities at petrol filling stations (PFSs) is proceeding at full speed. The Government is offering incentives to PFS operators (including petrol cum liquefied petroleum gas (LPG) filling stations), including granting lease extensions of PFSs, to facilitate the retrofitting of electric vehicle (EV) charging facilities in the usable space the PFSs, so as to make effective use of PFSs throughout the territory to provide charging services for EVs. The Government invited submissions of preliminary proposals from PFS operators in November 2023 to retrofit fast charging facilities at PFSs, and received 99 such proposals in total. Upon analysis and feasibility study, the Government has given agreement-in-principle to 85 of these proposals and has invited the respective PFS operators to provide detailed design proposals. Subject to the feasibility of additional electricity supply from the power companies as well as the outcome of the vetting and approval by the relevant government departments concerning safety, technical and traffic considerations, etc., the Government expects that about 100 and 80 fast chargers (FCs) at about 60 existing PFSs, spreading across the territory, will be provided in 2025 and 2026 respectively. The above plan is not applicable to the existing 12 dedicated LPG filling stations in Hong Kong.

Regarding the conversion of PFSs into fast charging stations, the Government invited tenders for 2 vacant PFS sites in Kowloon East and New Territories East for conversion into fast charging stations in March 2024. The 2 lands were awarded to the relevant operators in June and July 2024 respectively. The Government has required the 2 projects to provide a total of no fewer than 23 FCs (with a rated power output of 100 kilowatts or above) by the third

quarter of 2026. The Government will closely monitor the construction and operation of these 2 projects and identify suitable PFS sites for conversion into fast charging stations in a timely manner subject to actual market demand.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3980)

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:

Will the Government inform this Committee whether it is permissible under the law or relevant regulations to organise cultural, sports, and tourism events, such as Hong Kong-Shenzhen Hiking Challenge Race, in country parks like Robin's Nest Country Park?

Asked by: Hon CHAN Yuet-ming (LegCo internal reference no.: 27)

Reply:

According to the Country Parks and Special Areas Regulations (Cap. 208A), any sporting competition, public meeting, public speech, or event organised for the purpose of raising funds held within a country park or special area must obtain a permit granted by the Country and Marine Parks Authority (the Authority). In considering an application, the Authority will make assessment based on (1) the event's impact on the country park environment, (2) potential disturbances to other park users, and (3) public safety concerns. As the managing department of country parks, the Agriculture, Fisheries and Conservation Department (AFCD) issues permits to organise various hiking/trail running competitions organised by different organisers in country parks every year. If any organisation wishes to hold a hiking challenge race or cultural, sports, and tourism event in a country park, it may submit an application to the AFCD.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3977)

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 Budget Speech mentioned that, to provide support for the decarbonisation of the international and local aviation industry, the Government is promoting the application of Sustainable Aviation Fuel (SAF) at the Hong Kong International Airport. The Airport Authority Hong Kong completed a study on SAF last year, and the Government will announce SAF usage targets within this year. In this regard, will the Government inform this Committee whether the supply of SAF can meet Hong Kong's demand? Are there any plans to ensure a stable supply and price stability?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 21)

Reply:

The Airport Authority Hong Kong (AAHK) has conducted a consultancy study on Sustainable Aviation Fuel (SAF) on the request of the Transport and Logistics Bureau (TLB). The consultancy study aims to grasp the development trend of SAF, including its supply, at the international, national and regional levels, and makes recommendations for the Government's consideration. The Environment and Ecology Bureau is working closely with the TLB and AAHK to formulate forward-looking plans to facilitate the uplift of SAF by airlines at the Hong Kong International Airport with reference to the findings of AAHK's consultancy study on SAF. Recommendations and support measures will be provided to facilitate the development of SAF, the supply of SAF in particular. The Government will explore various SAF supply options, including potential collaboration with Mainland or international enterprises, with a view to establishing a regional SAF supply chain and ensuring a stable SAF supply.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3991)

Head: (137) Government Secretariat : Environment and Ecology Bureau (Environment Branch)

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

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 paragraph 179 of the Budget Speech that there are more than 100 000 electric vehicles (EVs) in Hong Kong, about 8 times of that 5 years ago. Last year, the Hong Kong Special Administrative Region Government extended the first registration tax (FRT) concession arrangement for EVs to 31 March 2026, and set up new FRT concession arrangement, including adjusting the FRT concession cap from $97,500 to $58,500. In this connection, please advise this Committee of the respective numbers of newly registered electric private cars (PCs) and fuel-propelled PCs in the last 12 months since the implementation of the new arrangement.

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 25)

Reply:

Since the implementation of the new first registration tax concession arrangement for electric private cars (PCs) on 1 April 2024, the numbers of electric PCs and fuel-propelled PCs with first registration completed as at 28 February 2025, were 26 052 and 12 223 respectively.

- End -

Examination of Estimates of Expenditure 2025-26 | Reply Serial No. EEB(E)207

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3905)

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 Budget that $135 million were earmarked to subsidise the taxi trade in purchasing 3 000 electric taxis (e-taxis). In this regard, please inform this Committee of the criteria to be adopted by the Government in accepting and approving applications for these 3 000 new e-taxis, given that there are already more than 18 000 taxis in Hong Kong at present. How long will it take to implement and complete the relevant work?

Asked by: Hon KONG Yuk-foon, Doreen (LegCo internal reference no.: 1)

Reply:

On 10 December 2024, the Government promulgated the Green Transformation Roadmap of Public Buses and Taxis (https://www.eeb.gov.hk/sites/default/files/pdf/Bus_Taxi_Roadmap_eng.pdf), outlining the future direction and policy objectives aiming for the green transformation of buses and taxis in an orderly manner. We have introduced various supporting measures, including earmarking $135 million under the New Energy Transport Fund to subsidise the purchase of 3 000 electric taxis (e-taxis) by the taxi trade, with a subsidy of $45,000 per vehicle.

Following extensive discussions with representatives of the taxi trade and Legislative Council members from the transport sector, we consider, from environmental and economic perspectives, that priority for replacement to e-taxis should be accorded to older taxis. The Government has issued invitations to owners of the 3 000 oldest eligible taxis to accept the subsidy quotas, and, if any owners choose not to accept the quota, we will invite other taxi owners to consider acceptance in accordance with taxi age for any remaining quotas. Taxi owners are required to reply within the specified timeframe to indicate whether they accept the subsidy, submit purchase order, and license the e-taxi within 12 months from the order date to receive the subsidy.

Following the first round of invitations issued in December last year, the Government received replies from about 1 900 eligible taxi owners, of whom around 1 700 accepted the subsidy quota. A second round of invitations will be issued in the second quarter of this year. The subsidy scheme will continue until all 3 000 e-taxis are licensed. Subject to the response from the trade and new vehicle procurement progress, the Government is confident that the scheme will be completed in 2026-27, achieving the policy objective of introducing about 3 000 e-taxis to Hong Kong by end-2027.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3445)

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:

In 1999, the Government announced the launch of the LPG Vehicle Scheme, providing subsidies for liquefied petroleum gas (LPG) taxis and light buses to replace diesel taxis and light buses. While international oil prices fluctuate with market trends in recent years, petrol and diesel prices in Hong Kong have remained high. In contrast, LPG prices have remained lower than those of diesel and petrol as a vehicle fuel, and dozens of LPG filling stations have been established across Hong Kong to support its use. In this regard, will the Government inform this Committee of the following:

1. How many registered vehicles in Hong Kong currently use LPG as fuel? Please provide a breakdown by vehicle class.
2. How many LPG filling stations are currently operating in Hong Kong? How many LPG filling nozzles are available in total? Please provide a breakdown by district.
3. Under current legislation, does the Transport Department only approve LPG taxis and light buses for first registration or modification applications? Have there been any exemptions in the past allowing other vehicle types to be licensed? If so, what are the details?
4. In both 2005 and 2010, the Government rejected the industry's proposal to allow the registration of LPG commercial vehicles, including vans and tour buses. However, in 2010, the Government stated that it would consider allowing other vehicle types to use LPG when the LPG refilling network is capable of handling them. Given the current circumstances, is it now feasible and appropriate to extend the use of LPG to other diesel commercial vehicles?
5. Since the popularisation of electric and hydrogen commercial vehicles still require time, and that diversifying energy sources for vehicles can foster automotive technology development and maintain fair market competition. In light of this, will the Government maintain an open attitude towards introducing alternative energy sources for vehicles to be used in Hong Kong, including LPG and hydrogen vehicles?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 9)

Reply:

We have consulted the Transport Department (TD) regarding this question.

1. As at December 2024, the number of registered vehicles using liquefied petroleum gas (LPG) as fuel by vehicle class is tabulated below:

Vehicle class	Number of registered vehicles
Taxi	18 009
Public light bus	3 478
Private light bus	1 087
Special purpose vehicle	155
Total	22 729

Note: Government vehicles are not included in the figures as government vehicles need not be registered.

2. At present, there are a total of 68 LPG filling stations in Hong Kong, providing a total of 492 filling nozzles. The number of LPG filling stations and filling nozzles by district is provided in Annex.

3. According to section 10 of the Air Pollution Control (Vehicle Design Standards) (Emission) Regulations (Cap. 311J), when processing first registration of vehicles and approving vehicle modifications, the TD will only approve the use of LPG as fuel for taxis and light buses. Currently, some mobile medical vehicles and mobile exhibition vehicles converted from light buses also continue to use LPG as fuel.

Apart from the above vehicles, some fork-lift trucks regulated by the Labour Department as industrial equipment for use on roads are approved to use LPG as fuel for part of their daily operation. Some of these industrial equipment also use LPG cylinders as fuel.

4.-5. Transport accounts for about 20% of Hong Kong's total carbon emissions. Promoting green transport is therefore vital to achieving carbon neutrality. The Government's target is to achieve zero vehicular emissions in Hong Kong before 2050. Since LPG vehicles emit air pollutants, the Government will focus on promoting electric vehicles (EVs) and other new energy vehicles that are zero-emission.

EV technology has matured in recent years and the popularisation of EVs has achieved remarkable results. At present, the number of EVs in Hong Kong has exceeded 110 000, which is about 8 times of that 5 years ago. The ratio of electric private cars among all newly registered private cars in Hong Kong has increased from over 20% in 2021 to over 70% now, which is among the highest in the world.

The Government is also open to the adoption of other new energy vehicles. As far as hydrogen fuel cell (HFC) vehicles are concerned, hydrogen is highly energy-efficient with less polluting potential, and as a secondary carrier of energy, it possesses the "clean" trait of traditional renewable energy sources. However, the technology related to HFC vehicles is still at the trial or early development stage, coupled with the limited supply of low-carbon hydrogen and the fact that its market price is much higher than

that of conventional fuels, the Government's current focus is still the promotion of relevant trials and applications. The Government will introduce a bill within this year to establish a comprehensive and integrated regulatory framework to regulate the use of hydrogen as a fuel, so as to enhance public confidence in the safety of hydrogen and create an environment conducive to the development of hydrogen in Hong Kong.

Annex

Number of LPG filling stations and LPG filling nozzles

District	Number of LPG filling nozzles
Hong Kong Island	
Eastern	48
Central & Western	20
Southern	8
Wan Chai	10
Kowloon	
Kwun Tong	58
Yau Tsim Mong	24
Wong Tai Sin	8
Sham Shui Po	28
Kowloon City	8
New Territories	
Kwai Tsing	40
Tsuen Wan	16
Yuen Long	58
Tuen Mun	32
Islands	22
Tai Po	32
North	18
Sha Tin	30
Sai Kung	32

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3495)

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 organisation of educational events and outreach activities to engage the public, will the Government provide this Committee with the following information:

1. the expenditure and manpower involved in organising the "Working Together for a Better Climate" Open Day, and the number of public participants in the event;

2. a breakdown of the numbers of participants in the workshops, scientific talks, practicals, day camps, quiz competitions and guided tours to the Hong Kong Observatory facilities over the past 3 years;

3. the manpower and expenditure set aside for organising the aforementioned education events this year; and

4. whether it will strengthen publicity and organise education events for schools to promote STEM education; if so, the details; if not, the reasons for that?

Asked by: Hon LEUNG Hei, Edward (LegCo internal reference no.: 136)

Reply:

The "Working Together for a Better Climate" Open Day organised by the Hong Kong Observatory (HKO) on 30 November and 1 December 2024 attracted nearly 10 000 visitors. Apart from the HKO staff, about 60 volunteers from the Friends of the Observatory also assisted in receiving members of the public.

Over the past 3 years (2022 to 2024), the HKO organised various educational events and outreach activities with STEM elements, including workshops, scientific talks, day camps, quiz competitions and guided tours to the HKO facilities. The number of participants was about 1 600, 36 000, 70, 2 600 and 7 200 respectively. The HKO will continue to step up its efforts in promoting relevant programmes for schools to help advance STEM education in the future.

The HKO carries out the above work with existing manpower and resources, and a breakdown in this respect is not available.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3395)

Head: (194) Water Supplies Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

[Note: The question below concerns matters under the policy purview of the Environment and Ecology Bureau (EEB). The reply was prepared by the Water Supplies Department and vetted by the EEB.]

Question:

The Government has been installing floating photovoltaic (PV) systems at reservoirs since 2017. In this connection, would the Government inform this Committee:

1. What are the installation costs of the solar energy generation systems at reservoirs?
2. What were the annual amount of electricity generated by the solar energy generation systems at reservoirs in the past 5 years?
3. Further to the above question, where will the electricity generated by the solar energy generation systems at reservoirs be used respectively?
4. What is the frequency of damage of floating solar panels caused by adverse weather since the installation? What is the repair expenditure involved? What are the measures to enhance the resilience of the solar energy generation systems against super typhoon?
5. As the solar energy generation systems at reservoirs are subject to more environmental factors, what is the repair and maintenance cost of the systems in comparison with other solar energy generation systems?
6. Further to the above question, does the Government have any new plan to install solar panels at reservoirs in future? If yes, what are the details? If no, what are the reasons?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 59)

Reply:

1-3. Since 2017, the Government has implemented the pilot projects of floating solar energy generation system at Shek Pik Reservoir, Plover Cove Reservoir and Tai Lam Chung Reservoir. The installation costs of the floating solar energy generation systems at the reservoirs and the relevant information are tabulated as follows:

Installation locations	Shek Pik Reservoir	Plover Cove Reservoir	Tai Lam Chung Reservoir
Generating capacity	100 kilowatts (kW)	100 kW	100 kW
Completion date	February 2017	October 2017	April 2022
Cost (HK$)	about 3.5 million	about 3.3 million	about 3.1 million
Facilities powered	Shek Pik Raw Water Pumping Station	Plover Cove Reservoir Air Compressor House	Tai Lam Chung Reservoir Air Compressor House

The amount of electricity generated by a solar energy generation system is subject to the weather and insolation duration of individual area at the time. According to the design, each floating solar energy generation system can generate about 120 000 kilowatt-hours (kWh) of electricity annually.

4. During the passage of super typhoon Mangkhut in September 2018, the anchorage system of the floating solar energy generation system at Plover Cove Reservoir was damaged as the wind force had exceeded the requirements of the system design at the time, resulting in damage to some solar panels. On that occasion, the repair expenditure was about $1.2 million. Afterwards, when designing the floating solar energy generation system for Tai Lam Chung Reservoir, the Water Supplies Department (WSD) used an enhanced anchorage system with tensile strength to enhance the system's resilience against typhoon.

5. With the enhancement of the anchorage system, the annual repair and maintenance cost of each floating solar energy generation system at the 3 abovementioned reservoirs is around $50,000, which is similar to that of the solar energy generation systems at other waterworks of the WSD.

6. By drawing reference to the 3 pilot projects of floating solar energy generation systems already completed, the WSD will continue to review the development of large-scale floating solar energy generation systems and explore a more cost-effective way to install solar energy generation systems at waterworks facilities.

- End -