

Head 44 — ENVIRONMENTAL PROTECTION DEPARTMENT

Controlling officer: the Director of Environmental Protection will account for expenditure under this Head.

Estimate 2026–27	\$8,675.0m
Establishment ceiling 2026–27 (notional annual mid-point salary value) representing an estimated 2 019 non-directorate posts as at 31 March 2026 reducing by 72 posts to 1 947 posts as at 31 March 2027.....	\$1,269.7m
In addition, there will be an estimated 36 directorate posts as at 31 March 2026 and 31 March 2027.	
Commitment balance.....	\$6,174.4m

Controlling Officer’s Report

Programmes

<p>Programme (1) Waste Programme (2) Air Programme (3) Noise Programme (4) Water Programme (5) Environmental Assessment and Planning</p>	<p>These programmes contribute to Policy Area 23: Environmental Protection, Conservation, Power and Sustainable Development (Secretary for Environment and Ecology).</p>
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Detail

Programme (1): Waste

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	5,727.9	5,629.0	5,564.1 (–1.2%)	5,958.2 (+7.1%)
				(or +5.8% on 2025–26 Original)

Aim

2 The aim 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.

Brief Description

3 The Department is responsible for the provision and management of facilities for proper treatment and disposal of waste including municipal, construction, livestock, chemical and clinical wastes, sewage and water treatment works sludges and other special wastes. The Department enforces relevant legislation to control the illegal disposal of waste, develops new proposals to meet changing waste management needs and advises on the assessment and remediation of contaminated land. The Department also works with the community to promote and encourage waste reduction and recycling.

4 To achieve the objectives outlined in the “Waste Blueprint for Hong Kong 2035”, the Department is committed to implementing programmes and initiatives focused on waste reduction, resources circulation, and achieving “zero landfill”.

5 On waste reduction, the Department implements the Producer Responsibility Schemes (PRs) in full on plastic shopping bags, waste electrical and electronic equipment (WEEE) and glass beverage containers. The Department has established a common legislative framework for PRs applicable to different products. This framework facilitates the future inclusion of products such as electric vehicle (EV) batteries, plastic beverage containers and beverage cartons progressively, thereby expanding our waste-to-resources capacities. To reduce waste plastics, the Department implements the regulation on disposable plastic tableware and other plastic products. Continuous publicity efforts will strive to encourage a culture that embraces a “disposable-free” and “plastic-free” lifestyle.

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6 On waste separation, the Department has strengthened and expanded the territory-wide community recycling network comprising Recycling Stations, Recycling Stores, Recycling Spots and smart recycling bins, as well as the food waste collection and recycling network. On resources circulation, waste-to-energy/resources facilities have been developed/are being developed to reduce reliance on landfills for direct disposal of municipal solid waste (MSW). In addition to the commissioned waste management facilities (such as T · PARK, O · PARK1, O · PARK2 and WEEE · PARK), the Integrated Waste Management Facilities (IWMF) Phase 1 (I · PARK1), which adopts advanced incineration technology to treat MSW, has progressively commenced operation since December 2025. The Department is proactively taking forward the development of IWMF Phase 2 (I · PARK2) in Tsang Tsui, Tuen Mun, and assessing the need to identify a suitable site for the longer-term planning of an advanced waste-to-energy facility.

7 On industry support, the Recycling Fund has continued to support the recycling industry to move towards advanced industrial development with high-end technologies and machines. Land in the 20-hectare EcoPark and other short-term sites is also leased to recycling operators at affordable price. On education and publicity, the Department joins hands with the Environmental Campaign Committee to support educational and promotional campaigns on waste reduction and recycling. On innovation, smart technology applications have been adopted in various waste collection and recycling programmes.

8 In 2025, about 5.7 million tonnes of solid waste were disposed of at the three strategic landfills in Hong Kong. In the same year, 34 109 tonnes of solid waste were handled by I · PARK1 for system testing and trial runs. Since the North East New Territories and the West New Territories landfills will soon reach their design capacities and service lives, the Department is taking forward expansion projects of the two landfills, which are expected to commence operation in 2026. On the other hand, the Department continues to manage restored landfills and promote their development for recreational or other purposes. The Department also manages seven Refuse Transfer Stations where MSW is compacted and then transferred to the landfills for disposal or I · PARK1 for treatment.

9 The key performance measures in respect of the waste programme are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
operation hours of strategic landfills	13 505#	13 567	13 618	13 505
processing marine dumping permits within 18 days (%)	90	100	100	95
initial response to waste complaints within three days (%)	95	98	98	95

The target is revised from 13 870 to 13 505, taking into account the latest operation of the strategic landfills.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
strategic landfills			
no. of capital works milestone payments	8	7	8
tonnage of waste received and disposed annually.....	5 723 146	5 672 651	4 900 100
tonnage of MSW received and disposed annuallyΩ	3 846 796	3 735 025	2 858 400
I · PARK1Ψ			
tonnage of MSW received annually	N.A.	34 109	910 000
tonnage of MSW treated by incineration annually	N.A.	26 896	820 000
refuse transfer stations			
tonnage of waste received annually	3 324 742	3 306 794	3 306 700
special wastes			
tonnage of waste treated annually at the Chemical Waste Treatment Centre.....	8 751	10 433	10 995
tonnage of sewage sludge treated annually at T · PARK	391 518	396 599	408 000
livestock waste			
total quantity produced (thousand tonnes)	89	89	89
disposed of by environmentally-acceptable means (%)	90	90	90
WEEE			
tonnage of WEEE treated annually at WEEE · PARK	22 052	23 364	23 500
O · PARKs and food waste pre-treatment facilities			
tonnage of waste received annually#	100 831§	126 549Λ	149 940
tonnage of waste treated by anaerobic digestion annually@.....	85 898	122 058	127 450
marine dumping permits issued	71	67	65
waste import/export permits issued.....	32	32	32

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	2024 (Actual)	2025 (Actual)	2026 (Estimate)
chemical waste trip tickets recorded	31 000	32 000	32 000
chemical waste collector licences issued	31	12	5
chemical waste disposal licences issued	16	12	10
prosecutions for			
chemical waste control offences	92	72	70
clinical waste control offences	0	1	1
livestock waste control offences	3	2	2
marine dumping offences	0	0	0
waste import/export offences	14	50	47
illegal deposit of waste offences	145	157	150
complaints handled.....	3 503	3 783	3 800
enquiries handled by			
Environmental Protection Department Hotline on waste reduction and recycling	19 606	17 169	17 200

- υ Revised description of the previous indicator “strategic landfills – tonnage of waste received annually” as from 2026. Waste received and disposed of at landfills comprises MSW, construction waste and special waste (including ash generated from MSW incineration).
- Ω New indicator established to report tonnage of the MSW received and disposed of at strategic landfills following the progressive commencement of I·PARK1’s operation.
- Ψ New indicators established following the progressive commencement of I·PARK1’s operation since December 2025.
- # Revised description of the previous indicator to include animal waste (e.g. pig manure) in addition to food waste received and treated at O·PARKs and food waste pre-treatment facilities subsequent to the trial treatment of pig manure in 2024.
- § Under the revised indicator, the actual tonnage of waste received and treated by O·PARKs and food waste pre-treatment facilities was 106 616 in 2024.
- Λ Under the revised indicator, the actual tonnage of waste received and treated by O·PARKs and food waste pre-treatment facilities was 134 775 in 2025.
- @ New indicator to report the net amount of waste treated by anaerobic digestion annually after inert materials are removed during pre-treatment at O·PARKs and food waste pre-treatment facilities.

Matters Requiring Special Attention in 2026–27

10 During 2026–27, the Department will:

- implement a five-year plan to sustain momentum in waste reduction and recycling with the aim of achieving the “zero landfill” target by 2035, through expanding and upgrading the recycling network progressively as well as leveraging technology and re-engineering workflows to enhance the cost-effectiveness and efficiency of various waste reduction measures;
- continue to consult the industries on formulating relevant subsidiary legislation regarding the PRSs on EV batteries, plastic beverage containers and beverage cartons, and based on the actual situation, to consult the Panel on Environmental Affairs of the Legislative Council in 2026;
- continue to implement the pilot scheme on reverse vending machines to assist in recovery of suitable plastic beverage containers;
- continue to implement the Non-Plastic Container Trial Programme, recruiting the trades to test various non-plastic containers and provide feedback on product performance for improvement of product and supply chains, with a view to reducing the use of plastic in a pragmatic manner;
- continue to liaise with the relevant sectors and stakeholders to promote the reduction of packaging materials through the Packaging Reduction Charter;
- continue to support the local waste paper recycling chain and the paper pulping facility in EcoPark, Tuen Mun, so as to ensure stable and diverse outlets for locally generated waste paper;
- continue to implement the Waste Reduction and Recycling Charter to promote the establishment of convenient recycling systems and proper handling of recyclables in private residential premises;
- continue to strengthen various initiatives to support source-separation and recycling of food waste at public, commercial and industrial premises, while expanding the number of food waste smart recycling bins and collection facilities for residential premises to collect more food waste from private residential premises and working towards the goal of “one bin per block” in public rental housing estates;
- continue to provide support and assistance to property management companies for proper source separation of waste and clean recycling, and further the promotion and education efforts on waste reduction and recycling in schools;

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- continue to promote reduction of food waste at source and food waste recycling through the Food Wise Hong Kong Campaign;
- continue to monitor the operation of the Recycling Fund to provide support to the recycling industry;
- continue to oversee the development and operation of I-PARK1, seek funding approval from the Legislative Council in 2026 for the development of I-PARK2 and assess the need to identify a suitable site for the longer-term planning of an advanced waste-to-energy facility;
- 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;
- 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;
- continue to oversee the operation of the EcoPark in Tuen Mun Area 38 providing affordable land and other infrastructural support to the recycling industry;
- continue to take forward the two landfill extension projects; and
- continue to develop the beneficial facilities at restored landfills.

Programme (2): Air

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	2,453.8	2,297.4	2,018.5 (–12.1%)	2,052.6 (+1.7%)
				(or –10.7% on 2025–26 Original)

Aim

11 The aim is to oversee emission reduction measures to enable the ambient air quality to broadly comply with the prevailing Air Quality Objectives (AQOs); to enforce the Air Pollution Control Ordinance (Cap. 311) (APCO), the Ozone Layer Protection Ordinance (Cap. 403) (OLPO) and other statutory requirements; and to promote the use of EVs in Hong Kong.

Brief Description

12 The work carried out by the Department in seeking to achieve and maintain satisfactory air quality includes:

- development of standards and guidelines;
- enforcement of APCO to control air pollution from factories, polluting processes and products, motor vehicles, vessels, non-road mobile machinery, asbestos and other sources;
- enforcement of OLPO to control hydrofluorocarbons (HFCs) with high global warming potential, ozone depleting substances and products containing these substances;
- implementation of the voluntary Indoor Air Quality Certification Scheme for offices and public places;
- operation of an air quality monitoring network and laboratories to provide the air quality information needed for checking the effectiveness of existing programmes and development of new policies;
- provision of air quality information and Air Quality Health Index (AQHI) to the public; and
- collaboration with authorities in Guangdong to carry out the Cleaner Production Partnership Programme and implement measures to improve regional air quality.

13 Compared with 2004, the ambient concentrations of respirable suspended particulates (RSP or PM₁₀), fine suspended particulates (FSP or PM_{2.5}), nitrogen dioxide (NO₂) and sulphur dioxide (SO₂) dropped by 58 per cent, 67 per cent, 45 per cent and 88 per cent respectively in 2025. Ozone was the only pollutant that showed an increase in concentration by 35 per cent, owing to regional photochemical smog problem and reduction in local nitric oxide (NO) emissions from vehicles resulting in less NO to react with and titrate ozone. At the roadside, the concentrations of RSP, FSP, NO₂ and SO₂ fell by 59 per cent, 63 per cent, 37 per cent and 83 per cent respectively between 2004 and 2025. Although significant progress has been made in improving air quality in Hong Kong, the reduction of roadside NO₂ and regional O₃ pollution remains a challenge. To further improve air quality, a wide range of emission reduction measures are being implemented in respect of motor vehicles and vessels locally while joint efforts are being made with the Guangdong Provincial Government to tackle regional air pollution.

14 In June 2021, the Government announced the Clean Air Plan for Hong Kong 2035 which set out the vision of “Healthy Living • Low-carbon Transformation • World Class”, and the challenges, strategies and targets to enhance the

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air quality of Hong Kong to 2035. To achieve this vision, the Government has introduced various measures over the years, including strengthening regional co-operation and promoting green transportation.

15 The Government has been running the Cleaner Production Partnership Programme (the Programme) in collaboration with the authorities in Guangdong since 2008 with a view to facilitating Hong Kong-owned factories in Hong Kong and Guangdong Province to adopt cleaner production technologies and practices. To sustain efforts to improve regional air quality and protect public health, the Government allocated an additional \$100 million to launch a new round of the Programme in May 2025 to accept applications until June 2027.

16 Promoting green transportation also helps address air pollution in Hong Kong from vehicular emissions. The Government announced the first Hong Kong Roadmap on Popularisation of EVs in March 2021, setting out long-term policy objectives and plans on the use of EVs and their associated supporting facilities, with a view to achieving zero vehicular emissions and facilitating the attainment of carbon neutrality before 2050. The Government further announced the Green Transformation Roadmap of Public Buses and Taxis in December 2024, setting out the future direction and policy objectives of the green transformation of public buses and taxis. Measures introduced include (a) the Pilot Scheme for Electric Public Light Buses (e-PLBs) under which the first-round operational trial of e-PLBs commenced at the end of March 2024 and the second-round operational trial in February 2025; and (b) the Pilot Scheme for Electric Ferries under which the trial of the first two electric ferries commenced in December 2024 and May 2025 respectively, and the trial of the third electric ferry will commence in 2026. The Government announced the updated Hong Kong Roadmap on Popularisation of EVs in February 2026, setting out a clear policy direction for EVs in the long run.

17 To enhance the EV charging network, the Government launched the EV-charging at Home Subsidy Scheme in October 2020, with a total funding of \$3.5 billion allocated in two phases, to incentivise installation of EV charging-enabling infrastructure 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. The Government has completed the marketisation of the EV charging services by contracting two operators to provide around 1 600 medium chargers in over 70 government car parks.

18 The key performance measures in respect of the air programme are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
processing of chimney/furnace applications within 16 days (%)	90	97	98	90
percentage of hourly AQHI below 7 (i.e. low or moderate “health risk” category) (%)				
general	98‡	99	98	98
roadside	96‡	99	99	98

‡ Targets when ambient air quality broadly meets the prevailing AQO limits.

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
chimney/furnace applications processed	444	397	400
asbestos management plans processed	228	217	230
specified processes under licence (%)	99	100	100
premises and plants inspected	19 511	21 680	21 000
complaints handled	4 810	5 931	6 000
technical advice offered	2 609	2 542	2 500
legal notices issued	120	111	110
prosecutions under the APCO and OLPO	57	86	80
reduction of scheduled ozone depleting substance consumption (tonnage)	5 540	5 540	5 540
reduction of scheduled HFCs (kilotonnes CO ₂ equivalent)¶ ..	N.A.	113	673
planning advice issued	1 115	1 112	1 110
smoky vehicle reports processed	627	425	400
smoky vehicles tested	382	291	280
enquiries/complaints on vehicle matters handled	4 096	3 982	3 900
indoor air quality certifications registered	2 422	2 424	2 400

¶ New indicator introduced for scheduled HFCs after the implementation of the Kigali Amendment to the Montreal Protocol on Substances that Deplete the Ozone Layer effective from 1 December 2025.

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Matters Requiring Special Attention in 2026–27

19 During 2026–27, the Department will:

- follow up on the initiatives as set out in the updated Hong Kong Roadmap on Popularisation of EVs and the Green Transformation Roadmap of Public Buses and Taxis to improve air quality and achieve decarbonisation;
- take forward measures set forth in the Clean Air Plan for Hong Kong 2035 to continuously improve the air quality for better protection of public health;
- continue to promote the use of new energy vehicles including EVs, and enhance the charging network for EVs;
- continue to implement the EV-charging at Home Subsidy Scheme to promote installation of EV charging-enabling infrastructure in car parks of existing private residential buildings and estates;
- continue to provide impetus for the market development of public charging services by proceeding with the conversion of petrol filling stations into fast charging stations and the marketisation of charging services;
- continue to collaborate with the Mainland authorities on air quality improvements, including the implementation of coastal emission control areas in Mainland waters and handling of the regional ozone problem;
- continue to collaborate with the Guangdong and Macao authorities to carry out volatile organic compounds monitoring in the Pearl River Delta regional air quality monitoring network;
- continue to implement the incentive-cum-regulatory scheme to progressively phase out Euro IV diesel commercial vehicles by the end of 2027;
- continue to implement the new round of the Cleaner Production Partnership Programme and collaborate with the Guangdong authorities to promote the adoption of new cleaner production technologies and practices by Hong Kong-owned factories in Hong Kong and Guangdong Province;
- continue to conduct trials and subsidy schemes for electric buses, electric public light buses, electric ferries and electric taxis;
- continue to provide dedicated fast charging service for electric taxis to support their operation;
- continue to establish a 3-D air pollution monitoring network using light detection and ranging technology for tracking pollution transport over Hong Kong;
- continue to implement the pilot smart air quality monitoring project, which integrates the sensor monitoring with Internet of Things, artificial intelligence, existing air quality monitoring stations and numerical models to provide the public with more detailed air quality information;
- continue to prepare the setting up of a supersite for the Greater Bay Area air quality laboratory and meteorology monitoring in Hong Kong; and
- implement the Kigali Amendment to the Montreal Protocol on Substances that Deplete the Ozone Layer to phase down the production and consumption of HFCs by 85 per cent in 2036.

Programme (3): Noise

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	210.3	223.6	192.8 (–13.8%)	201.5 (+4.5%)
				(or –9.9% on 2025–26 Original)

Aim

20 The aim is to prevent, minimise and resolve environmental noise problems through intervention in the planning process, implementation of noise abatement measures and enforcement of the Noise Control Ordinance (Cap. 400) (NCO).

Brief Description

21 To achieve this aim, the Department carries out the following main tasks:

- provision of professional input in relation to planning and development proposals to pre-empt and mitigate noise problems;
- formulation of programme to promote the use of quiet construction equipment;
- development of practicable proposals and mitigation measures to address existing traffic noise problems; and
- enforcement of the NCO.

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22 The key performance measures in respect of noise-related activities are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
processing of applications for construction noise permits within 18 days (%)	90	96	95	90
processing of applications for noise emission labels for breakers and air compressors within 15 days (%).....	90	96	96	90

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
comments given in planning stage	2 188	2 230	2 230
prosecutions under the NCO	83	77	80
construction noise permits processed.....	5 904	6 382	6 300
noise emission labels issued for breakers and air compressors	1 266	1 077	1 100
noise abatement notices served	17	29	30
complaints handled.....	6 663	7 042	7 000

Matters Requiring Special Attention in 2026–27

23 During 2026–27, the Department will:

- continue to promote good practices and innovative measures to prevent or minimise road traffic noise problems at the planning stage;
- continue to tackle noise impact of existing roads through the retrofitting noise barrier programme; and
- streamline the assessment procedures of road traffic noise impacts for residential development projects through professional certification mechanism.

Programme (4): Water

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	575.0	352.2	292.3 (–17.0%)	338.5 (+15.8%)
				(or –3.9% on 2025–26 Original)

Aim

24 The aim is to ensure that the quality of Hong Kong’s marine and inland waters promotes the conservation and best use of those waters in the public interest, and that plans are formulated and implemented such that Hong Kong’s sewerage systems can operate safely and effectively to cope with our current needs and needs of Hong Kong’s further development.

Brief Description

25 The Department seeks to attain and maintain Water Quality Objectives (WQOs) by enforcing relevant legislation, ensuring the provision of an adequate sewerage infrastructure, assessing the possible impact of strategic and local developments on water quality and requiring this to be taken into account in development plans, and, if necessary, proposing revisions to existing legislation to prevent water pollution. Water and sediment quality is monitored extensively, and special investigations are conducted to provide the basis for policy development and preventive planning.

26 The Harbour Area Treatment Scheme Stage 2A has been fully commissioned since December 2015. The Department continues to develop and implement water quality improvement measures with a long-term objective of enhancing the Harbour’s leisure and recreational value. The Department also continues to support the administration of the Sewage Services Charging Scheme.

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27 The sewerage master plans for Central and East Kowloon, West Kowloon and Tsuen Wan, Tuen Mun and Tsing Yi, the Outlying Islands, Hong Kong Island, Yuen Long and Kam Tin, North District and Tolo Harbour areas have been reviewed and proposals for sewerage upgrading works are being pursued in accordance with the identified priority.

28 To ameliorate the near-shore odour problems of Victoria Harbour, the Department continues to rectify sewer misconnections and step up water quality monitoring with the remediation area extended to cover Central, Tsim Sha Tsui, Hung Hom, Kwun Tong, etc. Targeted measures have been formulated according to the pollution situations to systematically remediate near-shore pollution and odour problems. The target set under the 2025 Policy Address is to further improve the water quality of key waterfront areas, and reduce the pollution load at highly polluted outfalls by half, using 2022 as the base year, by end-2027.

29 The key performance measures in respect of the water programme are:

Targets

	Target	2024 (Actual)	2025 (Actual)	2026 (Plan)
inspection of major discharges in every Water Control Zone at least four times a year (%).....	100	100	100	100
provision of weekly beach water quality grading to the public during bathing season (%).....	100	100	100	100
initial response to water pollution complaints within three days (%).....	95	99	99	95

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
compliance with WQOs for marine waters (%).....	88	73	85
inland water sampling points	82	82	82
no. of the sampling points classified as (%)			
excellent	50	52	52
good.....	35	33	33
fair	9	9	9
bad.....	5	5	5
very bad.....	1	1	1
compliance with WQOs for inland waters (%).....	87	88	88
enforcement of the Water Pollution Control Ordinance (Cap. 358)			
licences granted.....	1 047	892	940
licences renewed	1 142	838	865
prosecutions for water pollution control offences.....	14	18	19
detailed investigations and inspections	15 331	16 329	15 300
complaints handled	3 479	3 348	3 200
drainage plans vetted (under the Buildings Ordinance (Cap. 123)).....	36	34	32
responses to planning cases.....	1 096	1 115	1 150

Matters Requiring Special Attention in 2026–27

30 During 2026–27, the Department will continue to:

- co-operate with the Guangdong authorities on cross-boundary water quality management issues and protection of the marine environment;
- pursue various sewage treatment and sewerage projects; and
- investigate and remove major pollution sources in stormwater drainage systems at districts with near-shore odour problem along Victoria Harbour.

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Programme (5): Environmental Assessment and Planning

	2024–25 (Actual)	2025–26 (Original)	2025–26 (Revised)	2026–27 (Estimate)
Financial provision (\$m)	128.4	130.9	119.2 (–8.9%)	124.2 (+4.2%)
				(or –5.1% on 2025–26 Original)

Aim

31 The aim is to pre-empt environmental problems associated with projects, plans, policies and strategies by reviewing proponents’ assessment of their environmental implications and ensuring that effective preventive and mitigatory measures are implemented where potential problems are identified.

Brief Description

32 The Department seeks to prevent environmental problems through reviewing the environmental findings of projects, planning proposals and development strategies which may have significant environmental implications. It oversees strategic environmental assessment and environmental impact assessment (EIA) studies, and processes Environmental Impact Assessment Ordinance (Cap. 499) (EIAO) applications to ensure that the environmental impacts of designated projects are properly assessed and that measures to control them to acceptable levels are properly implemented.

33 The key performance measures in respect of environmental assessment and planning are:

Indicators

	2024 (Actual)	2025 (Actual)	2026 (Estimate)
plans reviewed and technical environmental advice given (on outline zoning plans, layout plans, etc.).....	78	69	69
miscellaneous district planning or housing proposals reviewed and technical environmental advice given (on housing proposals, applications under section 16 of the Town Planning Ordinance (Cap. 131)) ...	1 583	1 740	1 740
major planning studies and strategic planning studies	213	201	201
applications processed under the EIAO.....	54	63	63
major projects undergoing environmental monitoring and audit.....	110	107	107
EIA with technical advice provided	43	34	34
cases where environmental implications paragraphs in funding and policy proposals vetted	263	191	191

Matters Requiring Special Attention in 2026–27

34 During 2026–27, the Department will continue to:

- pre-empt environmental problems through processing EIAO applications and enforcement of permit conditions;
- promote the incorporation of environmental considerations into major policies and strategies at the earliest possible stage;
- promote environmental good practices and early engagement with stakeholders in the planning and design of new developments; and
- implement enhancement initiatives to optimise the EIAO process.

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ANALYSIS OF FINANCIAL PROVISION

	2024–25 (Actual) (\$m)	2025–26 (Original) (\$m)	2025–26 (Revised) (\$m)	2026–27 (Estimate) (\$m)
Programme				
(1) Waste.....	5,727.9	5,629.0	5,564.1	5,958.2
(2) Air	2,453.8	2,297.4	2,018.5	2,052.6
(3) Noise	210.3	223.6	192.8	201.5
(4) Water.....	575.0	352.2	292.3	338.5
(5) Environmental Assessment and Planning.....	128.4	130.9	119.2	124.2
	9,095.4	8,633.1	8,186.9 (–5.2%)	8,675.0 (+6.0%)
				(or +0.5% on 2025–26 Original)

Analysis of Financial and Staffing Provision

Programme (1)

Provision for 2026–27 is \$394.1 million (7.1%) higher than the revised estimate for 2025–26. This is mainly due to increased provision for waste management initiatives and cash flow requirement for non-recurrent projects. There will be a net decrease of 46 posts in 2026–27.

Programme (2)

Provision for 2026–27 is \$34.1 million (1.7%) higher than the revised estimate for 2025–26. This is mainly due to increased cash flow requirement for non-recurrent projects and procurement of equipment, partly offset by decreased provision for operating expenses. There will be a net decrease of nine posts in 2026–27.

Programme (3)

Provision for 2026–27 is \$8.7 million (4.5%) higher than the revised estimate for 2025–26. This is mainly due to increased provision for general departmental expenses and personnel related expenses. There will be a net decrease of two posts in 2026–27.

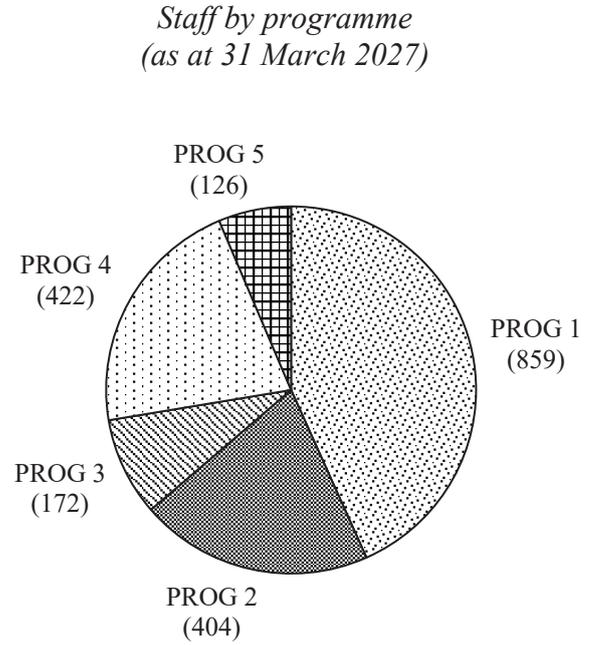
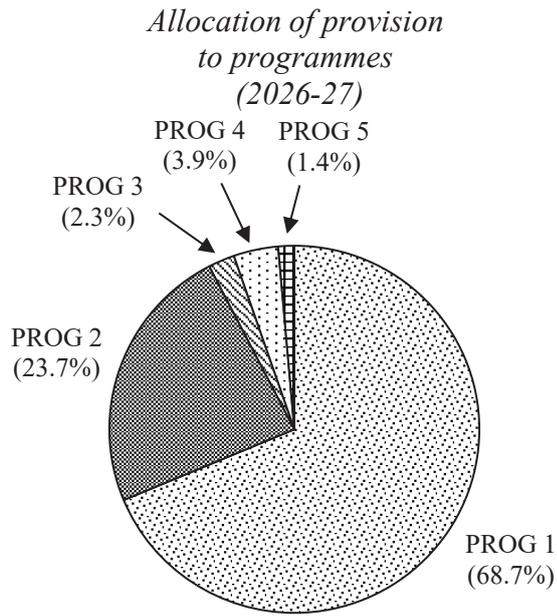
Programme (4)

Provision for 2026–27 is \$46.2 million (15.8%) higher than the revised estimate for 2025–26. This is mainly due to increased provision for operating expenses and cash flow requirement for procurement of equipment. There will be a net decrease of five posts in 2026–27.

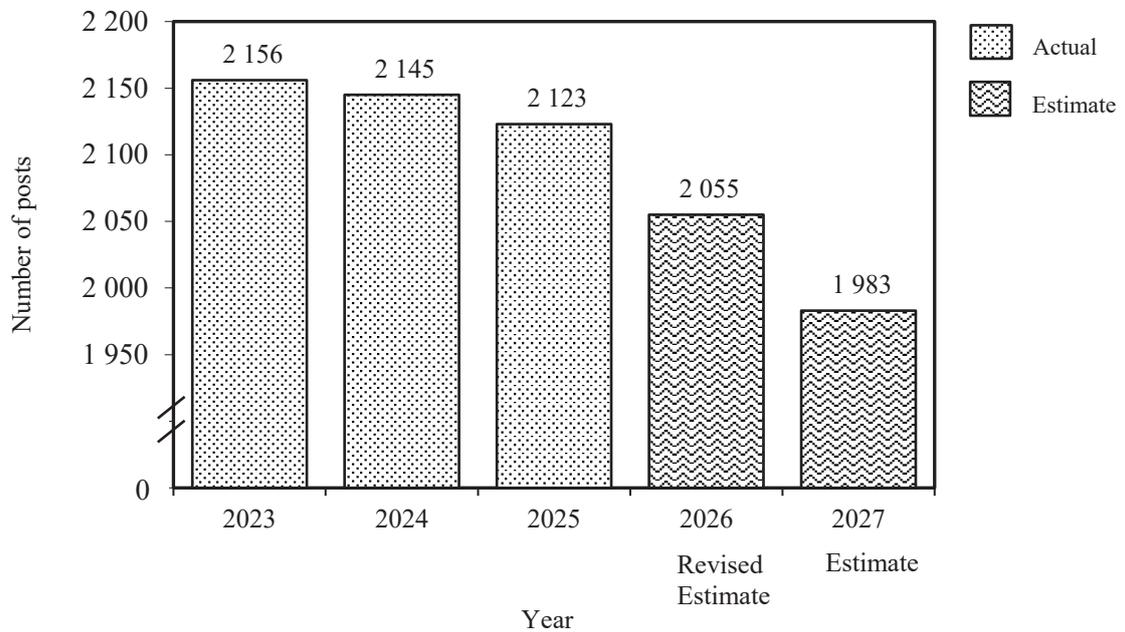
Programme (5)

Provision for 2026–27 is \$5.0 million (4.2%) higher than the revised estimate for 2025–26. This is mainly due to filling of vacancies and staff changes. There will be a net decrease of ten posts in 2026–27.

Head 44 — ENVIRONMENTAL PROTECTION DEPARTMENT



Changes in the size of the establishment (as at 31 March)



Head 44 — ENVIRONMENTAL PROTECTION DEPARTMENT

Sub-head (Code)	Actual expenditure 2024–25	Approved estimate 2025–26	Revised estimate 2025–26	Estimate 2026–27	
	\$'000	\$'000	\$'000	\$'000	
Operating Account					
Recurrent					
000	Operational expenses	4,154,310	3,527,367	3,496,697	3,480,879
297	Fees for operation of waste management facilities	3,033,259	3,287,636	3,073,252	3,483,715
	Total, Recurrent	<u>7,187,569</u>	<u>6,815,003</u>	<u>6,569,949</u>	<u>6,964,594</u>
Non-Recurrent					
700	General non-recurrent	1,874,705	1,766,052	1,583,333	1,638,788
	Total, Non-Recurrent	<u>1,874,705</u>	<u>1,766,052</u>	<u>1,583,333</u>	<u>1,638,788</u>
	Total, Operating Account	<u>9,062,274</u>	<u>8,581,055</u>	<u>8,153,282</u>	<u>8,603,382</u>
Capital Account					
Plant, Equipment and Works					
603	Plant, vehicles and equipment	1,360	6,600	1,078	26,372
605	Minor capital works (block vote)	3,450	2,530	1,154	1,550
661	Minor plant, vehicles and equipment (block vote)	28,328	42,929	31,382	43,721
	Total, Plant, Equipment and Works	<u>33,138</u>	<u>52,059</u>	<u>33,614</u>	<u>71,643</u>
	Total, Capital Account	<u>33,138</u>	<u>52,059</u>	<u>33,614</u>	<u>71,643</u>
	Total Expenditure	<u><u>9,095,412</u></u>	<u><u>8,633,114</u></u>	<u><u>8,186,896</u></u>	<u><u>8,675,025</u></u>

Head 44 — ENVIRONMENTAL PROTECTION DEPARTMENT

Details of Expenditure by Subhead

The estimate of the amount required in 2026–27 for the salaries and expenses of the Environmental Protection Department is \$8,675,025,000. This represents an increase of \$488,129,000 over the revised estimate for 2025–26 and a decrease of \$420,387,000 against the actual expenditure in 2024–25.

Operating Account

Recurrent

2 Provision of \$3,480,879,000 under *Subhead 000 Operational expenses* is for the salaries, allowances and other operating expenses of the Environmental Protection Department.

3 The establishment as at 31 March 2026 will be 2 055 posts. It is expected that there will be a net decrease of 72 posts in 2026–27. Subject to certain conditions, the controlling officer may under delegated power create or delete non-directorate posts during 2026–27, but the notional annual mid-point salary value of all such posts must not exceed \$1,269,711,000.

4 An analysis of the financial provision under *Subhead 000 Operational expenses* is as follows:

	2024–25 (Actual) (\$'000)	2025–26 (Original) (\$'000)	2025–26 (Revised) (\$'000)	2026–27 (Estimate) (\$'000)
Personal Emoluments				
- Salaries.....	1,447,163	1,493,983	1,466,433	1,489,907
- Allowances.....	45,598	54,663	43,006	48,057
- Job-related allowances.....	1,091	1,383	1,461	1,425
Personnel Related Expenses				
- Mandatory Provident Fund contribution.....	4,656	8,025	4,650	8,720
- Civil Service Provident Fund contribution.....	127,234	128,550	142,855	168,100
Departmental Expenses				
- Specialist supplies and equipment	64,632	52,016	20,424	42,500
- General departmental expenses	2,454,559	1,778,432	1,800,421	1,700,870
Other Charges				
- Promotion of green collaboration under the Belt and Road Initiative	—	—	7,742	20,000
- Promotion of green lifestyle	9,377	10,315	9,705	1,300
	4,154,310	3,527,367	3,496,697	3,480,879

5 Provision of \$3,483,715,000 under *Subhead 297 Fees for operation of waste management facilities* is for contract payments for the operation and related services of waste management facilities including the Chemical Waste Treatment Centre, refuse transfer stations, landfills, T·PARK, WEEE·PARK, O·PARK1, O·PARK2, Y·PARK, I·PARK1, etc. This represents an increase of \$410,463,000 (13.4%) over the revised estimate for 2025–26. This is mainly due to increased contract payments for the operation of waste management facilities, including I·PARK1.

Capital Account

Plant, Equipment and Works

6 Provision of \$1,550,000 under *Subhead 605 Minor capital works (block vote)* represents an increase of \$396,000 (34.3%) over the revised estimate for 2025–26. This is mainly due to increased cash flow requirement for refurbishment and fitting out works of the Administration Building of the Island West Transfer Station.

7 Provision of \$43,721,000 under *Subhead 661 Minor plant, vehicles and equipment (block vote)* represents an increase of \$12,339,000 (39.3%) over the revised estimate for 2025–26. This is mainly due to increased cash flow requirement for procurement of new equipment.

Head 44 — ENVIRONMENTAL PROTECTION DEPARTMENT

Commitments

Sub-head (Code)	Item (Code)	Ambit	Approved commitment	Accumulated expenditure to 31.3.2025	Revised estimated expenditure for 2025–26	Balance
			\$'000	\$'000	\$'000	\$'000
<i>Operating Account</i>						
700		<i>General non-recurrent</i>				
803		Trial of retrofitting Euro IV and V double-deck franchised buses with enhanced selective catalytic reduction systems.....	38,180	5,965	772	31,443
808		Study on the total pollution load control regime and online water quality monitoring system	9,200	5,011	1,844	2,345
809		Pilot Scheme for Electric Public Light Buses.....	80,000	6,735	17,908	55,357
810		Ex-gratia payment for phasing out pre-Euro IV diesel commercial vehicles	11,444,000	10,644,264	617	799,119
811		EV-charging at Home Subsidy Scheme ...	3,500,000	827,935	800,000	1,872,065
812		Pilot Scheme for Electric Ferries	350,000	113,147	53,348	183,505
815		Ex-gratia payment for phasing out Euro IV diesel commercial vehicles ...	7,100,000	4,968,168	610,000	1,521,832
817		Programmes and consultancy study on reducing the use and amount of packaging materials in Hong Kong	3,500	1,423	1,065	1,012
818		Extension of the Cleaner Production Partnership Programme	311,000	251,086	56,000	3,914
827		Recycling Fund	2,049,930	829,258	34,779	1,185,893
850		Trial of Electric Buses by Franchised Bus Companies	180,000	171,623	—	8,377
881		Grant for the operators of the projects under the Restored Landfill Revitalisation Funding Scheme	40,000	2,227	2,000	35,773
910		New Round of the Cleaner Production Partnership Programme	100,000	—	5,000	95,000
			<u>25,205,810</u>	<u>17,826,842</u>	<u>1,583,333</u>	<u>5,795,635</u>
<i>Capital Account</i>						
603		<i>Plant, vehicles and equipment</i>				
820		Procurement of one marine water quality monitoring vessel for replacement of “Dr Catherine Lam”.....	123,258	1,709	—	121,549
821		Purchase of carbon/ greenhouse gases monitoring equipment and high-performance computers.....	261,000	2,710	1,078	257,212
			<u>384,258</u>	<u>4,419</u>	<u>1,078</u>	<u>378,761</u>
		Total	<u>25,590,068</u>	<u>17,831,261</u>	<u>1,584,411</u>	<u>6,174,396</u>