

Environmental Protection

The Secretary for Environment and Ecology, who has overall policy responsibility for environmental protection, receives assistance on the formulation of new policies as well as management of environmental issues from the Permanent Secretary for Environment and Ecology (Environment), and the Director of Environmental Protection. The Advisory Council on the Environment advises the Government on measures for the prevention and abatement of pollution.

The Environment and Conservation Fund provides funding support to local non-profit making organisations for implementing publicity and educational projects, practice and action projects, research and development projects, and other projects in relation to environmental and conservation matters. The Environmental Campaign Committee (ECC) set up in 1990 promotes public awareness of environmental matters and encourages the public to contribute actively towards a better environment. ThekNOw Carbon House under the management of the ECC aims to raise public awareness on carbon neutrality and sustainable lifestyle through a wide variety of interactive experiences, educational workshops and promotion activities.

Planning Against Pollution: Considerable emphasis is placed on pre-empting environmental problems by requiring designated works projects to undergo statutory environmental impact assessment (EIA) process to ensure that environmental factors are considered at all stages of project planning and development.

At strategic level, key environmental information relating to major proposals has to be provided in submissions to the Executive Council to facilitate decision-making. For some major proposals or plans, strategic environmental assessment would also be conducted.

At local level, environmental quality is safeguarded through the application of the guidance provided in the Hong Kong Planning Standards and Guidelines.

The Environmental Impact Assessment Ordinance provides the legal framework for applying the EIA process to designated projects and implementation of agreed environmental measures through Environmental Permits.

To lead by example, all government bureaux and departments are required to publish annual environmental reports starting from 2000. Private and government owned public corporations are encouraged to do likewise.

The Environment Protection Department (EPD) has been actively promoting environmental audit, environmental management system and environmental reporting to improve corporate environmental performance in both private and public sectors. To assist organisations in pursuing environmental management, useful guidelines are available at the EPD's website at <http://www.epd.gov.hk>.

Legislation and Pollution Control: The EPD is responsible for the enforcement of most of the measures contained in the 11 pollution control ordinances.

Air: The control on air pollution is effected under the Air Pollution Control Ordinance (APCO). Major emitters, such as power plants and cement plants, are categorised as Specified Processes and subject to stringent licensing control. Emission caps have been imposed on all power stations through licence conditions since 2005. Upon the amendments to the APCO, a total of ten Technical Memoranda were issued from 2008 to 2025 to progressively tighten the emission caps from 2010 to 2030 and onwards. In order to tackle unlicensed specified processes, a statutory closure notice mechanism was introduced on 11 April 2025

to cease the operation. For other processes, both the installation and alteration of fuel burning equipment require prior approval from the EPD. To reduce air pollutants, limits are imposed on the sulphur content of fuels sold in Hong Kong. Effective from 1 April 2025, the statutory limit on the sulphur content of liquid fuel for industrial and commercial use has been tightened from 0.005% to 0.001%. Subsidiary regulations have been in place to control smoke from furnaces, open burning, construction dust, volatile vapour from petrol filling stations, dry-cleaning machines and products containing volatile organic compounds, as well as emissions from non-road mobile machineries.

Asbestos work is regulated through the registration of asbestos consultants, laboratories, contractors and supervisors. The use, supply, import or transhipment of all types of asbestos has been totally banned from 4 April 2014. To promote good indoor air quality (IAQ), an IAQ Management Programme has been introduced, of which the implementation of the IAQ Certification Scheme for Offices and Public Places is one of the major tasks. Organisations participating in the certification scheme adopted the stringent IAQ Objectives as the certification standard. IAQ labels can be displayed at certified premises to demonstrate the attainment of good IAQ levels.

To tackle air pollution caused by vehicle emissions, the Government has progressively implemented a number of programmes. These include introducing stringent vehicle fuel and emission standards that are practical and commercially viable, strengthening emission controls for high-emission vehicles and promoting the use of new energy vehicles. From April 2008 onwards, buyers of newly registered environment-friendly commercial vehicles can enjoy concessions for their first registration taxes. Moreover, the Motor Vehicle Idling (Fixed Penalty) Ordinance which introduced a statutory prohibition against idling vehicles with running engines came into operation in December 2011. Apart from the Smoky Vehicle Control Programme which controls smoky diesel vehicles on road, the Government strengthened the emissions control on petrol and liquefied petroleum gas vehicles using roadside remote sensing equipment. On the other hand, an ex-gratia payment scheme launched in March 2014 has resulted in the phasing out of about 80 000 pre-Euro IV diesel commercial vehicles. To sustain the effort on this front, the Government launched in October 2020 another incentive-cum-regulatory programme to progressively phase out some 40 000 Euro IV diesel commercial vehicles by end-2027. In addition, to ensure timely replacement of diesel commercial vehicles in the long run, the Government also limits the service life of diesel commercial vehicles first registered after 31 January 2014 to 15 years. Under these measures, the annual average emissions of major pollutants from all vehicles in Hong Kong decreased substantially by approximately 30% to 70% in 2023 compared to the levels in 2011 and prior to the implementation of key control measures.

The Government has introduced various measures to control marine emissions, which include controlling vessel smoke emissions by legislation, upgrading the quality of locally supplied marine light diesel, and mandating vessels to use low sulphur fuel in Hong Kong waters which dovetails with the establishment of a domestic emission control area in the Pearl River Delta (PRD) Region. Besides, the Government is testing the viability of electric and hybrid ferries for operating in-harbour routes and outlying islands routes respectively.

The overall air quality of Hong Kong has been improving in recent years, with the concentrations of major air pollutants continuing to decrease and remaining at low levels since our return to the motherland. From 2004 to 2024, the annual average concentrations of major air pollutants in the ambient air have reduced significantly by 45% to 88%. The improvement in air quality has led to a reduction of more than 50% in long-term health risks.

To sustain improvement in air quality and better protect public health, the Government reviews the Air Quality Objectives (AQOs) at least once every five years and has progressively tightened the AQOs according to World Health Organization's Air Quality Guidelines where practicable. Following the completion of the latest review in 2023, the Government further tightened the original five AQOs and added three new ones. The updated AQOs took effect on 11 April 2025. In addition, the Government announced the Clean Air Plan for Hong Kong 2035" in June 2021, setting out long-term goals and strategies to further improve air quality, with a view to leading Hong Kong to become a liveable city with air quality on par with major international cities by 2035.

To fulfil the requirements of the Kigali Amendment to the Montreal Protocol on Substances that Deplete the Ozone Layer and join the global effort to combat climate change, the Government amended the Ozone Layer Protection Ordinance which was passed by the Legislative Council (LegCo) in April 2025. The 18 hydrofluorocarbons (HFCs) regulated under the Kigali Amendment as scheduled substances with measures being drawn up to regulate the production and import/export of HFCs. Starting from 1 December 2025, production of the regulated HFCs will be prohibited and an import/export licensing system will be implemented to control and phase down the overall consumption of HFCs in Hong Kong.

Waste: The Waste Disposal Ordinance (WDO) provides for the control and regulation of the production, storage, collection and disposal of various types of waste. Moreover, in line with the Basel Convention, the ordinance WDO regulates the import and export of hazardous waste and other specified wastes through a permit system and bans the import of hazardous waste from developed countries into Hong Kong. To fulfil the requirements of the 2022 amendments to the Basel Convention, the Government amended the WDO to include all electrical and electronic waste under the import and export permit control starting from 1 January 2025.

The Dumping at Sea Ordinance controls marine dumping activities to comply with the requirements of the 1996 Protocol to the Convention on the Prevention of Marine Pollution by Dumping of Wastes and Other Matter, 1972.

Water: The Water Pollution Control Ordinance provides for the declaration of ten Water Control Zones and four supplementary Water Control Zones to cover the whole territory. Except the discharge of domestic sewage to public foul sewers and unpolluted water to storm-water drains, rivers and other water bodies, all other discharges into these Water Control Zones are subject to regulatory control. The Technical Memorandum of Effluent Standards stipulates the licensing limits for compliance by dischargers, with a view to meeting the Water Quality Objectives.

Noise: The Noise Control Ordinance provides for the control of noise from construction sites, domestic premises and public places, industrial and commercial premises, motor vehicles, intruder alarm systems as well as specified noisy equipment. Noise from general construction works in the evening (1900 – 2300 hours), at night (2300 – 0700 hours) and on general holidays is controlled through a permit system. All percussive piling works are prohibited in the evening, at night and on general holidays, and require a permit at other times. Noisy diesel, steam and pneumatic piling hammers are essentially banned in built-up areas. Hand-held breakers and air compressors must comply with stringent noise emission standards and be fitted with noise emission labels. The management of bodies corporate is to be held personally liable for repeated noise offences.

Noise from domestic premises and public places is

controlled by the police on a reasonableness approach, whereas noise from industrial or commercial premises is controlled by the EPD through issuance of noise abatement notices. To minimise traffic noise, newly registered vehicles including motorcycles are required to comply with stringent noise emission standards.

Enforcement of the above pollution control ordinances is mainly undertaken by the EPD through investigation of pollution complaints, inspection and licensing of pollution sources, issuance of pollution abatement notices and prosecution of offenders. The Regional Offices have proved to be very effective in tackling local pollution concerns and strengthening communication with the local communities on the Government's environmental protection work. In parallel, the EPD also develops partnership with the trades and industries to assist in law compliance and pollution prevention, as well as raising environmental awareness of the general public.

Green Transport: In March 2011, the Government established the \$1.1 billion New Energy Transport Fund (previously named Pilot Green Transport Fund) (the NET Fund) to encourage trial and wider use of green innovative transport technologies on a variety of commercial transportation including goods vehicles, taxis, light buses, buses, vessels, motorcycles, non-road vehicles, or the aforesaid means of transport provided by charitable/non-profit making organisations to their clients. To promote the concept of "Transport for All", the Government has earmarked \$50 million under the NET Fund to subsidise the trade to purchase wheelchair-accessible electric taxis.

The Government announced the Hong Kong Roadmap on Popularisation of Electric Vehicles (the Roadmap) in March 2021, setting out the long-term policy objectives and plans to promote adoption of electric vehicles (EVs) with a view to achieving the goal of zero vehicular emissions before 2050. Key measures under the Roadmap include no new registration of fuel-propelled private cars including hybrid vehicles in 2035 or earlier, expansion of the EV charging network and promotion of its marketisation. In terms of public transport, the Government announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, detailing the future direction and policy objectives for the green transformation of buses and taxis. In addition, the Government announced schemes for subsidising franchised bus operators and the taxi trade to procure approximately 600 electric buses and 3 000 electric taxis respectively. Currently, the number of EVs in Hong Kong has exceeded 130 000, approximately nine times the figure from six years ago. The proportion of electric private cars among newly registered private cars has also increased from slightly over 20% in 2021 to over 70% as of September 2025. Meanwhile, the Government strives to expand the network of 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 through various measures including gross floor area concessions for the installation of electric vehicle charging-enabling infrastructure (EVCEI) in parking spaces of newly built private buildings, and provision of subsidy through the EV-charging at Home Subsidy Scheme to assist existing private residential buildings and housing estates in installing EVCEI in their parking spaces. Furthermore, the Government is proactively promoting the development of a fast charging network. In addition to launching a \$300 million Fast Charger Incentive Scheme in July 2025 to subsidise the private sector to install 3 000 fast chargers (rated output power of 100 kilowatts or above), the Government is also progressively converting some Petrol Filling Stations (PFSs) into Fast Charging Stations, and through offering incentives to PFS operators to encourage the retrofitting of EV chargers at existing PFSs to cope with various EV charging needs. The Government sold two vacant PFS sites in Kowloon East and New Territories East in June and July 2024 respectively through open tender for use as fast charging stations. A total of 28 fast chargers of

these two fast charging stations are expected to commence operation as early as the end of 2025.

To keep pace with the development trend of hydrogen as fuel, the Government is promoting trials to test out hydrogen fuel cell electric buses and heavy vehicles. The first HFC double-decker bus commenced passenger service in February 2024, while trials of the first public hydrogen filling station and hydrogen fuel cell street-washing vehicles commenced operation in June 2025.

The Government promulgated the Action Plan on Green Maritime Fuel Bunkering in November 2024, setting out clear targets with an aim to develop Hong Kong into a green maritime fuel bunkering centre. The Action Plan proposes that Hong Kong should keep pace with the international development trends and develop the bunkering of multiple green maritime fuels simultaneously, and establish an effective supply chain of green maritime fuels.

Road Traffic Noise: To avoid new noise problems, the planning of new residential developments, roads and new development areas requires a traffic noise impact assessment. For existing road sections with high traffic noise levels, the Government will study the use of low-noise paving materials for resurfacing the roads, or the installation of noise barriers/enclosures. In addition, the EPD has introduced innovative noise mitigation designs and measures such as acoustic windows that can mitigate traffic noise while allowing natural ventilation in residential flats. Between 2000 and 2020, the population affected by traffic noise decreased by 40% from 1.14 million (17.3% of the population) in 2000 to 680 000 (9.2% of the population) in 2020, despite 13% to 57% increase in total population, road length and the number of registered vehicles during the same period.

Sewage and Waste Collection, Treatment and Disposal: The Government has devised Sewerage Master Plans (SMPs) to collect sewage from different catchment areas of the whole territory and transport it to sewage treatment facilities for treatment before discharge. The SMPs will be reviewed in the light of population increase and district development.

The Government implemented the Harbour Area Treatment Scheme (HATS), for handling the sewage generated from both sides of Victoria Harbour. Through a large-scale deep sewage tunnel collection system, the HATS collects sewage from both sides of Victoria Harbour and transports it to the Stonecutters Island Sewage Treatment Works for centralised treatment and disinfection before discharge. Spanning over 20 years, the HATS project was implemented in two stages and is the largest sewage treatment infrastructure project in Hong Kong's history. Since the full commissioning of HATS in December 2015, the water quality of the Victoria Harbour has been enhanced. Meanwhile, the Government is channelling its efforts into tackling the discharge of residual pollutants to the harbour caused by sewer misconnections, leakages and street activities, and is progressively implementing measures to rehabilitate the sewerage network, with a view to further enhancing the coastal water quality of Victoria Harbour.

At present, over 94% of the population is served by the public sewerage system, with a sewerage network of over 1 900 kilometres and over 330 sewage treatment facilities collecting and treating around 2.8 million cubic metres sewage per day.

The EPD is the waste disposal authority responsible for planning and development of waste treatment and disposal facilities.

In 2024, an average of about 10 510 tonnes of municipal solid waste (MSW) were disposed of at the landfills. With a view to moving away from the reliance on landfill for direct disposal of MSW, the EPD is pressing ahead with the development of a network of advanced and highly efficient modern waste-to-energy (WtE) facilities, including modern WtE incineration facilities and food waste treatment facilities so as to treat MSW in a sustainable manner and transform waste into useful energy resources.

As for other types of waste, as of September 2025, the Chemical Waste Treatment Centre on Tsing Yi Island has treated more than 1.191 million tonnes of chemical waste since its commissioning in 1993. Moreover, the plant has also treated more than 33 209 tonnes of clinical waste since its first reception of such waste in 2011. A storage facility for low level radioactive waste on Siu A Chau was commissioned in 2005. For livestock waste, starting from July 2024, all pig manure collected from local farms has been delivered to O-PARK2 for treatment to reduce the amount of waste disposed of at landfills. T-PARK, a sludge treatment facility at Tsang Tsui, Tuen Mun commenced its operation in April 2015. The heat generated from the incineration process is converted to electricity for internal operation use while surplus electricity is exported to the public grid. As of September 2025, more than 4.1 million tonnes of sewage sludge have been treated.

There are 13 closed landfills in Hong Kong. Their restoration works have been completed and the sites are safe for beneficial use by the public. A soccer-cum-baseball pitch at Sai Tso Wan Landfill was opened in 2004. A BMX Park and a temporary cricket ground, built on Gin Drinkers Bay Landfill (GDBL), were opened in 2009 and 2018 respectively. Two recreation parks developed on Jordan Valley Landfill and Ngau Chi Wan Landfill were opened to the public in 2010. Part of the Ma Yau Tong Central and Ma Yau Tong West Landfills were also developed into two sitting-out-areas which were opened to the public in 2011. At part of the Tseung Kwan O Stage I Landfill (TKOL-I), the cycle track cum pedestrian footpath along the waterfront was opened to the public in 2012 while the Pet Garden and Football Training Centre were opened to the public in 2013 and 2018 respectively. In addition, a camp site cum green education ground (named as E-Co Village) developed on TKOL-I by the Tung Wah Group of Hospitals was opened in July 2024. A butterfly conservation area was established at Siu Lang Shui Landfill in 2022 for enhancing and conserving the butterfly habitat. A recreation park is also being constructed at the GDBL.

MSW Management: Hong Kong's daily per capita domestic waste generation rate is still high compared with other Asian cities with a similar level of economic development, which puts tremendous pressure on our overall waste management strategy. The Government published the "Waste Blueprint for Hong Kong 2035" in February 2021 outlining the strategies, goals and measures to tackle the challenge of waste management up to 2035. The objectives are to achieve "Zero Landfill" in 2035 by moving away from reliance on landfills for direct disposal of MSW, and to complement the realisation of "carbon neutrality" by 2050 through developing adequate waste-to-energy/ resources facilities.

To achieve "Zero Landfill" in a timely manner and continuously promote waste reduction at source, we will take forward waste reduction and recycling work along four directions - strengthening public education, enhancing recycling network, strengthening collaboration with industries, and utilising market forces to develop environmental infrastructure, in conjunction with the development of the WtE facilities I-PARK1 and the planned I-PARK2 to also reduce carbon emissions. MSW charging serves as a reserve tool. Should waste reduction and recycling yield results with sufficient public participation in the future, its implementation may not be required. The Government will continuously monitor the effectiveness of various waste reduction and recycling measures as well as the level of public support and participation in waste reduction and recycling, to assist in evaluating whether there is a need and conditions to conduct a trial on MSW charging in future.

Food waste accounts for approximately 30% of the MSW in Hong Kong. In May 2013, the EPD launched the Food Wise Hong Kong Campaign to raise public awareness and promote food waste reduction. The Food Wise Eateries Scheme, introduced in November 2015, further encourages the catering industry to offer customers with food portioning options to help reduce food waste. To align with the goal of achieving carbon neutrality by 2050, the terms of reference of the Food Wise Hong Kong Steering Committee were

updated in 2021 to include the promotion of food waste source separation and collection.

To further expand the food waste recycling network, since 2021, the EPD has been gradually providing point-to-point food waste collection services for public and private premises that generate larger amount of food waste. On domestic food waste recycling, as of September 2025, around 1 400 food waste smart recycling bins have been installed in all public rental housing estates and some private residential premises across the territory. In addition, the EPD has set up over 200 fixed or mobile public food waste recycling points to offer more convenient recycling outlets for the general public and the catering industry.

To enhance waste recycling awareness among residents of private residential premises and encourage them to cultivate recycling habits, the EPD launched the Waste Reduction and Recycling Charter in June 2024. As of late-September 2025, over 940 private residential premises have signed the Charter, covering approximately 820,000 households across the territory.

The EPD continues to enhance the community recycling network GREEN@COMMUNITY to strengthen waste reduction and recycling support at community level. As of September 2025, over 800 public collection points have been established across the territory, comprising Recycling Stations which promote green living and provide recycling support, Recycling Stores and Recycling Spots which are conveniently located near residential areas, along with smart recycling bins set up at various locations across the territory. The EPD has been collaborating with community partners and utilising public platforms, such as social media and online network for promotional activities to educate the public about proper separation of waste at source and clean recycling. To further strengthen public education, the EPD launched the We-recycle@School Activity since 2024 to encourage students to actively practise waste reduction and recycling in their daily lives together with their family members. As of September 2025, more than 550 primary and secondary schools have participated in the We-recycle@School Activity and over 500 education and promotion activities on waste reduction and recycling have been organised for schools in the first half of 2025.

Enshrining the “polluter- pays” principle and the concept of “eco-responsibility”, the Producer Responsibility Scheme (PRS) requires relevant stakeholders, including manufacturers, retailers and consumers, to share the responsibility for the collection, recycling, treatment and disposal of end-of-life products. The Product Eco-responsibility Ordinance (Cap. 603) was enacted in July 2008 to provide the legal basis for introducing PRSs in Hong Kong. Following the full implementation of the Plastic Shopping Bag Charging Scheme in the entire retail sector since April 2015, the EPD has implemented the enhancement measures since 31 December 2022, including increasing the minimum charging level and tightening the scope of exemption of the Scheme. The PRS on waste electrical and electronic equipment (WEEE) was fully implemented in 2018 and enhanced in July 2024, including expanding the coverage of WEEE to include tumble dryers and dehumidifiers.

The WEEE treatment and recycling facility (WEEE-PARK) developed to support the implementation of the PRS on WEEE commenced full operation in March 2018. The PRS on glass beverage containers was implemented in May 2023. The Promotion of Recycling and Proper Disposal of Products (Miscellaneous Amendments) Bill 2025 introduced to the LegCo by the Environment and Ecology Bureau (EEB) was passed by the LegCo in July 2025 to establish a common legislative framework for PRSs applicable to different products, with an aim of facilitating the inclusion of other products (including plastic beverage containers, beverage cartons, electric vehicle batteries, vehicle tyres and lead-acid batteries) in a more efficient manner. The EPD is consulting the industries on subsidiary legislations regarding for PRSs on electric vehicle batteries, and plastic beverage containers and paper beverage cartons, and will consult the LegCo Environmental Affairs Panel within

2026 based on the actual situation. Moreover, to minimise the impact of plastic pollution on the marine environment and human health, the legislation for the regulation of disposable plastic tableware and other plastic products has been implemented since 22 April 2024, with a view to reducing the use of regulated disposable plastic products at source. To assist the trade in packaging reduction and management, the EPD launched the Packaging Reduction Charter in March 2025 to encourage businesses to adopt sustainable packaging reduction practices, including reviewing their packaging designs to minimise unnecessary material usage, enhancing the recyclability and reusability of their packaging, as well as exploring innovative solutions, so as to foster a waste reduction culture in commercial activities.

For unavoidable and non-recyclable MSW, the EPD develops integrated waste management facilities with advanced incineration as the core treatment technology to substantially reduce the volume of waste and to recover energy from the waste. Located on an artificial island near Shek Kwu Chau, Hong Kong's first integrated waste management facilities, I-PARK1, will progressively commence operation by the end of 2025. Moreover, the Government is pressing ahead the development of I-PARK2 in Tsang Tsui, Tuen Mun, and will seek funding approval from the LegCo in 2026 for the project. The total MSW incineration capacity of the two facilities after full commissioning will reach 9 000 tonnes per day. On the other hand, the Government will continue to utilise the O-PARKs and optimise the use of sewage treatment works for carrying out food waste/sewage sludge anaerobic co-digestion with a view to enhancing the overall food waste treatment capability in Hong Kong. O-PARK1 at Siu Ho Wan, North Lantau and O-PARK2 at Sha Ling, North District have been receiving food waste since 2018 and 2024 respectively. In the meantime, the EPD in collaboration with the Drainage Services Department is carrying out the food waste/sewage sludge co-digestion trial scheme at the Tai Po Sewage Treatment Works and Sha Tin Sewage Treatment Works. The above food waste treatment facilities can receive and treat a total of 600 tonnes of food waste per day. As for yard waste, the temporary yard waste recycling centre (Y-PARK) under the EPD was relocated to its present site in Lung Kwu Tan, Tuen Mun in 2025 to turn suitable yard waste into useful materials such as mulch for planting and gardening, compost, biochar feedstock, as well as wood boards and wood beams for making wooden furniture, decoration, artworks and renovating facilities. Furthermore, a pilot plant at EcoPark for converting pre-treated yard waste into biochar was commissioned in May 2023, contributing to the goals of “Zero Landfill” and carbon neutrality.

The construction works for the extension of the South East New Territories Landfill have been completed, and it commenced receiving construction waste since November 2021. The contracts for extension of the North East New Territories Landfill and West New Territories Landfill were awarded in January 2022 and August 2023 respectively. The construction works are currently progressing in full scale to ensure a seamless transition with the existing landfills in 2026.

Apart from the Government, the local recycling industry plays an important role in waste management. In 2024, the local recovery amount was 2.02 million tonnes. To promote sustainable development of the recycling industry, the Government launched the \$1 billion Recycling Fund in October 2015. An addition of \$1 billion was injected into the Fund in April 2021 and the application period has been extended to 2027. Through various funding programmes, the Recycling Fund enables the recycling industry upgrade their equipment and boost overall operational capabilities and productivity, and helps enterprises enhance and expand their recycling business. The EPD and the Advisory Committee on Recycling Fund have been reviewing the operation of the Fund from time to time so as to timely introduce different optimising measures to meet the needs of the recycling industry in its operation, upgrading and

transformation. As of mid-September 2025, the Recycling Fund has approved a total of about 2 670 applications involving a total funding of over \$880 million. Moreover, the EPD will continue to provide long-term land at an affordable rent at the about 20-hectare EcoPark in Tuen Mun for the recycling industry with a view to encouraging them to invest in more advanced technologies and value-added recycling processes in Hong Kong. Materials that can be recycled at EcoPark include waste cooking oil, waste metals, waste wood, WEEE, waste plastics, waste batteries, waste construction materials, waste glass, waste rubber and waste paper. The Government has also set aside about 20 short-term tenancy sites, totalling 4.8 hectares for use by the recycling industry.

Green Procurement: The Government has been adopting green procurement to put environmental protection into practice. The EEB has compiled a green procurement list, setting out green specifications for the products and services commonly used by the Government, for bureaux and departments to follow. In July 2021, the Government expanded the scope of green procurement by increasing the number of products and services on the green procurement list from 150 items to 183 items, and at the same time updated the specification of each item.

Environmental Monitoring and Investigations: The EPD has implemented various environmental monitoring schemes and conducted specific investigations to establish an objective basis for local action. To monitor water quality, the EPD has set up 82 inland water stations, 94 marine water stations and 60 bottom sediment stations for routine sampling. The EPD closely monitors the water quality of 42 gazetted beaches during the bathing season and issues weekly reports on the latest beach water quality.

Hong Kong has a long coastline of about 1 178 km. To upkeep its cleanliness for public enjoyment, the Government has set up an inter-departmental working group to oversee the clean-up operations by relevant departments and engage the public in clean-up activities as part of its environmental education programme.

Air pollutant levels are measured continuously at 15 general and three roadside monitoring stations. The EPD launched a health risk-based Air Quality Health Index (AQHI) in December 2013.

The index informs the public of the short-term health risk of air pollution and helps them take precautionary measures to protect their health. The AQHI is released every hour via the internet, mobile app and telephone hotline. Starting from 22 March 2025, the EPD has 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 forecast.

Surveys of waste generation throughout Hong Kong have been conducted since 1981 to collect the information needed for planning future waste disposal facilities.

Most major development projects are subject to environmental monitoring and audit. The EPD oversees the relevant programmes to ensure that recommendations in the EIA are strictly implemented and appropriate mitigation actions are promptly taken.

Regional and International Co-operation: To tackle regional environmental issues, Hong Kong has been co-operating with its Mainland and Macao counterparts through the Hong Kong-Guangdong Joint Working Group on Environmental Protection and Combating Climate Change, the Hong Kong-Guangdong Joint Working Group on Cleaner Production, the Hong Kong-Shenzhen Joint Working Group on Environmental Protection and the Hong Kong-Macao Environmental Protection Liaison Meeting. The governments of Guangdong and Hong Kong signed an Environmental Co-operation Agreement in August 2009, covering key co-operation areas in regional air and water quality, nature conservation, green business development, etc. The two governments also signed a 2016-2020 Co-operation

Agreement on Environmental Protection in September 2016 to further strengthen regional collaboration on environmental protection.

Since November 2005, a PRD Regional Air Quality Monitoring Network set up by the governments of Guangdong and Hong Kong has been releasing daily air quality information to the public. To cater for the needs for air pollution control and economic development of the region, the governments of Hong Kong, Guangdong and Macao signed a “Co-operation Agreement on Regional Air Pollution Control and Prevention among Hong Kong, Guangdong and Macao” in September 2014 to foster regional co-operation and enhance the regional air quality monitoring network through additional monitoring stations and monitoring parameters. Real-time air pollutant concentrations are released by the network on an hourly basis. The monitoring results of the network from 2006 to 2024 showed a substantial reduction in major air pollutant concentrations in the region. To continuously improve regional air quality and provide a robust scientific basis for mapping out further air quality improvement strategies in the PRD Region, the governments of Guangdong and Hong Kong have jointly completed the study “Post-2020 Regional Air Pollutant Emission Reduction Targets and Concentration Levels” and formulated the emission reduction targets for 2025 and 2030.

The Hong Kong Special Administrative Region (HKSAR) Government in collaboration with the Guangdong authorities launched a Cleaner Production Partnership Programme in April 2008 to provide technical support to Hong Kong-owned factories in Guangdong and Hong Kong to facilitate the adoption of cleaner production technologies and practices. As at June 2025, more than 4 300 funding applications were approved and about 700 awareness and technology promotion activities were organized attracting with about 70 000 participants. A new round of the Programme, launched in May 2025, focuses on new cleaner production technologies and provides funding support to Hong Kong-owned factories in Hong Kong and Guangdong to carry out new cleaner production technology projects. To enhance the efforts in promoting cleaner production, the two governments jointly launched the Hong Kong-Guangdong Cleaner Production Partners Recognition Scheme in August 2009 to recognise to the efforts of Hong Kong-owned factories and commercial enterprises in pursuing cleaner production. As at June 2025, 404 enterprises are within the validity period of the commendations. The two governments also signed the Hong Kong-Guangdong Co-operation Agreement on Cleaner Production in November 2014.

The EPD and the National Marine Environmental Monitoring Centre of the Ministry of Ecology and Environment (MEE) signed the “Co-operation Arrangement on Carrying Out Marine Ecological and Environmental Protection Work” in June 2023 to strengthen technical exchange and co-operation in areas including water quality monitoring, smart technology application, and marine pollution emergency response and impact assessment, to facilitate the improvement in the marine ecological environment of the Guangdong-Hong Kong-Macao Greater Bay Area (GBA). The Government and the China National Environmental Monitoring Centre of the MEE also signed the “Cooperation Arrangement on Technical Exchange on Environmental Monitoring” in October 2023 to strengthen co-operation in areas including monitoring of the water environment, atmospheric environment, ecology and new pollutants, to help enhance the capacity in environmental monitoring and assessment in the GBA. The EEB and the National Energy Administration signed the Cooperation Arrangement on Promoting Interconnectivity of Charging Facilities in the GBA in October 2025 to collaborate on the introduction of a pilot scheme in Hong Kong using the ChaoJi charging standard, enhancing the interconnectivity and green low-carbon transportation development in the GBA.

Meanwhile, Hong Kong and its neighbour Shenzhen are also jointly implementing action programmes to protect the water environment of the adjoining water bodies, including Deep Bay and Mirs Bay.

The EPD and the Shenzhen Government also entered into agreements to strengthen co-operation on environmental protection and promotion of cleaner production in December 2007 and November 2008 respectively.

Exchanges and collaboration in various areas of environmental protection with Macao have been enhanced under the steer of the annual Hong Kong-Macao Environmental Protection Liaison Meeting since 2008. In October 2016, the EPD and the Macao Environmental Protection Bureau signed the Hong Kong-Macao Environmental Protection Co-operation Agreement to further strengthen exchange and co-operation in various areas.

The Stockholm Convention on Persistent Organic Pollutants became effective to the HKSAR in November 2004. The HKSAR Implementation Plan (HKSARIP) was included in China's National Implementation Plan. The Rotterdam Convention on the Prior Informed Consent Procedure for Certain Hazardous Chemicals and Pesticides in International Trade became effective to the HKSAR in August 2008. The Hazardous Chemicals Control Ordinance (HCCO) came into operation in April 2008 to control non-pesticide hazardous chemicals regulated under the Stockholm Convention and the Rotterdam Convention.

The Ordinance HCCO currently regulates 21 non-pesticide hazardous chemicals in accordance with the amendments adopted by the aforementioned Conventions and ratified by the Central People's Government. In April 2025, the Central People's Government submitted the National Implementation Plan to the Stockholm Convention Secretariat, which included the updated HKSARIP.

The Minamata Convention on Mercury became effective to the HKSAR in August 2017. To ensure HKSAR's full compliance with the international obligations under the Convention, and protect public health and the environment from anthropogenic emissions and releases of mercury and mercury compounds, the Mercury Control Ordinance (Cap. 640) and become effective since December 2021. Cap. 640 has four main provisions, namely the introduction of a permit system to control the import and export of all forms of mercury, the phasing out of mercury-added products listed in the Convention, the phasing out of the use of mercury and mercury compounds in the manufacturing processes listed in the Convention, and the introduction of a permit system to control the storage of all forms of mercury and mercury compounds. In 2025, the Government amended the Mercury Control Ordinance to incorporate newly regulated mercury-added products in accordance with the amendments adopted the Convention.

Climate change represents a pressing global challenge, with extreme weather events and damage caused by global warming occurring with increasing frequency. Immediate concerted global action is imperative, and deep decarbonisation cannot be delayed. The Paris Agreement which aims at curbing global warming trends, entered into force in November 2016 and applies to the HKSAR. As an integral part of our nation, the HKSAR has the responsibility to contribute towards achieving the objectives set out in the Paris Agreement.

Hong Kong has set ambitious carbon reduction targets and strives to achieve carbon neutrality before 2050 and reduce total carbon emissions from the 2005 level by half before 2035. To this end, the Government released in October 2021 the "Hong Kong's Climate Action Plan 2050", setting out the vision of "Zero-carbon Emissions · Liveable City · Sustainable Development", and outlining the four

decarbonisation strategies, namely "Net-zero Electricity Generation", "Energy Saving and Green Buildings", "Green Transport" and "Waste Reduction" that would lead Hong Kong towards the goal of carbon neutrality. The Government set up a new Steering Committee on Climate Change and Carbon Neutrality under the chairmanship of the Chief Executive in 2021 to oversee climate strategies and actions at the highest level and established in 2023 the Office of Climate Change and Carbon Neutrality to strengthen co-ordination and promote deep decarbonisation.

As mentioned in the Hong Kong's Climate Action Plan 2050 published in 2021, the Government will take forward various measures on climate change mitigation and adaptation, covering renewable energy, energy saving and green buildings, green transport, waste management enhancement of flood control capability, etc.

The Government set up the Green Tech Fund (GTF) in 2020 to provide better and more focused funding support to research and development projects which can help Hong Kong decarbonise and enhance environmental protection.

A funding of \$400 million has been allocated to the GTF to subsidise projects in priority areas such as net-zero electricity generation, energy saving and green buildings, green transport and waste reduction.

Hong Kong is moving along the "low carbon" pathway to become an economy based on low energy consumption and low pollution. A host of actions are being pursued to enhance energy efficiency, use clean fuels, and rely less on fossil fuels.

Hydrogen has been regarded as a low-carbon energy source with development potential. To accelerate green energy transition and embrace the opportunities presented by the development of hydrogen energy, the Government published in June 2024 the Strategy of Hydrogen Development in Hong Kong, setting out the four major strategies of improving legislations, establishing standards, aligning with the market, and advancing with prudence. The objective is to create an environment conducive to the development of hydrogen energy in Hong Kong in a prudent and orderly manner, thereby enabling Hong Kong to capitalise on the environmental and economic opportunities arising from recent advances in hydrogen energy worldwide, especially those offered by our nation. It can also help Hong Kong broaden co-operation with the GBA and even the world, integrate into the national development, and develop new quality productive forces.

By implementing various environmental protection measures and promoting decarbonisation initiatives, Hong Kong is aspiring to be one of the greenest cities in China.

The issue of greenhouse gas emissions knows no geographical boundaries; nations must join forces to address the challenges of climate change. In this regard, Hong Kong has consistently taken proactive steps to fulfil its international responsibilities. Hong Kong serves as a member of the C40 Cities Climate Leadership Group's (C40) Steering Committee. C40 comprises cities from across the globe, united in their commitment to enhance energy efficiency and reduce greenhouse gas emissions in order to combat climate change. Moreover, Guangdong and Hong Kong have advanced collaboration in climate change response and related scientific research and technology development through the Special Panel on Combating Climate Change established under the Hong Kong-Guangdong Joint Working Group on Environmental Protection and Combating Climate Change.