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

Director of Bureau : Secretary for Development

Session No. : 16

Consolidated e-file name : DEVB(W)-2-e1.docx

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CONTROLLING OFFICER'S REPLY

DEVB(W)001

(Question Serial No. 0098)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is indicated in paragraph 230 of the Budget that to promote applied R&D and strengthen control over construction costs, the Government has earmarked \$100 million for commissioning the Building Technology Research Institute (BTRi) to conduct various studies. These include reviewing construction standards and exploring AI applications.

1. The construction costs in Hong Kong remain at a high level, and one of the directions to reduce costs is to introduce and adopt new technologies, construction methods, materials, etc. What studies has the BTRi conducted in this regard in recent years? What progress has been made? How has been the implementation going?

2. Regarding the \$100 million earmarked for capital injection, apart from the review of construction standards and AI application research, what other areas are included? How will the funds be allocated and is the amount sufficient for conducting studies?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 4)

Reply:

To address the challenges of Hong Kong's infrastructure development, the Development Bureau (DEVB) established in August 2024 the Building Technology Research Institute (BTRi) which continuously spearheads the construction industry in strengthening innovative applications to enhance productivity, cost-effectiveness and site safety performance.

In line with the Government's policy, the BTRi reviews and optimises existing construction standards and requirements, as well as provides testing, accreditation and certification services for the industry. It also promotes the adoption of innovative construction materials and technologies among the construction industry, and formulates local and Greater Bay Area (GBA) standards and specifications for these materials and technologies. On promoting applied research and development, the BTRi introduces advanced construction technologies and innovative construction materials through piloting in public works projects to enhance the efficiency and safety performance of the construction industry. Regarding standard formulation, the BTRi is reviewing and optimising construction standards and requirements that have been in place for many years and have relatively significant impact on costs, as well

as collaborating with our counterparts in the Guangdong Province to take forward the formulation of the GBA construction standards. In terms of accreditation, certification, and testing, apart from the Modular Integrated Construction Manufacturer Accreditation Scheme (MiC-MAS) launched in 2024, the BTRi also implemented the Construction Product Accreditation Scheme (CPAS) in September 2025, which aims to ensure the quality of construction products, expand the product supply market, and introduce high-quality and cost-effective construction products into Hong Kong's construction industry.

Our reply to the Member's question is as follows:

1. The BTRi is conducting studies and review on the standards of some construction materials. Among these, studies on the design standards of concrete strength, high-strength steel, and ultra-high-performance concrete have been completed. Other construction materials on which studies are underway include high-strength steel reinforcing bar and Low Density Engineered Cementitious Composites.

The BTRi also introduces advanced construction technologies and innovative construction materials through piloting in public works projects to enhance the efficiency and safety performance of the construction industry. Take the Yuen Long South Development project as an example, the BTRi has optimised and adjusted the design of the noise barrier by reviewing and optimising wind load coefficients through conducting wind tunnel test, leading to cost savings of about 20% for the works.

In addition, the MiC Manufacturer Accreditation Scheme launched by the BTRi in 2024 has now been incorporated into government project procurement and approval requirements, effectively simplifying the approval process and enhancing project quality. Furthermore, the BTRi implemented the CPAS in September 2025 to review construction products submitted by suppliers with comparison against local standards and requirements, and issue certificates to qualified construction products. CPAS-approved construction products are no longer subject to individual project approvals, further streamlining the material approval process while ensuring product quality. If a product fails to meet local requirements, the BTRi will provide standard adaptation services, such as recommending what tests should be carried out to meet local standards, thereby facilitating its local application. Currently, 4 products have been accredited, including an absorptive noise barrier panel and a water-cooled chiller. Besides, more than 10 products are under assessment, including a transparent panel for noise barriers widely used in the Mainland. The BTRi is conducting standard adaptation work for the panel to make it suitable for use in local works projects. Through the CPAS, we expect to widen the construction product market, enabling the application of more high-quality and cost-effective Mainland and international products in local works projects.

2. Given the significant contributions brought to the industry by the BTRi's past work and research outcomes, it has been proposed in the 2026-27 Budget that \$100 million be earmarked for commissioning the BTRi to conduct various studies. Apart from reviewing construction standards and exploring AI applications, BTRi will carry out studies on innovative materials and technologies, formulate local and GBA standards and specifications and promote their wide adoption among the industry, as well as enhance the overall performance of the sector, with a view to achieving more significant cost savings in the construction and engineering sectors. We are closely liaising with the

BTRi to finalise the details of the research projects and the allocation of relevant resources in accordance with the actual needs of the industry.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)002

(Question Serial No. 0261)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (4) Energizing Kowloon East

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Under the Matters Requiring Special Attention in 2026-27, it is mentioned that diverse water recreational uses will be promoted to enhance vibrancy of the waterfront by recommending water body co-use proposals for the Kwun Tong Typhoon Shelter (KTTS) and Kai Tak Approach Channel (KTAC).

1. What was the average number of relevant activities held in the above area in the past 3 years? What were the natures of those activities?
2. What is the current progress of recommending water body co-use proposals for the KTTS and KTAC? What relevant work has the Government undertaken during this period? Has a timetable been formulated for this?
3. The Government has stated that it will explore the feasibility of introducing additional marine access and ancillary facilities for water recreational uses along the waterfront of the KTTS and the Kai Tak Runway Tip. With the completion of the Kwun Tong Action Area and the Kai Tak Tourism Node, more entertainment and tourism-related uses will be provided. How can the growing number of leisure facilities along the coastline of Hong Kong synergise with tourism projects? Will longer-term comprehensive research be conducted for this in the future?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 30)

Reply:

- 1&2. We aim to further enhance diversity and vibrancy of the Kowloon East (KE) waterfront by promoting water body co-use and various sports and recreational activities. The operator of the "Fly the flyover" sites has been making efforts to promote water sports activities. Among which, water sports training under the 'Jockey Club Row for Future Scheme' has been commenced at Kwun Tong Typhoon Shelter (KTTS) since June 2022. So far, more than 300 water activities and training classes have been held, including canoe, board rowing, stand up paddle and coxswain courses. Additionally, 3 water sports organisations have set up water sports centres around KTTS, which are operated by the Hong Kong China Canoe Union (HKCCU), the Hong Kong Water Sports Council (HKWSC) and the Kwun Tong Sports Promotion Association (KTSPA)

respectively, have commenced operations and organised various water sports activities. The HKCCU has started a Kayak 3 Star Award Training course for secondary school students at its training centre at the Kai Tak waterfront in October 2024. The KTSPA has also commenced evening canoe training classes since September 2024. Large-scale water activities/sports held in recent years included the Kowloon East Rowing Competitions in April 2023 and April 2024, canoe and stand up paddle course racing in June 2024, the 15th Asian Dragon Boat Championships in October 2024, the Canoe Polo & SUP Polo Championship in June and September 2025, and the “HKVC Cup” Guangdong-Hong Kong–Macao-GBA Cities Regatta in June 2025. Furthermore, the Energizing Kowloon East Office collaborated with various parties to hold a series of activities from April to October 2024, including “Harbour Energizer” and the 6-week “Let’s Get SUP” with a view to cultivating better understanding of public aspirations for the Kwun Tong waterfront and water bodies and to allow working population and residents in the vicinity to have fun from water activities in urban area and to appreciate the diversity and vibrancy around the KE waterfront. In 2026-27, we will continue to collaborate with the nearby enterprises and water sports organisations to explore different options to promote water sports and leisure activities.

3. As for landing facilities, there are two sets of landing facilities (at the Kai Tak Runway Park Pier and Kwun Tong Public Pier) available for organisations to connect to floating pontoons for the convenience of participants during activities. In relation to the redevelopment project of the Kowloon Godown at the other end, another set of landing steps will be constructed for public use in accordance with relevant planning requirements and is expected to be completed in 2028. Besides, 5 openable glass gates are provided along the Kwun Tong Promenade for connecting to floating pontoons. The water centre of the HKWSC located at the Kai Tak waterfront has also provided a floating pontoon. With the existing and newly added facilities, various groups have recently successfully organised various types and scales of water activities in the vicinity of the KTTS.

The DEVB has been working closely with the Harbourfront Commission to promote various initiatives to enhance the Victoria Harbourfront, with a view to creating a diversified, vibrant, accessible and inclusive harbourfront space for the public. The total length of the harbourfront promenades in Kowloon will reach approximately 15 kilometres upon completion of the following projects in 2026: the pedestrian walkway connecting the West Kowloon Cultural District to Tai Kok Tsui, the waterfront promenade next to the Kai Tak New Acute Hospital and the event space and public open space at the former Hung Hom Railway Freight Yard Pier site. To further connect and enhance the KE waterfront, the Harbour Office of the DEVB and the Civil Engineering and Development Department will soon commence the Study on East Kowloon Harbourfront Trail, exploring options to enhance the accessibility and facilities for waterfront sections that have not yet been connected. We target to consult stakeholders on the relevant proposals in 2027.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)003

(Question Serial No. 0905)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

1. It is mentioned in paragraph 227 of the Budget Speech that the Government will inject an additional \$1 billion into the Construction Innovation and Technology Fund (CITF) to support industry development. Will the funding injection cover the support for adoption of construction robots?
2. Regarding adoption of construction robots in works projects, the funding ceiling for procurement and rental of robots per technology under the CITF was \$3 million last year, with a maximum funded rental period of 24 months. The application closed in September last year. What are the final numbers of applications received and approved? What is the highest funding amount? Will the Government review this funding scheme after its implementation? With the additional injection into the CITF this year, will the funding ceiling of the scheme be raised or the scope of funding be expanded?
3. What is the current situation regarding adoption of suitable efficient construction robots in public works projects by the Government?
4. What are the Government's future policy directions for adoption of construction robots in construction projects, relevant training, technology, support, etc. so as to further integrate technological development into the projects, thereby enhancing project efficiency and quality?

Asked by: BOK Kwok-ming, Aaron (LegCo internal reference no.: 3)

Reply:

The Government injected a total of \$2.2 billion into the Construction Innovation and Technology Fund (CITF) in 2018 and 2022 respectively. Over the past 7 years since its establishment, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies (such as Building Information Modeling (BIM), Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), prefabricated steel rebar and Smart Site Safety System (4S)) in the industry, with a view to enhancing productivity and site safety, and reducing construction costs. To date, the CITF has approved about 5 550 applications to subsidise over 1 500 enterprises (over 60% of which are small and medium enterprises (SMEs)) to adopt various

technologies in local construction projects, and has approved about 20 000 technology training places.

Since the remaining balance of the CITF is expected to be fully committed within 2026, the 2026-27 Budget has proposed injecting \$1 billion into the CITF, together with the Construction Industry Council (CIC)'s contribution of \$400 million, bringing the total to \$1.4 billion) to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry, including promoting the application of emerging technologies such as construction robots, artificial intelligence (AI) and construction digitalisation in the industry.

Our reply to the Member's question is as follows:

(1)&(2)

The CITF launched a special subsidy scheme from July to September 2025, targeting the needs of SMEs and subcontractors by increasing the funding amount and extending the funding period for the rental of construction robots, as well as assisting the industry in identifying the robotics required, in order to promote wider adoption of construction robots in the industry, thereby enhancing productivity and site safety while reducing construction costs. The scheme met with an enthusiastic response, with a total of 76 applications received (more than 6 times the number of applications prior to the launch of the scheme). It subsidised the industry to adopt over 20 types of construction robots (e.g. those for concrete processing, transportation, welding, painting, plastering, drones, drilling and remote control tower cranes), involving a total of 200 robots. As at January 2026, 35 applications have been approved, involving a total fund grant of approximately \$27.5 million. Among these, the highest fund grant for a single application was \$4.38 million.

In the coming years, we expect that funding will be mainly used to subsidise wider adoption of advanced construction technologies (such as BIM, MiC, MiMEP, 4S, prefabricated steel rebar, other innovative construction technologies and manpower development) in the industry; and to support the application of emerging technologies (including construction robots, AI, construction digitalisation) in the industry.

(3)&(4)

The Development Bureau (DEVB) is adopting a progressive implementation approach to pilot innovative construction technologies in public works projects. Furthermore, it subsidises the construction industry through the CITF, and based on the effectiveness of the pilot projects, requires the adoption of specified technology in suitable work processes in public works projects to enhance work efficiency, site safety and works quality.

Regarding construction robots, the DEVB issued a new technical circular in December 2025, requiring public works projects to adopt highly-effective construction robots (i.e. robots that demonstrate high cost-effectiveness, scalability and necessity for onsite construction) in suitable processes. The first batch includes remote tower crane systems, welding robots, drilling robots, and progress-monitoring drones. The Government will continue to pilot different types of construction robots in public works projects and, based on their effectiveness, identify and specify their application in public works projects so as to gradually establish a good ecosystem for the development of construction robots, thereby laying a solid foundation for the wider application of innovative technology in the construction industry.

As regards training on construction technologies, the DEVB and the CIC review the direction of technological development in the industry and changes in engineering modes from time to time, and continuously review and optimise existing training courses or launch new courses by incorporating elements of technological application, including:

- Optimising existing courses to enhance trainees' understanding of digital construction;
- Introducing short-term courses on new technologies commonly used in the industry (such as BIM, MiC and MiMEP) and on construction robot operation; and
- Collaborating with the construction technology industry and related organisations to conduct new technology training and exchange activities. Through combination of on-site training provided by suppliers/the industry in work settings and systematic training by the CIC, we aim to comprehensively enhance the overall technological capability of the industry.

On the CITF, it provides funding for project management-based training, enabling professional training to be delivered through the engagement of consultants for implementation of BIM in works projects. In addition, when the industry applies for funding to procure construction technology products, the on-site training provided by suppliers together with the products is also covered by the funding. The CITF also provide non-local training/visits for industry practitioners, allowing them to conduct site visits or participating in training on advanced construction technologies (such as BIM, MiC and MiMEP) outside Hong Kong. Through measures to strengthen manpower training in the construction industry, coupled with policies that support the adoption of advanced technology and innovative construction technologies by the industry, the Government and the CIC will further enhance the overall productivity and capacity of the construction industry.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)004

(Question Serial No. 2306)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget that the civil service establishment will be reduced by 2% in each of the coming 2 financial years to an estimated level of about 188 000 posts by 1 April 2026.

However, over the past few years and in the coming years, the Government had to and will have to vigorously develop the Northern Metropolis and drive the development of the innovation and technology industry, as well as enhance the delivery of public works projects. The annual capital works expenditure has increased from around \$90 billion in 2023 to \$128 billion in 2026, thereby significantly increasing the workload of and pressure on the relevant works departments and approval departments. As the saying goes, “one cannot make bricks without straw”. In tandem with a reduction in resources and staffing provision, a substantial increase in workload may affect morale and/or the implementation/efficiency of relevant policies, developments and projects.

In this connection, will the Government inform this Committee of the following:

1. How many posts have been deleted or are expected to be deleted in land, planning and works departments (including but not limited to the Housing Department, Architectural Services Department, Civil Engineering and Development Department, Drainage Services Department, Highways Department, Water Supplies Department, Buildings Department, Lands Department and Transport Department) over the past 3 years, and in 2026-27 and 2027-28 respectively? Please set out the staff establishment in 2023 and the number of posts deleted or to be deleted in each of the subsequent years by department and professional grade (engineer, surveyor, architect, etc.).
2. What specific and quantifiable measures and/or indicators does the Government have in place to ensure the smooth implementation of the above policy, development and project objectives in spite of the reduction in staffing provision? If so, please elaborate; if not, will the level of reduction be reviewed?
3. In addition, with global warming and increased frequency of extreme weather events, the daily lives and travel of the public have been severely affected. How can the Government ensure that frontline works departments have sufficient manpower to meet daily operational needs and handle emergencies (such as extreme weather, pipe bursts, road damage) while

promoting new technologies and smart city development, in order to avoid compromising service quality due to manpower shortage?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 50)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

1. In the 2026-27 civil service establishment, about 6 900 posts are professional grades relating to architecture, surveying, planning, landscape, and engineering. These professional posts cover various grades, including architects, building surveyors, estate surveyors, land surveyors, maintenance surveyors, quantity surveyors, valuation surveyors, town planners, planning officers, landscape architects, and engineers (including building services engineers, civil engineers, electrical and mechanical engineers, electronics engineers, geotechnical engineers and structural engineers). These posts are mainly concentrated in departments under the Development Bureau (DEVB) (including the Architectural Services Department (ArchSD), Buildings Department, Civil Engineering and Development Department (CEDD), Drainage Services Department (DSD), Electrical and Mechanical Services Department (EMSD), Lands Department, Planning Department, and Water Supplies Department (WSD)), the Housing Bureau/Housing Department, Highways Department (HyD) and Transport Department. The numbers of such professional posts (including both permanent and time-limited posts) are provided in the Annex, categorised by policy bureau/department and grade respectively. The table sets out the establishment and year-on-year changes from 2023-24 to 2026-27.

As for 2027-28, bureaux and departments will formulate plans for reducing the civil service establishment in 2027-28 in due course, after reviewing factors such as the overall service demand, operational needs and vacancy situations, etc. The final figures of the actual deletion will be confirmed on 1 April 2027.

Professional staff from various grades perform their respective duties according to functions of their departments, to assist the Government in advancing various tasks such as implementing public works projects that benefit people's livelihood and support the development of Hong Kong (such as land development, public housing, and infrastructure construction), as well as handling development-related approvals, regulations, maintenance and management of infrastructure. Through continuous adoption of management measures and digitalisation, departments reprioritize and re-deploy their work, streamline work processes and capitalise on technology solutions, with a view to enhancing efficiency. The leaner civil service will continue to deliver high-quality public services to the citizens while streamlining the manpower resources of the civil service.

2. The Government has been introducing various measures to enhance the efficiency of project delivery. The DEVB is driving the digitalisation of public works in full swing. It leads and drives the application of digital technology throughout the whole project life cycle in public works projects, enabling project management team to grasp the real-time progress and performance of various projects through the application of the Building Information Modelling, the Digital Works Supervision System, the Digital Project Delivery System and the Integrated Capital Works Platform, with a view to further enhancing the management efficiency of public works projects. By doing so, we can better control works project costs and enhance site safety. We are also formulating policies to promote the application of digital twin in major infrastructure projects by works departments. Through Internet of Things sensors and digital systems, the condition and performance of infrastructure facilities can be shown in real time, which assists departments in monitoring the facilities in real time and making timely decisions in order to enhance cost-effectiveness and efficiency.

In addition, we are committed to streamlining approval procedures to reduce the cost of public works projects and enhance the efficiency of project delivery. The Steering Group on Streamlining of Development Control (SGSDC) under the DEVB was established in 2018. Chaired by the Under Secretary for Development, the SGSDC has coordinated and introduced measures to expedite the streamlining of administrative development control procedures across departments through high-level stewardship. Additionally, to expedite the infrastructure development of the Northern Metropolis, we have established the “Northern Metropolis Public Works Management Committee” chaired by the Permanent Secretary for Development (Works), which is responsible for overseeing key approval processes and proactively coordinating with various relevant departments for timely high-level intervention, in order to expedite the approval processes of the projects concerned. We will also launch a Project Cost Management Platform in phases to expedite approval processes of public works projects and enhance decision-making efficiency.

3. Currently, the works departments have sufficient manpower in their establishment to manage daily operations and emergencies. Departments will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While examining how to further streamline the civil service, they will continue to implement existing and new policies and measures, and review the delivery of quality public services to the citizens.

Works departments are actively leveraging innovation and technology (I&T) and digital means to optimise resource allocation so as to reduce the frequency of emergencies, and enhance overall operational efficiency and their capacity to cope with extreme weather. For instance, the DSD promotes the use of big data and artificial intelligence (AI) technologies to facilitate the rapid inspection and identification of sewer conditions, improving the efficiency of routine maintenance. It has also developed a smart flood forecast and alert system and introduced the high-capacity drainage robot “Mobile Powerful Pumping Robots” to enhance its capacity to cope with flooding. The WSD makes use of a smart maintenance system to automatically detect and predict abnormalities in the water supply system and issue alerts, enabling precise scheduling of necessary inspections and repairs. It also steps up the development of robotic

applications to achieve automation of operations for improving work efficiency and service quality. The CEDD utilises AI and big data analytics to predict the number of landslides more precisely and conduct real-time dynamic risk monitoring, facilitating early implementation of preventive measures and raising the efficiency of emergency response. After heavy rain, drones are also deployed for extensive inspections of slopes. The ArchSD will continue to optimise resources and actively deploy I&T to assist in carrying out day-to-day maintenance work, including the introduction of robots for building inspections at height, to enhance service quality. The EMSD uses big data analytics to identify lifts with higher potential risks and prioritises inspections to enhance regulatory effectiveness. The HyD adopts I&T and new types of materials to improve efficiency and reduce reliance on manpower. It also uses AI to automatically identify and record road conditions and drones to survey road facilities and landslides affecting roads, thereby optimising inspection, monitoring and maintenance management.

Extreme weather may lead to extreme and widespread serious incidents, such as extensive flooding, severe landslides or even blockage of major roads. Under extreme weather conditions, the Government will consolidate, coordinate and flexibly deploy resources from contractors across works departments, including machinery, equipment and personnel, through the Emergency Response System to provide departments with sufficient resources to cope with numerous sudden, large-scale, serious incidents, so as to facilitate swift response and speedy completion of recovery and restoration work.

**Number of posts in the grades relating to the architectural, surveying,
planning, landscape architectural and engineering professions in Bureaux /
Departments Breakdown by grade** ^{Note 1}

Bureau/Department	Number of posts for the relevant profession in the 2023-24 financial year	Number of posts for the relevant profession in the 2024-25 financial year (change over the 2023-24 financial year)	Number of posts for the relevant profession in the 2025-26 financial year (change over the 2024-25 financial year)	Number of posts for the relevant profession in the 2026-27 financial year (change over the 2025-26 financial year)
(a) Grade: Architect				
Architectural Services Department	176	173 (-3)	167 (-6)	157 (-10)
Civil Engineering and Development Department	9	9 (0)	6 (-3)	6 (0)
Culture, Sports and Tourism Bureau	1	1 (0)	0 (-1)	0 (0)
Development Bureau (Planning and Lands Branch)	4	4 (0)	4 (0)	4 (0)
Development Bureau (Works Branch)	22	22 (0)	22 (0)	22 (0)
Drainage Services Department	1	1 (0)	1 (0)	1 (0)
Education Bureau	2	0 (-2)	0 (0)	0 (0)
Environment and Ecology Bureau	2	2 (0)	2 (0)	2 (0)
Environmental Protection Department	2	2 (0)	2 (0)	2 (0)
Government Property Agency	8	8 (0)	8 (0)	8 (0)
Health Bureau	1	1 (0)	1 (0)	1 (0)
Highways Department	2	2 (0)	2 (0)	2 (0)
Home Affairs Department	11	11 (0)	11 (0)	11 (0)
Housing Bureau / Housing Department	264	260 (-4)	257 (-3)	255 (-2)
Judiciary	1	1 (0)	1 (0)	1 (0)
Leisure and Cultural Services Department	1	1 (0)	1 (0)	1 (0)
Social Welfare Department	7	7 (0)	7 (0)	7 (0)
Sub-total:	514	505 (-9)	492 (-13)	480 (-12)

Bureau/Department	Number of posts for the relevant profession in the 2023-24 financial year	Number of posts for the relevant profession in the 2024-25 financial year (change over the 2023-24 financial year)	Number of posts for the relevant profession in the 2025-26 financial year (change over the 2024-25 financial year)	Number of posts for the relevant profession in the 2026-27 financial year (change over the 2025-26 financial year)
(b) Grade: Engineer^{Note 2}				
Agriculture, Fisheries and Conservation Department	7	7 (0)	7 (0)	6 (-1)
Architectural Services Department	211	210 (-1)	204 (-6)	198 (-6)
Buildings Department	308	316 (+8)	312 (-4)	306 (-6)
Civil Aviation Department	2	2 (0)	0 (-2)	0 (0)
Civil Engineering and Development Department	765	771 (+6)	759 (-12)	732 (-27)
Commerce and Economic Development Bureau	2	1 (-1)	1 (0)	1 (0)
Correctional Services Department	2	1 (-1)	1 (0)	1 (0)
Culture, Sports and Tourism Bureau	10	9 (-1)	5 (-4)	5 (0)
Customs and Excise Department	2	2 (0)	2 (0)	1 (-1)
Department of Health	6	7 (+1)	8 (+1)	12 (+4)
Development Bureau (Planning and Lands Branch)	11	11 (0)	12 (+1)	9 (-3)
Development Bureau (Works Branch)	66	68 (+2)	66 (-2)	65 (-1)
Drainage Services Department	370	371 (+1)	370 (-1)	369 (-1)
Education Bureau	9	7 (-2)	7 (0)	7 (0)
Electrical and Mechanical Services Department	604	626 (+22)	634 (+8)	612 (-22)
Environment and Ecology Bureau	3	3 (0)	3 (0)	3 (0)
Environmental Protection Department	7	7 (0)	9 (+2)	9 (0)
Fire Services Department	16	16 (0)	15 (-1)	13 (-2)
Government Property Agency	3	3 (0)	3 (0)	3 (0)
Highways Department	653	667 (+14)	645 (-22)	620 (-25)
Home Affairs Department	12	12 (0)	12 (0)	12 (0)
Home and Youth Affairs Bureau	1	1 (0)	1 (0)	1 (0)

Bureau/Department	Number of posts for the relevant profession in the 2023-24 financial year	Number of posts for the relevant profession in the 2024-25 financial year (change over the 2023-24 financial year)	Number of posts for the relevant profession in the 2025-26 financial year (change over the 2024-25 financial year)	Number of posts for the relevant profession in the 2026-27 financial year (change over the 2025-26 financial year)
Housing Bureau / Housing Department	548	548 (0)	540 (-8)	541 (+1)
Innovation and Technology Commission	5	5 (0)	5 (0)	4 (-1)
Labour Department	3	3 (0)	3 (0)	3 (0)
Lands Department	16	16 (0)	16 (0)	16 (0)
Leisure and Cultural Services Department	2	2 (0)	2 (0)	2 (0)
Marine Department	3	4 (+1)	4 (0)	4 (0)
Planning Department	3	3 (0)	3 (0)	3 (0)
Post Office	3	3 (0)	2 (-1)	3 (+1)
Social Welfare Department	7	7 (0)	7 (0)	7 (0)
Transport and Logistics Bureau	17	18 (+1)	9 (-9)	8 (-1)
Transport Department	257	260 (+3)	253 (-7)	248 (-5)
Water Supplies Department	363	362 (-1)	358 (-4)	353 (-5)
Sub-total:	4 297	4 349 (+52)	4 278 (-71)	4 177 (-101)
(c) Grade: Landscape Architect				
Architectural Services Department	24	24 (0)	24 (0)	24 (0)
Civil Engineering and Development Department	24	24 (0)	24 (0)	24 (0)
Culture, Sports and Tourism Bureau	1	1 (0)	0 (-1)	0 (0)
Development Bureau (Planning and Lands Branch)	2	2 (0)	2 (0)	1 (-1)
Development Bureau (Works Branch)	8	7 (-1)	7 (0)	6 (-1)
Drainage Services Department	3	4 (+1)	4 (0)	4 (0)
Government Property Agency	1	1 (0)	1 (0)	1 (0)
Highways Department	23	24 (+1)	24 (0)	24 (0)
Housing Bureau / Housing Department	32	32 (0)	32 (0)	32 (0)

Bureau/Department	Number of posts for the relevant profession in the 2023-24 financial year	Number of posts for the relevant profession in the 2024-25 financial year (change over the 2023-24 financial year)	Number of posts for the relevant profession in the 2025-26 financial year (change over the 2024-25 financial year)	Number of posts for the relevant profession in the 2026-27 financial year (change over the 2025-26 financial year)
Lands Department	5	5 (0)	5 (0)	5 (0)
Leisure and Cultural Services Department	1	1 (0)	1 (0)	1 (0)
Planning Department	11	11 (0)	11 (0)	10 (-1)
Water Supplies Department	2	2 (0)	2 (0)	2 (0)
Sub-total:	137	138 (+1)	137 (-1)	134 (-3)
(d) Grade: Surveyor^{Note 3}				
Agriculture, Fisheries and Conservation Department	1	1 (0)	1 (0)	1 (0)
Architectural Services Department	207	209 (+2)	205 (-4)	198 (-7)
Buildings Department	430	438 (+8)	432 (-6)	422 (-10)
Civil Aviation Department	2	2 (0)	0 (-2)	0 (0)
Civil Engineering and Development Department	15	15 (0)	15 (0)	14 (-1)
Culture, Sports and Tourism Bureau	3	3 (0)	2 (-1)	1 (-1)
Department of Health	1	1 (0)	1 (0)	1 (0)
Development Bureau (Planning and Lands Branch)	15	16 (+1)	14 (-2)	17 (+3)
Development Bureau (Works Branch)	10	10 (0)	10 (0)	10 (0)
Drainage Services Department	3	3 (0)	3 (0)	3 (0)
Education Bureau	20	20 (0)	20 (0)	20 (0)
Environmental Protection Department	1	0 (-1)	0 (0)	0 (0)
Financial Services and the Treasury Bureau	1	1 (0)	1 (0)	1 (0)
Fire Services Department	2	2 (0)	1 (-1)	1 (0)
Government Property Agency	66	66 (0)	66 (0)	62 (-4)
Highways Department	19	19 (0)	19 (0)	18 (-1)
Home Affairs Department	18	17 (-1)	17 (0)	17 (0)
Housing Bureau / Housing Department	339	340 (+1)	339 (-1)	339 (0)

Bureau/Department	Number of posts for the relevant profession in the 2023-24 financial year	Number of posts for the relevant profession in the 2024-25 financial year (change over the 2023-24 financial year)	Number of posts for the relevant profession in the 2025-26 financial year (change over the 2024-25 financial year)	Number of posts for the relevant profession in the 2026-27 financial year (change over the 2025-26 financial year)
Lands Department	452	459 (+7)	439 (-20)	417 (-22)
Leisure and Cultural Services Department	2	2 (0)	2 (0)	2 (0)
Marine Department	8	8 (0)	8 (0)	8 (0)
Post Office	3	3 (0)	3 (0)	3 (0)
Rating and Valuation Department	117	117 (0)	114 (-3)	114 (0)
Social Welfare Department	13	13 (0)	13 (0)	13 (0)
Water Supplies Department	3	3 (0)	3 (0)	3 (0)
Sub-total:	1 751	1 768 (+17)	1 728 (-40)	1 685 (-43)
(e) Grade: Town Planner^{Note 4}				
Chief Executive's Policy Unit	1	1 (0)	0 (-1)	0 (0)
Civil Engineering and Development Department	9	9 (0)	7 (-2)	7 (0)
Culture, Sports and Tourism Bureau	2	2 (0)	2 (0)	2 (0)
Development Bureau (Planning and Lands Branch)	15	15 (0)	14 (-1)	12 (-2)
Development Bureau (Works Branch)	4	4 (0)	4 (0)	4 (0)
Environment and Ecology Bureau	2	2 (0)	2 (0)	2 (0)
Housing Bureau / Housing Department	64	64 (0)	63 (-1)	63 (0)
Planning Department	315	321 (+6)	318 (-3)	306 (-12)
Transport and Logistics Bureau	2	2 (0)	2 (0)	2 (0)
Sub-total:	414	420 (+6)	412 (-8)	398 (-14)
Total:	7 113	7 180 (+67)	7 047 (-133)	6 874 (-173)

Note 1: Establishment figures include permanent posts and time-limited posts. Posts that can be filled by multi-disciplined officers are excluded.

Note 2: Building services engineers, civil engineers, electrical and mechanical engineers, electronics engineers, geotechnical engineers, structural engineers and shift charge engineers are included

Note 3: Building surveyors, estate surveyors, land surveyors, maintenance surveyors, quantity surveyors and valuation surveyors are included

Note 4: Town planners and planning officers are included

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CONTROLLING OFFICER'S REPLY

DEVB(W)005

(Question Serial No. 1915)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is proposed in the Budget that the Government will earmark an additional funding of \$1 billion for the Built Heritage Conservation Fund (BHCF), with cumulative capital injection totalling \$4.6 billion, to continue taking forward the work related to conservation and revitalisation of historic buildings. The Government has implemented 24 revitalisation projects, with four having won international awards, and has also provided maintenance subsidies for more than 80 private historic buildings. Some revitalised historic buildings have shown a relatively strong tendency towards commercialisation, such as transformation into “check-in” points or for commercial uses, while there is still room for further improvement in cultural heritage and public education. In this connection, will the Government inform this Committee of the following:

- 1) What is the expected number of additional historic buildings selected for conservation or revitalisation over the next 3 financial years following the additional allocation of \$1 billion? Among the allocation, \$700 million and \$300 million will be allocated to the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme) and the Financial Assistance for Maintenance Scheme on Built Heritage respectively. What are the specific projects and their timetables?
- 2) In order to strike a balance between the commercial elements of revitalisation projects and cultural heritage, will the Government set the ratio requirement for “non-commercialisation” or “cultural education”, such as requiring a certain proportion of revitalisation projects to be used for public education, exhibitions or community activities instead of for purely commercial purposes? Have relevant guidelines or assessment criteria been set under the current Revitalisation Scheme?
- 3) On the integrated development of conservation, revitalisation and tourism, will the Government ensure that revitalisation projects for historic buildings can not only attract tourists, but also deepen the sense of historical and cultural identity among local people; for example, enhancing participation of local residents through educational activities, public engagement programmes or themed guided tours?
- 4) With the additional funding, will the Government strengthen the effectiveness evaluation framework, such as publishing visitor data, economic benefits and cultural impact assessment reports of revitalisation projects on a regular basis? If effectiveness evaluation results fail to

meet the target, will any adjustment mechanism be put in place to ensure effective use of the funding?

Asked by: Hon CHAN Cho-kwong (LegCo internal reference no.: 6)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office of the Development Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built Heritage, the Funding Scheme for Public Engagement Projects and the Funding Scheme for Thematic Research through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation.

Over the years, the Government has injected a total of \$3.6 billion into the BHCF. Currently, the BHCF has approved funding of approximately \$3.47 billion, equivalent to about 96% of the total injection. The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF to continue taking forward the initiatives related to conservation of historic buildings, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS). Depending on the progress of the projects, the additional funding generally enables us to meet expenditure needs and the financial requirements of new projects over the next few years.

The Advisory Committee on Built Heritage Conservation (ACBHC) has been offering valuable advice to the DEVB on the operation of the BHCF and its various schemes. The ACBHC comprises members from different fields and professions, including tourism, social enterprises, heritage conservation, and community arts and culture, ensuring that diverse perspectives and professional advice are taken into account for the overall operation of the BHCF.

As regards the Revitalisation Scheme mentioned in the Question, the additional allocation enables us to roll out more projects. We expect to invite revitalisation proposals for a historic building within 2026 at the earliest, with details to be announced in due course. We will also continue to identify suitable historic buildings in different districts for inclusion in the Revitalisation Scheme.

The projects under the Revitalisation Scheme have attracted over 12.8 million visitors so far. There are currently 14 projects in operation, serving a wide range of purposes and helping promote the development of culture, arts and tourism. They also create employment opportunities for the districts, stimulate the local economy, revitalise old communities and strengthen community cohesion. Selected non-profit-making organisations are required to operate the projects in the form of social enterprises and become self-sustaining after two years of operation, with all surplus generated ploughed back into the projects.

In evaluating applications under the Revitalisation Scheme, the ACBHC adopts assessment criteria encompassing different aspects, including the benefits of the applications to the revitalisation of historic buildings and the society, as well as the ability to reflect historical

value and significance, the social value and social enterprise operation, and the financial viability and management capability of the applicants. The above assessment criteria have already covered the benefits brought by the projects to historic buildings conservation and the society, including heritage conservation and benefits to the community and tourism promotion, allowing the public and tourists to enjoy the revitalised historic buildings. Through the above assessment criteria, selected historic building revitalisation projects help preserve the city's cultural characteristics and social diversity, and promote cultural heritage by enabling the younger generation to understand the historical development journey of Hong Kong. Revitalised buildings can combine exhibitions and guided tours to promote public understanding of Hong Kong's history and cultural traditions. Through innovative and adaptive re-use, the life of historic buildings is extended, enabling us to tell the good stories of Hong Kong's historic architecture to both the public and tourists.

Under the Revitalisation Scheme, selected partner organisations are required to submit progress reports and audited annual financial statements on a regular basis. All the revitalisation projects in operation can break even, taking into account the revenue generated by their operations, donations and other sponsorships. The DEVB has been working with the ACBHC to monitor the performance of selected partner organisations in operating their projects against agreed objectives, including reviewing project progress reports, meeting with partner organisations and conducting site visits, to ensure the effective implementation of the relevant projects.

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CONTROLLING OFFICER'S REPLY

DEVB(W)006

(Question Serial No. 1784)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is stated in paragraph 228 of the Budget Speech that the Government is actively exploring with the Qianhai Authority for the pilot implementation of Hong Kong's New Engineering Contract form and Smart Site Safety System in Qianhai to facilitate the alignment of the Mainland's engineering contract and management system with Hong Kong and international standards. In this connection, will the Government inform this Committee:

1. The New Engineering Contract (NEC) embraces a collaborative culture and fosters the building of a mutual assistance partnering relationship between the contracting parties to encourage them to resolve difficulties together, thereby minimising the risk of cost overrun and delay. This differs from the prevailing regulations and accountability culture in the Mainland. How will the Government and the Qianhai Authority rationalise the differences to ensure the implementation and replication of the Hong Kong model?
2. Will the Government formulate a long-term roadmap to promote Hong Kong's project management model from Qianhai to the Greater Bay Area, and further develop it into a standard template for overseas infrastructure under the Belt and Road Initiative, so as to support Hong Kong in playing the role of a "super connector" in aligning the Mainland's project management standards with international ones?
3. The Smart Site Safety System involves a large amount of real-time data. Will the Government facilitate convenient cross-boundary construction data flow between Shenzhen and Hong Kong in compliance with regulatory requirements through piloting?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.: 13)

Reply:

A consolidated reply to part 1 and part 2 of the question is as follows:

To implement the recommendations set out in the Chief Executive's 2025 Policy Address, the Development Bureau (DEVB) is discussing with the Qianhai Authority the selection of suitable pilot works projects in Qianhai, an important co-operation platform within the Greater Bay Area (GBA), to adopt Hong Kong's New Engineering Contract

(NEC) form. This contract form is one of the dominant international works contract systems, and has been widely adopted in different types of public works, airport and railway projects in Hong Kong. Its core concept lies in promoting joint risk management between the contracting parties with a spirit of mutual trust and collaboration, thereby minimising the risk of cost overrun and delay.

Given that the NEC contract form adopts a novel philosophy of contract management, it is necessary to carefully consider the differences between this contract form and the users' local regulations before application. Therefore, the Qianhai Authority has engaged a consultant to communicate with relevant enforcement agencies regarding the application of the NEC contract form in Qianhai, with a view to studying how to make appropriate amendments to the specific terms of the NEC contract form (including the dispute resolution mechanism) to comply with Qianhai's laws and regulations. The amendment is in progress, and the DEVB will continue to work closely with the Qianhai Authority to provide technical advice and share Hong Kong's practical experience. The DEVB and the Qianhai Authority co-organised earlier a number of workshops and exchange sessions, so as to explain the NEC concepts, terms and operational mode to relevant project management personnel and construction entities in Mainland, thereby enabling them to have a more thorough understanding of the collaborative culture advocated by the NEC contract form.

In addition, the DEVB is actively discussing with the Qianhai Authority the selection of suitable pilot projects to adopt the NEC contract form. Given that it is necessary for the selection of pilot projects to tie in with Qianhai's development plan and that the formulation of relevant management guidelines is still underway, it is expected that the Qianhai Authority will decide on the pilot projects later in 2026 and announce the relevant details and information in due course. We believe that through the implementation of pilot projects, the project management personnel and construction entities in Qianhai will accumulate practical experience. Subsequently, we will also review and summarise the experience gained and effectiveness demonstrated at various stages of the pilot projects together with the Qianhai Authority. Also, we will discuss with the Qianhai Authority and relevant Mainland authorities in a timely manner the opportunities to further promote the NEC contract form.

3. The Qianhai Authority will put into trial run Hong Kong's Smart Site Safety System (4S) in at least 2 works projects in Qianhai in 2026. Among them, the construction contract of a municipal project has just commenced, while the other is under selection. The 4S is designed to collect real-time on-site data and remotely monitor high-risk activities at construction sites, thereby facilitating the early identification of hazards and timely issuance of alerts. It also assists in identifying the crux of safety hazards at construction sites, thereby helping the construction entities formulate appropriate improvement measures. The 4S does not involve cross-boundary construction data flow between Shenzhen and Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)007

(Question Serial No. 1795)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is announced in paragraph 172 of the Budget Speech that the Government will allocate \$65 million to provide additional government-funded training places related to the construction industry in 2025-26, while in the preceding financial year, \$150 million was earmarked for providing on-the-job training for graduates of degree programmes in engineering, architecture, surveying, planning and landscape architecture. It is announced in paragraph 227 that \$1 billion will be injected into the Construction Innovation and Technology Fund to promote the application of innovation and technology in the industry. It is also announced in paragraph 230 that \$100 million has been earmarked for commissioning the Building Technology Research Institute to conduct various studies, which include reviewing construction standards and exploring AI applications. In this connection, will the Government advise on the following:

1. What were the specific performance indicators, assessment mechanism and full-process monitoring arrangement for the \$150 million on-the-job training initiative in the preceding financial year?
2. The total revenue of the Construction Industry Council (CIC) for 2024 was nearly \$2.2 billion. What were the major uses of the revenue and the detailed breakdown of its expenditure? How does the average salary of the CIC staff compare with that of comparable professionals in the Buildings Department? What is the annual expenditure on visits and exchanges incurred by the CIC?
3. How does the Government evaluate whether the existing practice of allocating multiple resources into the areas of construction industry training, innovation and technology application and research and development concurrently has resulted in overconcentration of resources, overlap of functions or unclear division of labour?
4. Given that the CIC records a steady operating surplus every year, will the Government, taking into account its fiscal conditions, review the need for allocating and consider cancelling additional government funding to the CIC, while reorganising resource deployment among relevant institutions to avoid duplicate input and effectively enhance efficiency in the use of public resources?

Asked by: Hon CHAN Chung-yee, Alan (LegCo internal reference no.: 25)

Reply:

1. With the support of the Government, the Construction Industry Council (CIC) launched the Construction Industry Professional Degree Graduate On-the-Job Training Subsidy Scheme (PDGOTSS) in 2025 by allocating \$150 million to subsidise the construction industry in providing on-the-job training for a total of approximately 2 500 graduates (young talents) from degree programmes in engineering, architecture, surveying, planning and landscape, with a view to enriching their expertise and experience to assist them in obtaining professional qualifications, thereby nurturing talents for the industry and retaining talents during the recent adjustments in the private market. The subsidy scheme has achieved significant results and received positive feedback from the industry. All quotas have been fully allocated to the applicants successfully, enabling young talents to remain in employment. The CIC will conduct surveys and random interviews with applicants receiving subsidies and relevant young talents after the end of the subsidy period in June 2026 to collect their views on the effectiveness of the PDGOTSS.

In order to assist more young people to obtain professional qualifications, the CIC will extend the subsidy scheme in 2026 and allocate a further \$156 million to subsidise the construction industry to provide on-the-job training for a total of 2 600 relevant graduates.

2. According to the CIC Annual Report 2024, the CIC's total expenditure in 2024 was approximately \$1.75 billion, mainly incurred for staff remuneration (approximately \$630 million), provision of training (approximately \$450 million), general administrative expenses (such as costs related to legal and professional services, research and development (R&D) and consultancy studies, information technology, office rental, etc.) (approximately \$240 million), advertising and publicity (approximately \$90 million) and maintenance and repairs (approximately \$60 million), etc.

In determining staff remuneration, the CIC takes into account various factors, including qualifications, experience, the importance of the positions and pay levels in the market. The average annual expenditure of the CIC on non-local visits and exchanges was approximately \$4.5 million over the past 3 years (i.e. from 2023 to 2025).

3. It is mentioned in the 2026-27 Budget (the Budget) that the Government's annual capital works expenditure will be maintained at a high level of \$128 billion on average over the next 5 years, reflecting the Government's commitment to infrastructure and works development. At the same time, the Government aims to encourage the launch of more private works projects, and will continue to collaborate with various stakeholders to drive innovation in the industry. Faced with massive construction volume, the construction industry must leverage innovative technologies to meet manpower demand, enhance productivity and reduce costs. To this end, the Budget proposes a number of measures to support the construction industry, including injecting \$1 billion into the Construction Innovation and Technology Fund (CITF) (together with the CIC's contribution of \$400 million, bringing the total to \$1.4 billion) and earmarking \$100 million for commissioning the Building Technology Research Institute (BTRi) to conduct various studies, with a view to promoting R&D and application in conjunction with the industry. The Development Bureau has proactively collaborate with

stakeholders to introduce more pilot systems in areas like drones, robotics and artificial intelligence.

Regarding the division of labour, to encourage the industry to conduct R&D in and to widely adopt innovative construction methods and technologies, the BTRi and the CIC have distinct roles while working closely to create synergy effect. In support of the Government's policy, the BTRi conducts R&D in innovative construction materials, construction methods and technologies; reviews and enhances standards, formulates local and Greater Bay Area standards for new materials and technologies, and conducts testing and provides accreditation and certification for new solutions. As a statutory body within the construction industry, the CIC is responsible for coordinating industry views and providing assistance to promote sustainable development and improvement of the construction sector, including encouraging the industry to conduct research and apply innovative technologies. Currently, the CIC is responsible for the management and operation of 2 relevant funds, i.e. the Research and Technology Development Fund funded by the CIC which subsidises the industry to conduct R&D, and the Government-funded CITF which subsidise the industry in purchasing and adopting construction technologies and innovative products, etc. that have been proven effective. These 2 funds support the industry at the two stages of R&D and procurement for application of innovative technologies respectively, and the results have been satisfactory so far. The CIC administers the 2 funds in line with the strategies of the Government and the BTRi. The 3 parties work closely together to promote productivity, reduce construction costs, uplift build quality, improve site safety and enhance environmental performance, while strengthening the capacity of enterprises and practitioners to apply new technologies.

4. The revenue of the CIC mainly comes from the construction industry levy collected from construction sites. Government funding provided to the CIC, such as injection into the CITF and training subsidies for workers, are direct financial support offered by the Government to the construction industry and workers, with a view to promoting wider adoption of technology in the construction industry and encouraging workers to receive training to upskill. As the CIC is the implementation body for these measures, the Government disburses the subsidies to the industry and workers through the CIC. The relevant funding will not be used to support the operating expenses of the CIC.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)008

(Question Serial No. 1941)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Matters Requiring Special Attention in 2026–27 that the Work Branch will continue to oversee the administration of the Construction Innovation and Technology Fund (CITF) by the Construction Industry Council and the implementation of enhancement measures arising from the review on CITF. In this connection, will the Government inform this Committee of the following:

1. the number of applications on technology adoption approved under the CITF in the past 2 years and the amounts of funding involved, with a breakdown by promoting productivity, uplifting built quality, improving site safety and enhancing environmental performance;
2. the number of applications on manpower development approved under the CITF in the past 2 years and the amounts of funding involved;
3. regarding the review of exploring how the CITF can assist the construction industry more effectively, the details of the relevant consultation and studies, as well as the proposed enhancement measures; and
4. how the CITF will collaborate with other support funds in the industry and the Building Technology Research Institute in the future to achieve the synergy effect.

Asked by: Hon CHAN Siu-hung (LegCo internal reference no.: 35)

Reply:

The Government injected a total of \$2.2 billion into the Construction Innovation and Technology Fund (CITF) in 2018 and 2022 respectively. Over the past 7 years since its establishment, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies (such as Building Information Modeling (BIM), Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), prefabricated steel rebar and the Smart Site Safety System (4S)) in the industry, with a view to enhancing productivity and site safety as well as reducing construction costs. To date, the CITF has approved about 5 550 applications to subsidise over 1 500 enterprises (over 60% of which are small and medium enterprises (SMEs)) to

adopt various technologies in local construction projects, and has approved about 20 000 technology training places.

Since the remaining balance of the CITF is expected to be fully committed within 2026, the 2026-27 Budget has proposed injecting \$1 billion into the CITF (together with the Construction Industry Council (CIC)'s contribution of \$400 million, bringing the total to \$1.4 billion) to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry, including promoting the application of emerging technologies such as construction robots, artificial intelligence (AI) and construction digitalisation in the industry.

Our reply to the Member's question is as follows:

1. The CITF aims to subsidise technologies that can enhance productivity, build quality, site safety and/or environmental performance. The approval figures broken down by the major technology categories under the CITF in the past 2 years are as follows:

	Number of approved applications (Fund grant (\$ million))	
	2024	2025
Advanced construction technologies [#]	389 (200)	759 (580)
BIM	387 (30)	325 (30)
MiC and MiMEP	15 (40)	13 (40)
Prefabricated steel rebar	65 (90)	46 (100)
Total	856 (360)	1 143 (750)

[#] Advanced construction technologies include all innovative technologies other than BIM, MiC, MiMEP and prefabricated steel rebar, such as 4S, internet of things, robotics, automated tools and equipment, digitalisation and Common Data Environment platforms and advanced construction materials.

2. The approval figures of applications on manpower development under the CITF in the past 2 years are as follows:

	Number of approved applications (Fund grant (\$ million))	
	2024	2025
Training/ courses/ visits/ international conferences	7 (1.55)	11 (3)

3. The DEVB, together with the CITF Secretariat, reviews the operation and effectiveness of the CITF from time to time, with the latest overall review completed in 2024. The

review includes an assessment of the effectiveness of projects funded in the past, particularly safety-related technologies. The review results demonstrate the significant achievements of the CITF. About 98% of the respondents in the industry (including contractors, sub-contractors, consultants, professional institutions, trade associations, etc.) consider that the Fund can drive adoption of technologies in the industry. The number of construction companies/contractors using advanced construction technologies, MiC or prefabricated steel rebar in construction works has doubled. About 70% of construction companies funded under the CITF expressed that innovative technologies have significantly boosted their productivity and reduced manpower demand for relevant processes by over 20%. Among about 800 construction sites for new works, around 530 have already been installed with the 4S, reflecting the industry's active application of technologies to uplift safety. The CITF Secretariat will timely enhance the CITF's funding scope and framework, continue to streamline the application procedures, and assist the industry (particularly enterprises unfamiliar with technologies) in quickly selecting and procuring suitable safety-related technology products for application at their construction sites through pre-approved lists and recommended 4S packages so as to meet the needs of the industry. We are planning to launch a new round of overall review of the CITF within 2026.

4. Regarding encouraging the industry to conduct research and development (R&D) in and to widely adopt innovative construction methods and technologies, the Building Technology Research Institute (BTRi) and the CIC work closely to create synergy effect. In support of the Government's policy, the BTRi conducts R&D in innovative construction materials, construction methods and technologies; reviews and enhances standards, formulates local and Greater Bay Area standards for new materials and technologies, and conducts testing and provides accreditation and certification for new solutions. As a statutory body within the construction industry, the CIC is responsible for coordinating industry views and providing assistance to promote sustainable development and improvement of the construction sector, including encouraging research and the application of innovative technologies. Currently, the CIC is responsible for the management and operation of 2 relevant funds, i.e. the Research and Technology Development Fund funded by the CIC which subsidise the industry to conduct R&D, and the Government-funded CITF which supports the industry in purchasing and adopting construction technologies and innovative products that have been proven effective. These 2 funds support the industry at the two stages of R&D and procurement for application of innovative technologies respectively, and the results have been satisfactory so far. The CIC administers the 2 funds in line with the strategies of the Government and the BTRi. The 3 parties work closely together to promote productivity, reduce construction costs, uplift build quality, improve site safety and enhance environmental performance, while strengthening the capacity of enterprises and practitioners to apply new technologies.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)009

(Question Serial No. 1625)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The estimate has increased from \$98 million in 2025-26 by \$65.6 million to \$163.6 million in 2026-27, representing a growth of 66.9%. The growth “is mainly due to the increased provision for operating expenses and the increased cash flow requirement for formulating and implementing strategic cost reduction measures”. Please advise on:

- a) the items with a greater increase in both provision and cash flow requirement as well as the corresponding amounts;
- b) the costs and expected savings of various strategic cost reduction measures.

Asked by: Hon CHAN Yung (LegCo internal reference no.: 13)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. However, the construction industry in Hong Kong has been facing the challenges of declining productivity, relatively high construction costs and ageing labour in recent years. To address these challenges, the Development Bureau (DEVB) has implemented various strategic initiatives in recent years in order to enhance capabilities in cost surveillance and project governance.

To further enhance the effectiveness of works projects, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have established four major directions for measures to lower the construction costs of public works projects. At present, we are following the 4 major directions, i.e. optimising the project procurement model; reviewing the design standards and requirements; applying advanced technologies and construction methods; and streamlining the approval process; to progressively implement specific measures by launching them once they are ready, including central procurement, direct procurement, application of artificial intelligence, and introduction of cost-effective construction products and initiatives from the Mainland and overseas, so as to reduce construction costs and improve efficiency.

To promote applied research and development (R&D) and strengthen control over construction costs, the Financial Secretary has proposed in the 2026-27 Budget that \$100 million be earmarked for commissioning the Building Technology Research Institute (BTRi) to conduct various studies. These include reviewing construction standards and exploring artificial intelligence (AI) applications.

Our reply to the Member's question is as follows:

(a)&(b)

The estimate for 2026–27 under Programme (5) is approximately 66.9% (about \$65.6 million) higher than the revised estimate for 2025–26. This is mainly due to the expenditure on formulating and implementing strategic cost reduction measures, including:

- (i) formulating and implementing central procurement to procure commonly used materials in order to save costs (approximately \$12 million);
- (ii) implementing the Project Cost Management Platform in phases to fully digitalise the project cost management process (approximately \$6.5 million);
- (iii) continuing to collaborate with the BTRi in reviewing the construction standards and requirements of government projects in order to enhance cost-effectiveness, and driving applied R&D as well as providing accreditation, certification and testing (approximately \$20 million); and
- (iv) continuing to drive the wider adoption of AI technology and construction robots in public works projects (approximately \$5 million).

The expected benefits brought by these strategic cost reduction measures will far exceed the costs involved. The DEVB will, after the implementation of the relevant measures, assess the actual costs and time saved for works projects in due course.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)010

(Question Serial No. 1626)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Works Branch will conduct central procurement on a trial basis in the first half of 2026. Please advise on:

- (a) the corresponding staff establishment and expenditure;
- (b) whether recruitment of additional staff is required;
- (c) the types of materials to be procured centrally, with a breakdown of corresponding expenditures and expected cost savings.

Asked by: Hon CHAN Yung (LegCo internal reference no.: 14)

Reply:

The Government has been striving to uplift the performance of public works projects, in order to ensure quality of works, enhance cost-effectiveness and site safety performance. In view of the challenges of relatively high construction cost and the ageing construction workforce faced by Hong Kong in recent years, the Development Bureau (DEVB) has been implementing various strategic initiatives in recent years to reinforce capabilities in cost surveillance and project governance.

To further enhance the effectiveness of works projects, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have established four major directions for measures to lower the construction costs of public works projects. At present, we are following the four major directions, including optimising the project procurement model, reviewing the design standards and requirements, applying advanced technologies and construction methods, and streamlining the approval process. We are progressively implementing specific measures by launching them once they are ready, which includes central procurement, direct procurement, application of artificial intelligence, and introduction of cost-effective construction products and initiatives from the Mainland and overseas, so as to reduce construction costs and enhance efficiency.

Our reply to the questions raised by the Member is as follows:

- (a)&(b) The DEVB has earlier commissioned relevant works department to commence preparation work for open tendering, targeting to launch the central procurement scheme in the first half of 2026 for the procurement of steel reinforcements and Modular Integrated Construction (MiC) modules for public works projects, with the aim of reducing the risk premium and transaction costs, thereby lowering procurement costs.

Currently, the Project Strategy and Governance Office is redeploying its internal human resources to implement the central procurement scheme. As the staff responsible for the relevant work are not solely responsible for this task, it is difficult to separately calculate the expenditure and staff establishment specifically attributable to this initiative.

- (c) According to the current plan, we will first conduct a pilot scheme using central procurement strategy to procure steel reinforcement and MiC modules for the use in participating works projects, so as to save procurement costs and time.

The relevant expenditure for the procurement of materials under the central procurement scheme will be borne ratably by the participating works projects. After the scheme is implemented, we will assess the actual savings in procurement costs and time achieved for the projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)011

(Question Serial No. 0663)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (3) Greening, Landscape and Tree Management

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding tree management, will the Government inform this Committee:

- (1) of the number of incidents involving casualties and damage due to the collapse of trees maintained by the Government in the past 2 years and this year to date; and whether tilt sensors have been installed on the trees;
- (2) of the current number of trees maintained by each of the 9 core tree management departments, the current number of their tree management personnel and personnel with professional qualifications in arboriculture;
- (3) of the annual number of new registrations since the launch of the Registration Scheme for Tree Management Personnel, with a breakdown by category of registered tree management personnel (i.e., arborist, tree risk assessor, tree work supervisor, tree climber and chainsaw operator);
- (4) of the following information on “Tree Basis” Assessments conducted respectively in the past 2 financial years and this year to date (list by major tree management department): (i) the number of group inspections (Form 1 inspections) conducted and the number of trees covered; (ii) the number of Individual Tree Risk Assessments (Form 2 inspections) conducted and the number of trees covered; (iii) the number of problematic trees identified during Form 1 inspections; and (iv) the number of problematic trees requiring Form 2 inspections; and
- (5) among the problematic trees mentioned in Item (4), of the number of trees for which risk mitigation measures were taken each year and the number of trees requiring removal, with a breakdown by major tree management department.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 15)

Reply:

- (1) The reported incidents involving injuries and damage due to the collapse of trees maintained by the Government in the past 2 years are tabulated below. The number of tree failure incidents is heavily influenced by weather conditions. The table below also sets out the number of issuance of a Red/Black Rainstorm Warning Signal and a Tropical Cyclone Warning Signal No. 8 or above in the respective years for reference.

Year	Tree incident ^{Note 1}		Number of issuance of a Red/Black Rainstorm Warning Signal	Number of issuance of a Tropical Cyclone Warning Signal No. 8 or above
	Number of cases involving injuries	Number of cases involving damage		
2024	9	200	4	2
2025	22	210	21	9

Note 1: Tree incidents include cases involving trunk failures and broken branches.

The Tree Management Office (TMO) under the Development Bureau (DEVB) has been actively exploring the application of various smart technologies for tree management, and various trial studies among departments were conducted. At present, departments have widely used resistograph and tomograph technology to detect the internal decay of trees. In addition, we have also tried different technologies, including tree tilt sensors, remote sensing multispectral images, 3D LiDAR sketching, mobile mapping systems, and the use of drones to assist in tree inspections, etc. The pilot study on the trial of tree tilt sensors does not involve the said fallen trees in 2024 and 2025. Furthermore, the TMO is also working with departments to study the use of aerial photos and remote sensing technology for tree health monitoring, as well as leveraging artificial intelligence for empowerment, tree tilt sensors, etc. to enhance efficiency of tree inspections and strengthen tree risk management.

- (2) The number of trees managed by the core tree management departments and the number of their tree management staff (including staff of departments and contractors) as at end-2025 are tabulated below:

Core tree management department	Number of trees ^(Note 2)	Number of tree management staff ^(Note 6)	
Agriculture, Fisheries and Conservation Department (AFCD) ^(Note 3)	21 700	87	(87)
Architectural Services Department (ArchSD)	137 700	265	(168)
Civil Engineering and Development Department (CEDD) ^(Note 4)	37 100	145	(136)
Drainage Services Department (DSD)	17 600	96	(28)
Highways Department (HyD)	582 900	262	(163)
Housing Department (HD)	83 300	211	(143)
Lands Department (LandsD)	Not applicable ^(Note 5)	221	(94)

Core tree management department	Number of trees ^(Note 2)	Number of tree management staff ^(Note 6)	
Leisure and Cultural Services Department (LCSD)	525 700	427	(427)
Water Supplies Department (WSD)	148 300	44	(19)

Note 2: The number of trees is rounded to the nearest 100.

Note 3: The AFCD manages all trees in country parks. The figures above include only the number of trees in frequently used areas and facilities.

Note 4: The numbers of trees and tree management staff of infrastructural projects will vary at different project stages.

Note 5: The unallocated and unleased government land (UUGL) is under the jurisdiction of the LandsD, which is responsible for providing non-routine tree maintenance on the UUGL that is not maintained by any designated government departments. Given the large number of trees on the UUGL, an exact figure is not available. LandsD officers will take follow-up actions upon referrals or complaints.

Note 6: The figures include only staff involved in day-to-day tree management, but exclude those temporarily deployed on a need basis. The figures also exclude management-level staff of the departments involved in tree management (particularly at the strategic level). The figures within brackets indicate the number of tree management staff with professional qualifications in arboriculture (including the qualification of Certified Arborist of the International Society of Arboriculture, etc.). Any staff member with multiple qualifications in arboriculture is counted as 1 staff member only.

- (3) Since the introduction of the Registration Scheme for Tree Management Personnel in December 2020, the numbers of registered tree management personnel in various types as of December 2025 are as follows:

Type of registered tree management personnel ^(Note 7)	2021	2022	2023	2024	2025
Arborist	123	209	292	373	462
Tree Risk Assessor	268	389	518	533	634
Tree Work Supervisor	286	470	611	649	722
Tree Climber	129	227	320	349	391
Chainsaw Operator	178	264	388	424	509

Note 7: Registered personnel can register for more than 1 job type at the same time.

(4)&(5)

Before the onset of the wet season every year, the tree management departments conduct tree risk assessment in areas with high pedestrian and vehicular flow according to the Guidelines for Tree Risk Assessment and Management Arrangement issued by the TMO of the DEVB. The departments will first carry out Tree Group Inspections for trees within their purview of tree maintenance (i.e. trees covered by Form 1 inspections as mentioned below). If problematic trees are identified, the departments will

immediately arrange for implementation of appropriate mitigation measures, including crown pruning, removal of dead branches, etc. If any tree with risk of failure is identified, the departments will remove it as soon as possible to safeguard public safety. Tree Group Inspections will also identify trees that require enhanced maintenance and detailed inspection (i.e. trees covered by Form 2 inspections as mentioned below), followed by individual tree risk assessment and implementation of appropriate risk mitigation measures.

The annual tree risk assessment and management cycle runs from October to May of the following year. For 2025-26 tree inspection year, since the tree risk assessment is underway, the TMO of the DEVB does not have comprehensive data at the current stage. As for the previous 2 tree inspection years (i.e. 2023-24 and 2024-25), the information on the “Tree Basis” risk assessments conducted by core tree management departments is as follows:

- (a) The numbers of Tree Group Inspections (Form 1 inspections) conducted by departments and the numbers of trees covered:

Core tree management department	Year of tree inspection (from October to May of the following year)			
	2023-24		2024-25	
	Number of forms	Number of trees	Number of forms	Number of trees
AFCD	1 427	28 029	1 305	21 706 ^(Note 9)
ArchSD ^(Note 8)	5 258	97 343	3 804	68 423
CEDD ^(Note 8)	1 324	32 720	999	22 646
DSD	363	5 643	317	5 527
HyD	9 392	185 607	9 803	204 968 ^(Note 10)
HD ^(Note 8)	2 231	84 786	4 519	63 883
LCSD	17 990	352 858	17 633	349 765
WSD	303	4 431	320	4 204

Note 8: The work focus of the ArchSD, CEDD and HD in 2024-25 tree inspection year was on trees in areas with high pedestrian and vehicular flow, while the data for 2023-24 covered trees at various risk management zones.

Note 9: The AFCD has reviewed the trees and tree risk management zones under its purview, and has reclassified some locations originally categorised as “high pedestrian and vehicular flow” to other tree risk management categories.

Note 10: The HyD has included the trees from a number of newly-completed large-scale road projects into the scope of its Tree Group Inspections.

(b) The numbers of problematic trees identified during Form 1 inspections:

Core tree management department	Year of tree inspection					
	2023-24			2024-25		
	Number of problematic trees identified	Number of trees with risk mitigation measures completed	Number of trees removed	Number of problematic trees identified	Number of trees with risk mitigation measures completed	Number of trees removed
AFCD	222	136	86	36	8	28
ArchSD	13 746	11 921	1 825	8 099	6 929	1 170
CEDD	2 294	916	1 378	1 314	621	693
DSD	474	409	65	389	309	80
HyD	5 175	3 686	1 489	1 913	1 113	800
HD	40	5	35	58	49	9
LCSD	16 031	12 876	3 155	21 373	19 784	1 589
WSD	162	42	120	205	61	144

(c) The numbers of cases requiring Individual Tree Risk Assessments (Form 2 inspections) identified during Form 1 inspections and the numbers of trees covered:

Core tree management department	Year of tree inspection			
	2023-24		2024-25	
	Number of forms	Number of trees	Number of forms	Number of trees
AFCD	170	170	179	179
ArchSD	5 102	5 102	6 292	5 461
CEDD	2 009	1 984	2 441	2 441
DSD	692	692	446	442
HyD	5 469	5 469	4 584	4 584
HD	6 127	6 127	5 944	5 944
LCSD	11 687	11 687	14 570	13 913
WSD	334	334	239	239

Note 11: As individual trees may be inspected more than once according to risk assessments, the number of forms may exceed the number of trees.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)012

(Question Serial No. 0092)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (4) Energizing Kowloon East

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

As mentioned in the speech, “In view of the vacancy rate in the non-residential property market, including its supply and demand, the Government will not put up general commercial sites for sale in the coming year.” However, one of the duties of the Development Bureau (DEVB) (Works Branch) is to forge ahead the policy initiatives of Energizing Kowloon East in strengthening the transformation of the district into the second core business district (CBD) of Hong Kong. In this connection, please inform this Committee of the following:

1. Without putting up general commercial sites for sale, what specific measures will the Government adopt to forge ahead the policy initiatives of Energizing Kowloon East and ensure the smooth transformation of Kowloon East into the second CBD of Hong Kong? If so, what were the expenditures and staffing establishment involved over the past 2 years?
2. What is the current vacancy rate of non-residential properties in the Kowloon East area? What are the Government's projections for the future supply and demand of commercial sites in the area, and how will these be coordinated with considerations for the overall non-residential property market?
3. What projects or initiatives did the DEVB (Works Branch) implement in the past year to strengthen the transformation of Kowloon East? How will these projects be adjusted or optimised in the context of the Government's decision not to put up commercial sites for sale in the coming year?
4. How does the Government's decision not to put up general commercial sites for sale affect the overall timeline and anticipated economic benefits of the Energizing Kowloon East initiative? If there are delays, what remedial measures does the Government have in place?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 12)

Reply:

- 1, 2 & 3. The policy objective of Energizing Kowloon East (EKE) initiative is to transform Kowloon East (KE) into the second core business district (CBD) of Hong Kong to support its economic development. In 2025, Energizing Kowloon East Office (EKEO) continued to take forward its work in 4 main aspects: (1) Ensuring sufficient commercial scale for maintaining sustainable economic growth; (2) Improving connectivity, walkability and mobility in the district; (3) Developing a smart, green, and resilient CBD; and (4) Promoting the spirit of place-making and co-creation. (General reference has been made to the English version of LegCo Subcommittee paper No. CB(1)1085/2024(02) dated 24.7.2024 at (https://www.legco.gov.hk/yr2023/english/hc/sub_com/hs102/papers/hs102cb1-1085-2-e.pdf))

On ensuring sufficient commercial space in KE for sustainable economic growth, the Government has adopted new and on-going complementary measures to increase the supply of commercial floor space in the district through conducting land use reviews and encouraging private developers to revitalise old industrial buildings. Since the implementation of the EKE initiative, the commercial gross floor area (GFA) in KE has been increased more than one fold from over 1.7 million square metres (m²) in 2012 to currently about 3.8 million m². If projects under construction or with relevant approvals obtained, together with the major planned commercial projects in Kwun Tong, Kowloon Bay, and Kai Tak, are taken into account, the commercial GFA in KE will increase to approximately over 4 million m², the scale of which is comparable to that of the Central CBD.

Regarding the future supply of commercial sites, both Kowloon Bay and Kwun Tong have each a designated Action Area, land will be released for mixed commercial development through re-arrangement of the existing government facilities and layouts within the plots. Currently, the land in the Kowloon Bay Action Area is mainly used for supporting the nearby development projects by way of temporary government land allocations, while advance infrastructure works are being implemented under the Kwun Tong Action Area. The relevant advance works will be carried out as planned in the coming year. Meanwhile, the Government will take market situation into consideration and roll out those commercial sites within the two Action Areas in a timely and orderly manner in future so as to stabilise such supply.

In 2024-25 and 2025-26, the staff establishment of the EKEO consisted of 15 members under a multi-disciplinary team, including town planners, architects, engineers, landscape architects, surveyors, as well as supporting technical and administrative staff. The provisions for the EKEO in 2024-25 and 2025-26 were about \$42 million and \$37.8 million respectively, which included salary expenses of \$33.4 million and \$32.1 million respectively.

According to Hong Kong Property Review published by the Rating and Valuation Department in 2025, the vacancy rate of private offices in Kwun Tong district was about 22.1% as at the end of 2024, and the latest Hong Kong Property Review is expected to be published in the second quarter of 2026.

4. Considering that there is still sufficient commercial GFA in the KE CBD to meet the demand, the Government's decision to not put up general commercial sites for sale in 2026 will have no impact on the EKE initiative.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)013

(Question Serial No. 0093)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (4) Energizing Kowloon East

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned under the programme that the Government is formulating promotion materials and maintaining active liaison with Invest Hong Kong and Office for Attracting Strategic Enterprises to foster the branding and wider recognition of Kowloon East as the second CBD of Hong Kong, and facilitate information exchange and interactions amongst enterprises in Kowloon East. In this connection, please advise this Committee on the following:

1. What specific promotional materials (such as publicity brochures, short videos, dedicated webpages, or brand events) has the Government developed; how do these materials highlight the unique advantages of Kowloon East compared with traditional core business districts like Central; and what new brand promotional activities are expected to be launched within the coming year?
2. In the past year, how many enterprises have been successfully attracted to consider or actually establish their presence in Kowloon East through the collaborative efforts among the Energizing Kowloon East Office, Invest Hong Kong and Office for Attracting Strategic Enterprises? What industries do these enterprises engage in or what are their sizes (e.g. Fintech, innovation and technology, cultural and creative industries, or regional headquarters of multinational enterprises)? Are there any estimates of the investment amount and employment opportunities to be brought by these enterprises?
3. To facilitate information exchange and interactions amongst enterprises in Kowloon East, what specific activities or platforms has the Government already held or planned to organise? What are the participation rates of the relevant activities, and what are the initial results or feedback?
4. How does the Government assess the current level of recognition of Kowloon East as "Hong Kong's second core business district" from the market and public perspectives? In the absence of additional supply of general commercial sites, what targeted measures will be taken in the future to further enhance the effectiveness of attracting enterprises and investment

and the willingness of enterprises to establish their presence? If there are such measures, what are the details?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 13)

Reply:

1. Regarding the promotional materials on the Kowloon East (KE) Core Business District (CBD), the Energizing Kowloon East Office (EKEO) recently completed and launched a new promotional video (<https://youtu.be/BSbCRQbm4s4?si=z-N8H4pObHanzWvx>) and a dedicated website (<https://www.ekeo.gov.hk/en/hong-kong-cbd2-kowloon-east-home/index.html>) in February 2026. Printed publicity brochures and postcards for the KE CBD have also been produced. These promotional materials fully showcase the new look of KE, diverse commercial ambience, world-class cultural, sports and tourism facilities, convenient transport links, extensive green space, continuous waterfront promenade and vibrant water body, so as to highlight the unique charm and advantages of the KE CBD. To enhance awareness of the KE CBD among Mainland and overseas investors, we have invited various government investment promotion offices, including Invest Hong Kong (InvestHK), the Office for Attracting Strategic Enterprises (OASES), the Hong Kong Trade Development Council, Hong Kong Talent Engage, the Guangdong-Hong Kong-Macao Greater Bay Area Development Office, the Belt and Road Office, the Beijing Office and the Hong Kong Economic and Trade Offices in the Mainland and overseas to make use of the promotional materials in their global promotion efforts to attract enterprises and professionals to establish their presence in the KE CBD. In addition, we disseminate the promotional materials to different enterprises and stakeholders in KE through a number of online and offline channels to enhance the brand image of the KE CBD. In 2026-27, the EKEO will continue to collaborate with government investment promotion offices and the relevant stakeholders, and to promote the KE CBD through briefings, workshops and different events/competitions etc.
2. In the existing government structure, InvestHK and OASES are tasked with promoting and strengthening Hong Kong's status and functions as the leading international business hub in Asia, and attracting overseas and Mainland enterprises to establish Hong Kong as their primary base for business development. In October 2025, OASES held a signing ceremony to welcome a new batch of 18 strategic enterprises establishing or expanding their operations in Hong Kong. Among them, 3 enterprises have already set up offices in KE, with their businesses scope covering different fields such as pharmaceuticals and innovative technology.
3. In September 2025, the EKEO organised the Kowloon East Enterprise Exchange Sharing Session with the support and participation of InvestHK and OASES. There were about 100 participants, including representatives of trade federations from various industries in KE, developers, property/leasing agents and commercial and technology-related companies. On the same day, the EKEO established a business facilitating platform with over 100 participants. In addition to aforementioned representatives from various industries, the platform also includes government representatives from InvestHK and OASES. The EKEO is committed to using the platform to coordinate and disseminate the latest business information on KE to those platform participants as appropriate, and is also planning to arrange workshops within 2026 to facilitate further interaction among platform participants.

4. Since the implementation of the Energizing Kowloon East initiative over the past decade or so, Kowloon East has been successfully transformed from a former manufacturing base into the second CBD of Hong Kong. The commercial gross floor area (GFA) in KE has more than doubled from some 1.7 million square metres (m²) in 2012 to about 3.8 million m² currently. If projects under construction or with relevant approvals obtained, together with the major planned commercial developments, are taken into account, the GFA in KE will increase to approximately over 4 million m², the scale of which is comparable to that of the Central CBD. According to the “Survey on Business Establishments in Kowloon East 2023”, the proportion of business establishments in the Kwun Tong and Kowloon Bay Business Areas engaged in “banking and financial services and insurance” and “real estate and professional and business services” (the FIRE industry) is four times of the 2011 survey. It shows that such industry mix is gradually establishing the development and positioning of the KE CBD, which also helps enhance Hong Kong’s status as an international financial and trade centre. Additionally, with the completion and opening of the Kai Tak Sports Park and the East Kowloon Cultural Centre, KE is gradually becoming a hub for culture, sports, tourism, leisure, and entertainment. In future, the Government will continue to take forward the above-mentioned work on strengthening the status of KE as Hong Kong’s second CBD, including promotional efforts targeting Mainland and overseas enterprises, in order to further enhance the brand image and public awareness of the KE CBD.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)014

(Question Serial No. 1114)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In 2005, the Government selected 1 444 historic buildings, of which in-depth assessments were conducted by relevant experts and committees in 2009. Historic buildings identified thereafter have been categorised as “new items” for assessment to date. In this connection, will the Government inform this Committee of the following:

1. Among the list of 1 444 historic buildings, how many have been demolished? (please list the demolished buildings and the year of demolition by district)
2. Among the current list of 1 444 historic buildings, how many and which buildings have not been graded over the years? What are the reasons for these buildings not being graded? (please list the buildings by district)
3. The Antiquities and Monuments Office (AMO) conducted a survey of and recorded about 8 800 historic buildings in earlier years. How many of these buildings have been demolished, and of those, how many has the AMO been made aware of or notified about?
4. Further to the above question, how many “new items” were recorded or graded after the survey of the 8 800 historic buildings?
5. Has the Government considered consolidating the list of 1 444 historic buildings and the subsequent “new items” into an updated list and revising the latest list of historic buildings, so as to replace the previous practice of maintaining two separate lists and thus enhance public understanding of the latest status of historic buildings? If so, what are the details? If not, what are the reasons?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 112)

Reply:

1. The grading system for historic buildings is administrative in nature to provide an objective basis for determining the heritage value and, hence the preservation need of historic buildings. The grading does not affect the ownership, usage, management and development rights of the graded buildings. According to the record of the Antiquities and Monuments Office (AMO), the vast majority of buildings in the “List of 1 444 Historic

Buildings” are still standing, with only 47 buildings having been demolished. The list is set out at **Annex 1**.

2. Among the current “List of 1 444 Historic Buildings”, most of them have already been graded, with only 82 buildings not proceeded to grading. The list (including the reasons for not proceeded to grading) is set out at **Annex 2**.
3. From 1996 to 2000, the AMO had conducted a territory-wide survey of buildings in Hong Kong mainly built before 1950, during which some 8 800 buildings were recorded. Buildings with higher heritage value were selected to be included in the “List of 1 444 Historic Buildings” for consideration of grading. The remaining items, due to various circumstances (such as lower historical or architectural value, or substantial alterations to parts of the buildings), were not recommended for grading. The AMO regularly inspects the condition of graded historic buildings. In addition, the Government monitors whether the buildings on the list will be affected by development plans. If relevant departments, such as the Buildings Department, Lands Department and Planning Department, become aware that any items may be threatened with demolition, they will notify the Commissioner for Heritage’s Office and the AMO. The two offices will proactively contact the owners of the historic buildings concerned to explore conservation proposals together. If demolition works are inevitable, the AMO will, where feasible, conduct detailed documentation of the buildings before the works commence, including 3D scanning records, for record purpose or future uses such as research and display. The demolished buildings that the AMO is aware of are set out in the aforementioned **Annex 1**.
4. Through suggestions from the public and the research work of the AMO, a total of 404 items have been added to the “List of New Items for Grading Assessment”, of which grading assessment for 295 items have been completed.
5. To facilitate public access to the grading status of historic buildings, the AMO has consolidated the graded buildings from the “List of 1 444 Historic Buildings” and the “List of New Items for Grading Assessment” into a single list since September 2024, which is uploaded to the AMO website for public viewing and regularly updated (website: www.amo.gov.hk/filemanager/amo/common/form/List of Graded Historic Buildings.pdf).

Demolished buildings among the current “List of 1 444 Historic Buildings”

	District	Name and address	Grading/ proposed grading	Year of demolition discovered
1.	Central and Western	Ho Tung Gardens, No. 75 Peak Road, The Peak, Hong Kong	Grade 1	2013
2.	Central and Western	Union Church, Sanctuary, No. 22A Kennedy Road, Central, Hong Kong	Grade 3	2018
3.	Central and Western	Union Church, Bell Tower, No. 22A Kennedy Road, Central, Hong Kong	Grade 3	2018
4.	Central and Western	No. 2 Hing Hon Road, Sai Ying Pun, Hong Kong ^{Note}	Proposed grade 2	2014
5.	Central and Western	No. 20 Severn Road, The Peak, Hong Kong ^{Note}	Proposed grade 2	2016
6.	Central and Western	No. 19 Hing Hon Road, Sai Ying Pun, Hong Kong ^{Note}	Proposed grade 3	2010-2011
7.	Wan Chai	Sikh Temple, No. 371 Queen's Road East, Wan Chai, Hong Kong	Grade 2	2019
8.	Wan Chai	Nos. 369 & 371 Hennessy Road, Wan Chai, Hong Kong	Grade 3	2016
9.	Wan Chai	No. 235 Hennessy Road, Wan Chai, Hong Kong	No grading	2010
10.	Southern	Pok Fu Lam Reservoir, Box Culvert, Pok Fu Lam, Hong Kong	Grade 2	2019
11.	Tai Po	No. 67 Fung Yuen, Tai Po, New Territories	Grade 3	2021-2022
12.	Tai Po	Nos. 7-8 Sheung Wun Yiu, Tai Po, New Territories ^{Note}	Proposed grade 3	2009
13.	Tai Po	Chan Ancestral Hall, No. 28 She Shan Tsuen, Tai Po, New Territories	No grading	2012
14.	Tai Po	Nos. 13-14 Lung Mei, Tai Po, New Territories	No grading	2010-2012
15.	Tuen Mun	Entrance Gate, Sun Fung Wai, Nam Tei, Tuen Mun, New Territories	Grade 3	2015
16.	Yuen Long	No. 31 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, New Territories	Grade 2	2015

	District	Name and address	Grading/ proposed grading	Year of demolition discovered
17.	Yuen Long	No. 27 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, New Territories	Grade 2	2023
18.	Yuen Long	No. 47 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, New Territories	Grade 2	2015
19.	Yuen Long	No. 27 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, New Territories	Grade 2	2023
20.	Yuen Long	No. 38 Fuk Hing Tsuen, Wang Chau, Yuen Long, New Territories	Grade 3	2011
21.	Yuen Long	No. 162 Shan Pui, Shap Pat Heung, Yuen Long, New Territories	Grade 3	2019
22.	Yuen Long	No. 163 Shan Pui, Shap Pat Heung, Yuen Long, New Territories	Grade 3	2019
23.	Yuen Long	No. 23 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, New Territories	Grade 3	2021
24.	Yuen Long	Nos. 76-77 Hung Uk Tsuen, Ping Shan, Yuen Long, New Territories	Grade 3	2013
25.	Yuen Long	Yin Hing Tong, No. 123 Fan Tin Tsuen, San Tin, Yuen Long, New Territories	Grade 3	2016
26.	Yuen Long	Cheung Ancestral Hall, No. 87 Shui Tsiu Lo Wai, Shap Pat Heung, Yuen Long, New Territories	Grade 3	2014
27.	Yuen Long	No. 39 Fuk Hing Tsuen, Wang Chau, Yuen Long, New Territories ^{Note}	Proposed grade 3	2011
28.	Yuen Long	No. 167 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, New Territories ^{Note}	Proposed grade 3	2015
29.	Yuen Long	No. 45 Tai Kei Leng, Ancillary Building, Shap Pat Heung, Yuen Long, New Territories ^{Note}	Proposed grade 3	2010
30.	Yuen Long	Nos. 92-93 Sai Pin Wai, Yuen Long, New Territories ^{Note}	Proposed grade 3	2009
31.	Yuen Long	Nos. 21-24, Lane 5, Shan Pui, Shap Pat Heung, Yuen Long, New Territories ^{Note}	Proposed grade 3	2011

	District	Name and address	Grading/ proposed grading	Year of demolition discovered
32.	Yuen Long	Shung Man Study Hall, No. 55 Wang Toi Shan Ho Lik Pui, Pat Heung, Yuen Long, New Territories	No grading	2013
33.	Yuen Long	Entrance Gate, Ma Tin Tsuen, Shap Pat Heung, Yuen Long, New Territories ^{Note}		2009
34.	Yuen Long	Shrine, No. 90 Ma Tin Tsuen, Shap Pat Heung, Yuen Long, New Territories ^{Note}		2009
35.	Yuen Long	No. 44 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, New Territories ^{Note}		2011
36.	Sha Tin	Nos. 31-33 First Lane, Wu Kai Sha Tsuen, Sha Tin, New Territories	Grade 3	2012
37.	Sha Tin	Nos. 7-10 Sheung Wo Che, Sha Tin, New Territories	Grade 3	2025
38.	Sha Tin	No. 11 Kak Tin Village Third Street, Kak Tin, Sha Tin, New Territories	Grade 3	2016
39.	Sha Tin	Nam Ancestral Hall, No. 121 Sheung Wo Che, Sha Tin, New Territories ^{Note}	Proposed grade 3	2009
40.	Sha Tin	No. 12 Kak Tin Village Third Street, Kak Tin, Sha Tin, New Territories ^{Note}	Proposed grade 3	2010
41.	Tsuen Wan	Fong Yuen Study Hall, Kitchen, Tin Liu Tsuen, Ma Wan, Tsuen Wan, New Territories	Grade 3	2010-2013
42.	Kwai Tsing	Tsang Residence, No. 22 Kau Wa Keng, Kwai Tsing, New Territories	Grade 3	2023
43.	Islands	No. 48 Kat Hing Street, Tai O, Lantau Island	Grade 3	2024
44.	Islands	Stone House, Nos. 46-48 Peng Chau Wing On Street, Peng Chau (No. 46 Peng Chau Wing On Street has been demolished)	Grade 3	2019 or before
45.	Islands	Great China Match Factory, Peng Lei Road, Peng Chau	Grade 3	2017
46.	Islands	No. 23 Kat Hing Back Street, Tai O, Lantau Island ^{Note}	Proposed grade 3	2009

	District	Name and address	Grading/ proposed grading	Year of demolition discovered
47.	Islands	Hip Wo Se Hok, No. 151 Tai Ping Street, Tai O, Lantau Island ^{Note}		2009

Note: As the buildings have been demolished, the proposed grading could not be confirmed.

**Buildings that were not proceeded to grading
among the current “List of 1 444 Historic Buildings”**

	District	Name and address	Reason for not proceeded to grading
1.	Central and Western	No. 2 Hing Hon Road, Sai Ying Pun, Hong Kong	Demolished
2.	Central and Western	No. 20 Severn Road, The Peak, Hong Kong	Demolished
3.	Central and Western	No. 19 Hing Hon Road, Sai Ying Pun, Hong Kong	Demolished
4.	Southern	No. 4 Shek O Road, Shek O, Hong Kong	Substantially altered
5.-34.	Southern	Military facility within Stanley Peninsula, Hong Kong (30 items)	Military facility in use
35.-37.	Yau Tsim Mong	Military facility within Gun Club Hill, Tsim Sha Tsui, Kowloon (3 items)	Military facility in use
38.	Sham Shui Po	No. 187 Apliu Street, Sham Shui Po, Kowloon	Substantially altered
39.-63.	Sham Shui Po	Military facility within Stonecutters Island, Sham Shui Po, Kowloon (25 items)	Military facility in use
64.	Tai Po	Nos. 7-8 Sheung Wun Yiu, Tai Po, New Territories	Demolished
65.	Yuen Long	No. 39 Fuk Hing Tsuen, Wang Chau, Yuen Long, New Territories	Demolished
66.	Yuen Long	No. 167 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, New Territories	Demolished
67.	Yuen Long	No. 45 Tai Kei Leng, Ancillary Building, Shap Pat Heung, Yuen Long, New Territories	Demolished
68.	Yuen Long	Nos. 92-93 Sai Pin Wai, Yuen Long, New Territories	Demolished
69.	Yuen Long	Nos. 21-24, Lane 5, Shan Pui, Shap Pat Heung, Yuen Long, New Territories	Demolished
70.	Yuen Long	No. 44 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, New Territories	Demolished
71.	Yuen Long	Lai Ancestral Hall, No. 146 Tsz Tong Tsuen, Sheung Tsuen, Pat Heung, Yuen Long, New Territories	Substantially altered
72.	Yuen Long	No. 60 San Wai Tsuen, San Tin, Yuen Long, New Territories	Substantially altered
73.	Yuen Long	Entrance Gate, Ma Tin Tsuen, Shap Pat Heung, Yuen Long, New Territories	Demolished
74.	Yuen Long	Shrine, No. 90 Ma Tin Tsuen, Shap Pat Heung, Yuen Long, New Territories	Demolished
75.	Tuen Mun	Chung Ancestral Hall, Chung Uk Tsuen, Tuen Mun, New Territories	Substantially altered

	<u>District</u>	<u>Name and address</u>	<u>Reason for not proceeded to grading</u>
76.	North	Lee Sze Sai Kui, Entrance Gate, Nos. 86-88 Sheung Wo Hang, Sha Tau Kok, New Territories	Substantially altered
77.	North	Lee Ancestral Hall, No. 87A Sheung Wo Hang, Sha Tau Kok, New Territories	Substantially altered
78.	Sha Tin	Nam Ancestral Hall, No. 121 Sheung Wo Che, Sha Tin, New Territories	Demolished
79.	Sha Tin	No. 12 Kak Tin Village Third Street, Kak Tin, Sha Tin, New Territories	Demolished
80.	Sha Tin	Wai Ancestral Hall, No. 5 Sheung Keng Hau, Sha Tin, New Territories	Substantially altered
81.	Islands	No. 23 Kat Hing Back Street, Tai O, Lantau Island	Demolished
82.	Islands	Hip Wo Se Hok, No. 151 Tai Ping Street, Tai O, Lantau Island	Demolished

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)015

(Question Serial No. 1389)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The approved commitment for “Promoting the Application of Innovative Technology in the Construction Industry” is \$75 million, and the accumulated expenditure to 31 March 2025 was \$33.19 million. Will the Government advise on:

- (1) the major types of innovative technologies being promoted in the construction industry (e.g. Building Information Modelling, Modular Integrated Construction, robotics, artificial intelligence), and the number of beneficiary enterprises; and
- (2) the effectiveness in raising productivity, improving site safety and reducing construction costs; whether relevant data is available (such as rate of increase in productivity and reduction in site accident rates).

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 17)

Reply:

The construction industry in Hong Kong has been facing the challenges of declining productivity, relatively high construction costs and ageing labour in recent years. The Government has been leading by example and promoting the application of innovative technology in the construction industry to enhance the industry's productivity and cost effectiveness, with a view to enhancing speed, quantity, efficiency and quality. The aim is to spearhead the construction industry in strengthening innovative applications to enhance productivity, cost-effectiveness, site safety performance, etc.

Our consolidated reply to the Member's question is as follows:

As mentioned in the 2023-24 Budget, the Financial Secretary earmarked a total of \$75 million for conducting a study on establishing the Building Testing and Research Institute, planning the Advanced Construction Industry Building (ACIB) and its mode of operation, and studying measures to strengthen the supply chain of the Modular Integrated Construction (MiC).

In the light of the results of the abovementioned study, the Development Bureau (DEVB) established in August 2024 the Building Technology Research Institute (BTRi) to

continuously spearhead the construction industry in strengthening innovative applications to enhance productivity, cost-effectiveness and site safety performance, so as to address the challenges of Hong Kong's infrastructure development.

In line with the Government's policy, the BTRi reviews and optimises existing construction standards and requirements, as well as provide testing, accreditation and certification services for the industry. It also promotes the adoption of innovative construction materials and technologies among the construction industry, and formulates local and Greater Bay Area (GBA) standards and specifications for these materials and technologies. On promoting applied research and development, the BTRi introduces advanced construction technologies and innovative construction materials through piloting in public works projects to enhance the efficiency and safety performance of the construction industry. Regarding standard formulation, the BTRi is reviewing and optimising construction standards and requirements that have been in place for many years and have relatively significant impact on costs, as well as collaborating with our counterparts in the Guangdong Province to take forward the formulation of the GBA construction standards. In terms of accreditation, certification, and testing, apart from the Modular Integrated Construction Manufacturer Accreditation Scheme launched in 2024, the BTRi also implemented the Construction Product Accreditation Scheme in September 2025, which aims to ensure the quality of construction products, expand the product supply market, and introduce high-quality and cost-effective construction products into Hong Kong's construction industry.

In addition, based on the recommendations of the study, the DEVB launched an open tender for the development of the ACIB in Tsing Yi in the first quarter of 2026. The ACIB in Tsing Yi, covering an area of about 3 hectares, will be the first multi-storey advanced facility dedicated to the construction industry. Construction is scheduled to commence in the second half of 2026, with commissioning targeted for 2028. The project aims to drive the adoption of advanced construction technologies by the industry and enhance productivity and efficiency through synergy. It will facilitate the sustainable development of the construction industry and enable better land use.

The DEVB also reported to the Legislative Council Panel on Development a series of measures to strengthen the MiC supply chain in April 2024. The short-term measures have been fully implemented, including promulgating the annual demand for MiC modules, adopting direct procurement of modules, implementing a Manufacturer Accreditation Scheme, fostering collaboration with the Mainland, formulating a guidebook for trading of modules, as well as encouraging technological innovation and strengthening training. The long-term measures are also being taken forward as planned, including assessing the development of the MiC ecosystem, establishing a list of MiC suppliers for public works, and reserving land for the industry.

In terms of cost-effectiveness, MiC modules can be produced by accredited manufacturers in the Greater Bay Area, and the completed modules will be transported to construction sites for installation to enhance site productivity and shorten construction period. Therefore, MiC projects inherently possess the quality to achieve better cost-effectiveness. To ensure the effectiveness of MiC projects, during the design and planning stages, MiC must be taken as the planning basis. The construction process should also be properly planned to maximise the modularisation and off-site completeness, reduce the number of module types, use modules of appropriate size to facilitate off-site production and transportation arrangements, as well as strengthen supply chain coordination to maximise the benefits of MiC. Additionally, the

adoption of MiC can reduce construction waste and lower the risk of site accidents, thereby resulting in more noticeable overall benefits. Therefore, as long as the project is well-designed at the initial stage, regardless of its scale, it can achieve better cost-effectiveness.

As there is a wide variety of public works projects, with different requirements, site conditions and construction arrangements, whereas the scope of MiC adopted and the degree of module completion vary across projects, it is difficult to make a direct comparison between each project with MiC and conventional construction methods. According to the University of Hong Kong's study on the overall performance of MiC projects in different types of residential buildings and dormitories, the adoption of MiC can bring cost benefits in general, with some projects achieving saving up to about 10% of construction costs.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)016

(Question Serial No. 1390)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget that the Project Cost Management Platform will be implemented in phases. Will the Government inform this Committee of:

- (1) the estimated expenditure for this initiative in 2026-27;
- (2) the specific implementation phases and the corresponding timeline; and the number of public works projects expected to be covered in the next 3 years.

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 18)

Reply:

The Government has been continuously providing resources for implementing infrastructure projects with a view to improving people's quality of living, enhancing the long-term competitiveness of Hong Kong and promoting its economic development. However, the construction industry in Hong Kong has been facing the challenges of declining productivity, relatively high construction costs and ageing labour in recent years. To address these challenges, the Development Bureau (DEVB) has implemented various strategic initiatives in recent years in order to enhance capabilities in cost surveillance and project governance.

The Project Strategy and Governance Office under the DEVB has been assisting various departments in exercising control over public works projects from the inception stage through the well-established project cost management process to reduce construction costs. The DEVB is pressing ahead with the digitalisation of the project cost management process. A Project Cost Management Platform will be launched in phases from 2026 to enable the DEVB, policy bureaux and departments to manage the cost vetting workflows for public works on the centralised digital platform. This will reduce duplicate data entry and streamline the vetting procedures, thereby fully enhancing the efficiency of the project cost management process. In addition, the platform will collect information such as the key project cost data and design optimisation proposals to establish a centralised database, with an aim of providing more cost-effective design optimisation proposals through application of artificial intelligence technical analysis.

Our reply to the Member's question is as follows:

- (1) The estimated expenditure for the development of the platform for 2026-27 is \$6.5 million.
- (2) The platform is scheduled to be launched in phases from 2026, with full implementation expected in the first half of 2028. In the next 3 years, it is expected to cover over 200 public works projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)017

(Question Serial No. 1391)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the preparation of the dinosaur fossils from Port Island and public education on palaeontology, will the Government inform this Committee of:

- (1) the expenditure incurred for the preparation of the dinosaur fossils from Port Island; among which, the specific expenditure on relevant professional researchers for the commencement of “scientific research on the dinosaur fossils in Hong Kong”;
- (2) the total estimate for public education activities on palaeontology and dinosaur fossils in 2026–27; please list the names of the planned activities (e.g. exhibitions, lectures, workshops, Virtual Reality (VR) experiences, roving exhibitions, etc.), their scheduled dates and the estimated numbers of participants.

Asked by: Hon CHIU Duncan (LegCo internal reference no.: 19)

Reply:

- (1) With the guidance and assistance of experts from the Institute of Vertebrate Paleontology and Paleoanthropology (IVPP) of the Chinese Academy of Sciences and with the support of the Agriculture, Fisheries and Conservation Department (AFCD), officers from the Antiquities and Monuments Office (AMO) of the Development Bureau (DEVB) began excavation on Port Island in late October 2024. About 30 rocks containing dinosaur bone fossils were excavated. After thorough inspections by the IVPP experts and a local palaeontologist at the fossil discovery site, it was confirmed that all exposed fossils had been removed. The team completed the excavation of dinosaur bone fossils on Port Island and the subsequent preparation of the dinosaur fossils in February 2026. The total expenditure involved in the excavation and preparation work for 2024-25 to 2025-26 is about \$870,000.

Apart from preparation of dinosaur fossils, the AMO and the AFCD, in collaboration with the IVPP, experts and research institutes in Hong Kong, Chinese Mainland and other places, will continue to take forward the relevant studies to identify the type of dinosaur found on Port Island and to explore the palaeoecology of Hong Kong. The

studies are expected to be completed at the end of 2027. The total estimated expenditure involved for 2025-26 to 2027-28 is about \$1.35 million.

- (2) The DEVB attaches great importance to the dinosaur fossils discovered for the first time in Hong Kong, and therefore has set up the Dinosaur Parlour at the Hong Kong Heritage Discovery Centre, allowing the public to observe the experts' preparation of the fossils from a close distance on site. The dinosaur fossils prepared and other animal and plant fossils found in Hong Kong have been on display. Since its opening on 20 December 2024, the Dinosaur Parlour has been offering both on-site public guided tours and pre-booked docent services for groups. As at February 2026, it has recorded an attendance of approximately 195 000.

Upon completion of the fossil preparation, the AMO has updated the exhibition content of the Dinosaur Parlour in March 2026. Individual dinosaur fossils prepared and local animal and plant fossils are on display, while interactive elements are also added. The estimated expenditure on the exhibition for 2026-27 is approximately \$96,000, with an expected attendance of around 100 000.

The AMO will continue to maintain close liaison and hold discussions with IVVP, AFCD, universities and relevant research institutions to arrange for suitable experts and academics to conduct education activities including talks and workshops. After updating the exhibition content of the Dinosaur Parlour, the AMO will relaunch activities such as public guided tours, with a view to enhancing the public and visitors' understanding of and interest in dinosaurs and palaeontology. Expenses for public lectures, workshops and guided tours will be absorbed under the AMO's recurrent expenditure.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)018

(Question Serial No. 3199)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (3) Greening, Landscape and Tree Management

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The responsibility of the Development Bureau is to complete the study on the suitability and sustainability of existing roadside trees for the development of a management tool for planning of improvement measures and start pilot runs in selected areas. In this connection, will the Government inform this Committee of:

- (a) the number of complaints received by the Government in the past 3 years regarding damage to the surfaces of footpaths caused by roadside trees; and
- (b) the conclusions of the study conducted by the Government on the planting locations of trees.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 37)

Reply:

Apart from regular tree care, tree management departments also conduct tree inspection and tree risk assessment, and adopt appropriate risk mitigation measures to safeguard public safety.

However, owing to changes in the growing environment resulting from rapid urban development, it may be no longer suitable for certain roadside trees planted in the past to continue to grow at their original locations. In the long term, in order to make the planting environment suitable for sustainable tree growth, the consultant engaged by the Development Bureau (DEVB) has completed the study on the suitability and sustainability of roadside trees, devised assessment criteria and a scoring system, and formulated appropriate improvement measures for different scenarios (including trees grown in confined areas). The assessment criteria include the tree's health and structural condition, environmental stress and potential problems, the adequacy of space for tree growth, the impact on pedestrians or road users, conflict with structures or facilities, and the characteristics of tree species. The tree management departments will prioritise roadside trees in a systematic manner via the scoring system, and devise corresponding improvement measures or treatment options.

Starting in 2025, the DEVB, has collaborated with relevant tree management departments, to implement a pilot scheme to test the effectiveness of various improvement measures or treatment options. These measures include enlarging tree pits and removing trees with replacement at other suitable locations, etc. Meanwhile, we also collect views from community stakeholders and tree experts during the process to further refine the relevant scoring system.

In addition, to ensure the provision of adequate growing space for roadside trees in new road projects and reduce the impact of tree roots on footpaths, the DEVB updated the relevant technical circular in 2024 by requiring new at-grade road projects to reserve sufficient greening space, so as to enhance quality and sustainability of roadside greening.

Regarding complaints about damaged surfaces of footpaths, due to a various potential causes involved, the relevant departments do not maintain separate statistics on the cases caused solely by trees.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)019

(Question Serial No. 1198)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the Revitalising Historic Buildings Through Partnership Scheme and other heritage conservation projects implemented by the Development Bureau (DEVB), there were past occasions where the actual final construction cost of a project was approximately 18% higher than the preliminary estimate announced upon selection of the project. The Government explained that the difference arose from calculation based on the money-of-the-day (MOD) prices to reflect the anticipated factor of inflation and did not involve cost overrun. In this connection, will the Government inform this Committee of the following:

1. What were the total expenditures incurred by the DEVB on funding the above scheme over the past 3 financial years? Please provide a breakdown by financial year.
2. How does the Government ensure that the conversion mechanism of MOD prices can accurately reflect actual inflation instead of the cause of deviation in estimation? When the final cost exceeds the preliminary estimate by a certain percentage (e.g., 10%), what follow-up or explanation mechanism does the Government have in place?
3. The Government has stated that it will closely monitor the operation of selected organisations through service agreements and may resume the buildings in case of their unsatisfactory operation. What specific mechanisms are in place for monitoring project cost?

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 7)

Reply:

1. Over the past three financial years, the expenditures incurred by the Development Bureau (DEVB) on project works subsidy for partner organisations under the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme) were as follows:

Financial year	Expenditure (\$million)
2023-24	83
2024-25	116
2025-26 (as at 31 January 2026)	67
Total	266

2&3. Under the Revitalisation Scheme, the DEVB will publicly invite non-profit-making organisations (NPOs) to submit proposals for the revitalisation of selected historic buildings. After assessment and selection, the Government will subsidise the revitalisation works, and the revitalised facilities will be operated by the selected NPOs in the form of social enterprise. In announcing the selection results, the DEVB will also disclose the estimated construction costs of the selected proposals, which are calculated based on the constant price level at the time of announcement.

As with funding proposals of other works projects, the Finance Committee (FC) of the Legislative Council (LegCo) considers funding items on the money-of-the-day (MOD) basis. Accordingly, when the DEVB submits funding applications for the relevant projects to the LegCo, the amount applied will be converted to MOD prices. This also forms the basis of the approved project estimates granted by the FC of the LegCo for the relevant projects. Basically, the conversion to MOD prices only reflects the anticipated factor of inflation according to the established procedures. A price adjustment provision is thus made in the project estimates to meet with the anticipated expenditures arising from inflation for consideration by the FC of the LegCo. Therefore, there will be a difference between the anticipated expenditure and that originally calculated based on the constant price level at the time of announcement of the selection results, and it does not involve any increase in project costs, deviation in project estimates or cost overrun.

In order to reduce the risk of cost overrun, when submitting a project funding application to the FC of the LegCo, we will carry out benchmarking with the costs of other similar projects and make reference to the latest market situation to formulate the project estimate to ensure that it is reasonable. Furthermore, before submitting the funding application, we will also adopt a parallel tendering arrangement (viz. tendering for a works project prior to funding approval), so as to accurately reflect the tender prices in the project estimate of the funding application for approval.

In addition, after approval of the funding applications for the projects under the Revitalisation Scheme, the Commissioner for Heritage's Office (CHO) under the DEVB will have meetings with the partner organisations and their project consultants, site supervisors and contractors on a regular basis during the construction stage, as well as monitor the works progress, estimated expenditures and site safety performance. The CHO and the partner organisations will pay close attention to the performance of the consultants, site supervisors and contractors, and reflect this in quarterly reports to ensure effective financial management of the projects and avoid cost overrun.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)020

(Question Serial No. 1997)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the heritage conservation work of the Development Bureau, please inform this Committee of the following:

1. It is mentioned in the Budget that an additional funding of \$1 billion will be earmarked for the Built Heritage Conservation Fund. Please give a brief description of the Fund's past expenditures and achievements, and the specific work plans and indicators following the additional allocation.
2. Please set out in table form the latest status of all projects under the Revitalising Historic Buildings Through Partnership Scheme to date, including unsuccessful tendering, cessation of business or withdrawal from the scheme by operators midway. Will the Government further review and relax various restrictions of the scheme, including allowing direct participation by commercial entities and providing more commercial activities such as dining, retail, tourism and brand promotion, to truly revitalise the relevant historic buildings and bring greater and sustainable benefits in the areas of historical and cultural heritage, economy and people's livelihood?
3. Please give a brief description of the up-to-date achievements and future work plans and indicators of the Financial Assistance for Maintenance Scheme on Built Heritage, particularly in subsidising private historic buildings. Will the eligibility criteria of the scheme be reviewed and relaxed and the subsidy amount be raised to encourage renovation and maintenance of more private historic buildings with historical and cultural significance and "check-in" tourism value in a timely and appropriate manner?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 12)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office of the Development Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built

Heritage (FAS), the Funding Scheme for Public Engagement Projects (FSPEP) and the Funding Scheme for Thematic Research (FSTR) through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation.

Over the years, the Government has injected a total of \$3.6 billion into the BHCF. Currently, the BHCF has approved funding of approximately \$3.47 billion, equivalent to about 96% of the total injection. The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF to continue taking forward the initiatives related to conservation of historic buildings, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS). Depending on the progress of the projects, the additional funding generally enables us to meet expenditure needs and the financial requirements of new projects over the next few years.

Up till now, 24 projects have been implemented under the Revitalisation Scheme, 14 of which are in operation. The details are set out in the **Annex**. The said 24 projects have attracted over 12.8 million visitors to date, with an attendance of approximately 1.62 million recorded in 2025, representing an increase of about 0.23 million or 17%, compared with approximately 1.39 million in 2024. In particular, 4 projects have received international awards. The additional allocation enables us to roll out more projects. We expect to invite revitalisation proposals for a historic building within 2026 at the earliest, with details to be announced in due course. We will also continue to identify suitable historic buildings in different districts for inclusion in the Revitalisation Scheme.

To encourage applicants to introduce more innovative elements into their revitalisation proposals, starting from Batch VII of the Revitalisation Scheme, we have revised the previous requirement that only non-profit-making organisations (NPOs) were eligible to apply. We have extended the application eligibility to allow an NPO to partner with non-charitable organisations (NCOs) (including tourism-related commercial entities) to submit a joint application, with the NPO as the principal applicant and NCO(s) as the co-operating applicant(s). We will monitor the effectiveness of this arrangement to consider the next steps.

The FAS provides assistance in the form of grants to the owners of privately-owned graded historic buildings and NPO tenants of government-owned declared monuments and graded historic buildings for them to carry out minor maintenance works so as to help preserve these historic buildings from deterioration due to lack of maintenance. The relevant private owners or operators will allow reasonable public access to their buildings depending on their individual circumstances. As at the end of February 2026, 137 applications have been approved, with maintenance works for 81 buildings in these applications completed.

With a view to further enhancing the FAS and streamlining the application and approval processes, we had conducted an overall review of the scheme since 2022. During the review, we consulted the industry and the Advisory Committee on Built Heritage Conservation (ACBHC), and completed the review in mid-2023. Enhancement measures have been implemented since January 2024, including increasing the maximum grant amount from \$2 million to a maximum of \$6 million, adopting initiatives to prevent fee-diving for the consultancies, and enhancing coordination among owners and consultants to resolve technical issues. We will continue to step up efforts to proactively approach private owners based on

the findings from the regular inspection reports on historic buildings, with a view to encouraging them to apply for subsidies for maintenance.

Regarding the other two schemes under the BHCF:

- Two rounds of applications have been launched under the FSPEP so far, with a total of seven applications approved, involving a funding amount of approximately \$13.12 million. The activities organised under the funded projects have been diverse, including guided tours, workshops, field trips, public talks, exhibitions and fun days for historic building conservation. As at 1 March 2026, these activities have attracted over 37 100 participants. We will launch the next round of funding applications as soon as possible to further promote public engagement in and awareness of conservation of historic buildings.
- The latest round of FSTR's research theme is "Application of New Technologies in Heritage Conservation". We are currently assessing applications submitted by 13 invited local post-secondary education institutions and actively preparing for the next round of funding applications to further encourage research and development in heritage conservation.

The ACBHC has been offering valuable advice to the DEVB on the operation of the BHCF and its various schemes. The ACBHC comprises members from different fields and professions, including tourism, social enterprises, heritage conservation, and community arts and culture, ensuring that diverse perspectives and professional advice are taken into account for the overall operation of the BHCF.

**The 24 projects launched under the Revitalisation Scheme
(including 14 projects in operation)**

Historic Building		Project Name	Selected Non-profit-making Organisations	Current Situation
<u>Batch I</u>¹				
1	Old Tai O Police Station	Tai O Heritage Hotel	Hong Kong Heritage Conservation Foundation Limited	<u>In operation</u>
2	Lui Seng Chun	Hong Kong Baptist University School of Chinese Medicine – Lui Seng Chun	Hong Kong Baptist University	<u>In operation</u>
3	Mei Ho House	YHA Mei Ho House Youth Hostel	Hong Kong Youth Hostels Association	<u>In operation</u>
4	Former Lai Chi Kok Hospital	Jao Tsung-I Academy	The Hong Kong Institute for Promotion of Chinese Culture	<u>In operation</u>
<u>Batch II</u>				
5	Old Tai Po Police Station (The project was included in Batch I of the Revitalisation Scheme, but no suitable revitalisation proposal was selected)	Green Hub	Kadoorie Farm and Botanic Garden Corporation	In operation

Historic Building		Project Name	Selected Non-profit-making Organisations	Current Situation
6	Stone Houses	Stone House Family Garden	Wing Kwong So-Care Company Limited (Co-operating organisation: Wing Kwong Pentecostal Holiness Church Limited)	In operation
7	The Blue House Cluster	Viva Blue House	St. James' Settlement (Co-operating organisation: Community Cultural Concern and Heritage Hong Kong Foundation Limited)	In operation
<u>Batch III</u> ²				
8	Bridges Street Market	Hong Kong News-Expo	Journalism Education Foundation Hong Kong Limited	In operation
9	Former Fanling Magistracy (The project was included in Batch II of the Revitalisation Scheme, but no suitable revitalisation proposal was selected)	The HKFYG Leadership Institute	The Hong Kong Federation of Youth Groups	In operation

Historic Building		Project Name	Selected Non-profit-making Organisations	Current Situation
10	Haw Par Mansion ³	Haw Par Music Farm	The Aw Boon Haw Foundation (Co-operating organisation: Haw Par Music Foundation Limited)	The project ceased operation in December 2022
<u>Batch IV</u> ⁴				
11	No. 12 School Street	Tai Hang Fire Dragon Heritage Centre	Tai Hang Residents' Welfare Association	In operation
12	Old Dairy Farm Senior Staff Quarters	The Pokfulam Farm	Caritas-Hong Kong	In operation
13	Lady Ho Tung Welfare Centre	Sik Sik Yuen Lady Ho Tung Welfare Centre Eco-Learn Institute	Sik Sik Yuen (Co-operating organisation: The IMC of Ho Koon Nature Education cum Astronomical Centre)	In operation
<u>Batch V</u> ⁵				
14	Roberts Block, Old Victoria Barracks	Roberts Block Creative Arts Therapy Open HeArts Centre	Christian Oi Hip Fellowship Limited (Co-operating Organisation: Art Hub Asia Company Limited)	Revitalisation works underway
15	Luen Wo Market	Luen Wo Market - House of Urban and Rural Living	Hong Kong Lutheran Social Service, LC-HKS	In operation

Historic Building		Project Name	Selected Non-profit-making Organisations	Current Situation
16	Former Lau Fau Shan Police Station	Former Lau Fau Shan Police Station - Hong Kong Guide Dogs Academy	Hong Kong Guide Dogs Association Limited	In operation
<u>Batch VI</u>				
17	Tai Tam Tuk Raw Water Pumping Station Staff Quarters Compound	EARTH – Eco, Art & Culture, Revitalisation, Technology and Heritage	Lifewire Foundation Limited (Co-operating Organisation: The Harbour School Foundation Limited)	Pre-construction work in progress
18	Homi Villa	CNHE Youyou Villa	National History Education (Hong Kong) Limited	Revitalisation works underway
19	King Yin Lei (The project was included in Batches III and IV of the Revitalisation Scheme, but no suitable revitalisation proposal was selected)	King Yin Lei – a Healthy Living Centre based on Pu'er Tea & TCM	Tianda Institute (Co-operating Organisation: International Pu'er Tea Association Limited and Chinese Medicine (Global) Promotion Association Limited)	Pre-construction work in progress

Historic Building		Project Name	Selected Non-profit-making Organisations	Current Situation
20	Fong Yuen Study Hall (The project was included in Batch I of the Revitalisation Scheme, and the building was revitalised as “Fong Yuen Study Hall” – Tourism and Chinese Cultural Centre cum Ma Wan Residents Museum, which ceased operation subsequently in January 2017. The project was later included in Batch V of the Revitalisation Scheme, but no suitable revitalisation proposal was selected.)	Fong Yuen Study Hall – Experiential Learning Centre	The Boys’ Brigade, Hong Kong	Revitalisation works underway
21	Former North Kowloon Magistracy (The project was included in Batch I of the Revitalisation Scheme, and the building was revitalised as SCAD Hong Kong Campus, which ceased operation subsequently in June 2020.)	NK Future	The Society of Rehabilitation and Crime Prevention, Hong Kong	Pre-construction work in progress
Batch VII				
22	Watervale House, Former Gordon Hard Camp (The project was included in Batch V of the Revitalisation Scheme. The selected non-profit-making organisation withdrew from the project in January 2021.)	Assessment in progress		
23	No. 23 Coombe Road	Assessment in progress		
24	Old Lunatic Asylum in Sai Ying Pun	Invitation for revitalisation proposals is pending. Details will be announced in due course.		

Note:

- ¹ Another 2 projects have been re-included in a later batch after cessation of operation (see items 20 and 21).
- ² Another 1 project has been included in a later batch because no suitable revitalisation proposal was selected (see item 19).
- ³ Haw Par Mansion is currently being followed up by the Culture, Sports and Tourism Bureau, and has been leased to The Foundation for Art and Culture Limited for operation on a non-profit-making and self-financing basis.
- ⁴ Another 1 project has been included in a later batch because no suitable revitalisation proposal was selected (see item 19).
- ⁵ Another 1 project has been re-included in a later batch after the withdrawal of the operating organisation (see item 22).

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)021

(Question Serial No. 0357)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (3) Greening, Landscape and Tree Management

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Under Programme (3), the Government will continue to implement pilot runs of the management tools developed for assessing the suitability and sustainability of existing roadside trees.

1. Do the management tools developed for assessing the suitability and sustainability of existing roadside trees have the function of conducting evaluation on the phenomenon of tree failures after disasters? If so, please provide the details. If not, what are the reasons?

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.:29)

Reply:

Currently, apart from regular tree care, tree management departments also conduct tree inspection and tree risk assessment, and adopt appropriate risk mitigation measures to safeguard public safety.

However, owing to changes in the growing environment resulting from rapid urban development, it may be no longer suitable for certain roadside trees planted in the past to continue to grow at their original locations. In the long term, in order to make the planting environment suitable for sustainable tree growth, the consultant engaged by the Development Bureau (DEVB) has completed the study on the suitability and sustainability of roadside trees, devised assessment criteria and a scoring system, and formulated appropriate improvement measures for different scenarios (including trees grown in confined areas). The assessment criteria include the tree's health and structural condition, environmental stress and potential problems, the adequacy of space for tree growth, the impact on pedestrians or road users, conflict with structures or facilities, and the characteristics of tree species. The tree management departments will prioritise roadside trees in a systematic manner via the scoring system, and devise corresponding improvement measures or treatment options.

Starting in 2025, the DEVB, has collaborated with relevant tree management departments, to implement a pilot scheme to test the effectiveness of various improvement measures or treatment options. These measures include enlarging tree pits and removing trees with

replacement at other suitable locations, etc. Meanwhile, we also collect views from community stakeholders and tree experts during the process to further refine the relevant scoring system.

Regarding the impact on trees brought by typhoons, tree management departments submit summary reports on tree failures to the DEVB for analysis of relevant data such as tree species. The analysis results will help strengthen future tree risk assessment work and refine the suitability and sustainability assessment of roadside trees.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)022

(Question Serial No. 2309)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

According to paragraph 231 of the Budget Speech, through enhancing the project procurement model and streamlining the approval process, the Development Bureau is implementing various measures to reduce construction costs and enhance effectiveness. For example, cost savings of about 10% to 20% can be achieved through direct procurement of Modular Integrated Construction (MiC) modules in Light Public Housing (LPH) projects as well as electrical and mechanical equipment for a sewage treatment plant project. Please provide the following information:

1. Regarding direct procurement of MiC modules in LPH projects as well as electrical and mechanical equipment for a sewage treatment plant project, the number of public housing units and expenditure involved.

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 30)

Reply:

The Government has been striving to uplift the performance of public works projects, in order to ensure quality of works, improve cost-effectiveness and enhance site safety performance. In view of the challenges of relatively high construction cost and the ageing construction labour force faced by Hong Kong in recent years, the Development Bureau (DEVB) has been implementing various strategic initiatives in recent years to enhance capabilities in cost surveillance and project governance.

To further enhance the effectiveness of works projects, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have established 4 major directions for measures to lower the construction costs of public works projects. At present, we are following the 4 major directions, i.e. optimising the project procurement model; reviewing the design standards and requirements; applying advanced technologies and construction methods; and streamlining the approval process; to progressively implement specific measures by launching them once they are ready, including central procurement, direct procurement, application of artificial intelligence, and introduction of cost-effective construction products

and initiatives from the Mainland and overseas, so as to reduce construction costs and improve efficiency.

Our reply to the questions raised by the Member is as follows:

The DEVB has first adopted the direct procurement model in the second batch of Light Public Housing (LPH) projects and the “Relocation of Sha Tin Sewage Treatment Works (STSTW) to Caverns” project. The Government has procured Modular Integrated Construction modules in LPH and large mechanical and electrical equipment for the STSTW directly from manufacturers or suppliers respectively. The number of LPH units involved is 12 400, and the amounts of relevant expenditures saved are as follows:

Project	Amount of savings related to the direct procurement model
Implementation of LPH - the Second Batch of Projects	approximately \$700 million
Relocation of STSTW to Caverns — Remaining Works	approximately \$1.7 billion

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)023

(Question Serial No. 0333)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

To address the challenge of manpower shortage in Hong Kong's construction sector and to encourage continuous skills enhancement among in-service practitioners, will the Government inform this Committee:

(1) Has the Government conducted any quantitative assessment of the current manpower shortages of major trades in the construction industry? If yes, what are the assessment results? How does the Government plan the allocation of training resources and set the training priorities based on the assessment results?

(2) Since the launch of the On-the-job Training Allowance Pilot Scheme, what are the cumulative number of applicants and the number of trainees who have received subsidies? Among the trainees who have completed the training, what are the number and proportion of those who have successfully obtained professional qualifications related to the construction industry?

(3) Among the training courses currently offered by the Construction Industry Council and related institutions, which ones are specialised training that focus on emerging technologies (e.g. Modular Integrated Construction, Multi-trade Integrated Mechanical, Electrical and Plumbing)? How many trainees have completed these courses? Does the Government plan to further increase the number of training places for such courses?

(4) Does the Government have any plans to allocate additional resources to offer more top-up degree programmes related to the construction industry in collaboration with local universities to meet the industry's demand for high-level professional talents? If so, what are the specific courses planned to be offered, the estimated number of places to be provided, and the relevant estimated expenditure?

Asked by: Hon HO King-hong, Adrian Pedro (LegCo internal reference no.: 37)

Reply:

The Development Bureau (DEVB) and the Construction Industry Council (CIC) have adopted a multi-pronged strategy to address the manpower need of the sector and support the development of the local construction industry through various measures under the principle of safeguarding the employment priority for local labour, such as enhancing local training and

driving the adoption of technologies in the industry,. The DEVB has also been maintaining close communication with various education institutions, and will continue to support universities in providing more training places and programmes for construction-related degrees, as well as incorporating construction technology contents into their curricula, including Building Information Modelling (BIM), Modular Integrated Construction (MiC), digital construction, artificial intelligence (AI), and advanced robotics construction technology, in order to align with the trend of widespread technology adoption in the construction sector.

Our reply to the various parts of the question is as follows:

- (1) The CIC just released the Manpower Forecast for Hong Kong Construction Industry in April 2026. Taking into account the forecasted trend of construction volume in the Construction Expenditure Forecast published on the same day, the enhanced training by the CIC and the effect of innovation and technology application in the industry, it is expected that in 2026 there will still be a shortage of 10 000 to 15 000 skilled workers, 4 000 to 5 000 technicians and site supervisory personnel, and 1 500 to 2 000 professionals. The CIC forecasts by 2030, there will be a shortage of 45 000 to 50 000 skilled workers, 10 000 to 11 000 technicians and site supervisory personnel, and 5 500 to 6 000 professionals. The DEVB will make reference to the forecast data and continue to address the industry's manpower demand through a multi-pronged strategy to support the development of the local construction industry.

In addition, to ensure that the training meets the demand for new technologies in future major infrastructure projects, the CIC will continue to adjust the number of training places and resource allocation annually according to the mechanism by assessing the demand and supply situation of various trades, making reference to the latest manpower forecast report and analyses of trades with manpower shortages, to ensure that graduates possess the relevant skills that cater for the market needs.

- (2) Technical professional in the construction industry require a longer period of time to accumulate practical experience and familiarise themselves with site operations. To attract young people to join the industry, the Government allocated \$100 million to implement the On-the-job Training Subsidy Pilot Scheme (the Pilot Scheme) in the 2023/24 and 2024/25 academic years. Through providing subsidies to Higher Diploma graduates joining the construction sector, the scheme encourages them to pursue part-time construction-related degree programmes. The actual number of participating trainees receiving subsidies has reached 1 000. To extend the Pilot Scheme, the Government and the CIC have jointly allocated funding totalling about \$95 million to continue the provision of on-the-job training subsidies to eligible trainees in the 2025/26 and 2026/27 academic years, offering an additional 1 000 places. Together with the 1 000 places in the first batch, the Pilot Scheme has provided a total of 2 000 places, benefitting over 1 400 trainees so far. The cumulative numbers of applicants, trainees who have received subsidies and graduates under the Pilot Scheme are as follows:

Cumulative number of applicants	Cumulative number of trainees who have received subsidies	Cumulative number of graduates under the Pilot Scheme
1 482	1 349	269

The Pilot Scheme was launched in the 2023/24 academic year. It takes about 3 to 4 years for trainees to complete the part-time degree programmes, followed by 2 to 4 years of systematic internship training as required by their respective professional institutions, and passing the assessments before obtaining formal professional qualifications. We anticipate that trainees will be able to attain formal professional qualifications in 2028 at the earliest. At present, the Pilot Scheme has successfully attracted and retained industry talents, providing stable support for the medium-and long-term manpower development of construction professionals.

(3) On construction technology training, the DEVB and the CIC regularly review the development of construction technology and changes in working modes to continuously optimise the strategic training matrix. In recent years, the CIC has actively provided systematic training courses on construction technologies to enhance the overall competencies of construction technology manpower in the industry. In the past 3 academic years (i.e. the 2023/24 academic year to the 2025/26 academic year (as at 31 January 2026)), nearly 3 500 people have completed construction technology-related training provided by the CIC, including:

- Incorporating elements related to the application of construction technologies into the full-time training courses for new entrants. Apart from basic skill training, the courses also introduce the fundamental theory and operating principle, construction safety and application simulation relating to construction technologies and emerging technologies (e.g. MiC, BIM, basic operation of construction robots etc.), aiming to enhance young trainees' understanding of construction technologies. The tuition fees for the relevant full-time courses are fully funded and subsidies are provided by the CIC;
- Introducing short-term courses on construction technologies commonly used in the sector, including certificate courses related to MiC, BIM, painting robots, welding robots, surveying and setting-out robots, and remote control tower cranes etc. Besides, the CIC is also collaborating with industry/suppliers to launch courses; and
- Established the Centre for Future Construction (CFC) in May 2025, which features 5 distinct zones, including the Robotic Hub, Digital Twin Hub, 4S Hub, AI Hub, and Immersive Cave, with a view to promoting construction technology development and application training. The CIC will utilise the CFC to provide construction technology training and exchange activities for the industry and above trainees.

In addition, the Government subsidises suppliers to offer project management-based construction technology training through the Construction Innovation and Technology Fund (CITF). Since its establishment in 2018, the CITF has approved approximately 20 000 technology training places.

The training modes and number of training places will be adjusted in response to industry needs and the development of construction technology to ensure that the overall training strategy aligns with the development of construction workforce.

(4) In recent years, the number of training places for construction-related degree programmes has remained stable. With the support of the DEVB and the Education Bureau, the coverage of Study Subsidy Scheme for Designated Professions/Sectors has been from degree programmes to top-up degree programmes (including construction-related subjects) as well starting from the 2023/24 academic year. This arrangement makes

relevant programmes more affordable and attractive to young talents, facilitating them in obtaining the bachelor's degree qualification.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)024

(Question Serial No. 0610)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In the past, major infrastructure projects in Hong Kong (such as the Express Rail Link and the Shatin to Central Link) have experienced serious cost overruns and delays, raising public concerns about the use of public funds. Currently, Hong Kong is in a period of fiscal consolidation. The Government anticipates that the next few years will see a peak in funding for the Northern Metropolis (NM) project, with plans to raise funds through bond issuance. Therefore, it is necessary for the Legislative Council to question the Government seriously: when dealing with such a massive cross-departmental project, how will it ensure that “every penny is spent wisely” and prevent budget overruns due to fragmentation of responsibilities among different departments and lack of transparent supervision? The NM project involves cross-departmental and cross-regional co-operation, how will the Government monitor project costs and prevent overruns and delays? Has an independent mechanism for cost accounting and progress accountability been put in place?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.: 10)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. The Development Bureau (DEVB) established the Project Cost Management Office in 2016 and upgraded it to become the Project Strategy and Governance Office (PSGO) in April 2019 for formulating and implementing strategic initiatives and enhancing capabilities in cost surveillance and project governance to public works projects.

Our reply to the Member's question is as follows:

On monitoring project estimates of public works, there is a set of stringent vetting mechanisms in place. While not compromising the functionality, quality and safety of works, the PSGO, as an independent third party, participates in project cost vetting from project

inception stage in accordance with the “fitness-for-purpose and no frills” principle, and implements the following measures to control the costs:

- (i) During the project inception stage, we examine the technical feasibility statement prepared by the works departments to establish the technical feasibility of the project and review the preliminary cost estimate and cash flow requirements. To further control project expenditure, the Government is planning ahead with an “ownership” mindset, requiring relevant policy bureaux and user departments to collaborate with the PSGO and the Financial Services and the Treasury Bureau in the very upfront stages to comprehensively evaluate the cost-effectiveness of different implementation proposals, so as to jointly formulate practical and more cost-effective proposals.
- (ii) During the design stage, we liaise with project proponent policy bureaux and user departments to enhance project cost-effectiveness, reduce cost and minimise risk of cost overrun through design optimisation by means of exploring different design options, construction methods and procurement models. We also carry out benchmarking with costs of other similar projects and make reference to the prevailing market situation, to ensure that the project estimates are reasonable. Furthermore, the Government adopts parallel tendering before submitting funding application of the projects to the Legislative Council so as to accurately reflect the tender prices in the approved project estimate for better financial management of the projects to reduce the risk of cost overrun.
- (iii) During the construction stage, the DEVB regularly conducts high-level meetings with works departments, complemented with the established Integrated Capital Works Platform, enabling management of different departments to grasp the real-time performance of each project, closely monitor the implementation programme of projects and provide timely intervention so as to mitigate the risks of project cost overrun and delays. At the same time, the PSGO also examines major variations in projects during the construction period and provides independent advice to works departments to ensure the cost-effectiveness of the major variations.

The above measures are applicable to various public works, including public works in the Northern Metropolis (NM). Additionally, to expedite the infrastructure development of the NM, we have established the “Northern Metropolis Public Works Management Committee” chaired by the Permanent Secretary for Development (Works), which is responsible for overseeing key approval processes and proactively coordinating with various relevant departments for timely high-level intervention, in order to expedite the approval processes of the projects concerned.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)025

(Question Serial No. 0622)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance, (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding government public works projects, please advise this Committee on:

- (1) The consultants' fees incurred for public works projects in each of the past 5 years;
- (2) The remuneration of resident site staff (RSS) incurred for public works projects in each of the past 5 years;
- (3) What measures does the Government have in place to control consultants' fees and expenditure on the remuneration of resident site staff (RSS) incurred for public work projects?

Asked by: Hon HO Kwan-yiu, Junius (LegCo internal reference no.:27)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

(1) & (2)

In the past 5 years, the consultants' fees and remuneration of resident site staff (RSS) incurred for public works projects are set out in the table below:

	Financial Year					
	2021-22	2022-23	2023-24	2024-25	2025-26 (estimate)	
Consultants' fees	about \$2.2 billion	about \$2.4 billion	about \$2.3 billion	about \$2.5 billion	about \$2.8 billion	
Remuneration of RSS	about \$4.2 billion	about \$5 billion	about \$5.5 billion	about \$6.1 billion	about \$6.4 billion	

(3)

Depending on the scale and complexity of various public works projects, works departments will assess the workload involved and their manpower resources. When there is an actual need, they will engage consultants and their RSS to assist in various aspects of work, such as project study, investigation, design, works supervision and contract management.

To implement public works projects and their control costs more effectively, the Development Bureau (DEVB) has introduced a series of measures to streamline workflow and enhance efficiency. For example, before initiating a consultancy study, works departments must carefully consider the technical assessments required at each stage and their necessity, and clearly specify the scope of the technical assessments required. This allows consultants to submit their tender prices more precisely and helps improve the efficiency of the study and investigation work. Additionally, the DEVB has launched the Integrated Capital Works Platform to collect progress data of various projects at different stages, so that relevant departments can monitor the progress of each project through the platform. The platform is equipped with an alert system, allowing relevant departments to intervene in a timely manner and assist consultants in addressing difficulties encountered in the projects.

In respect of the management of RSS, consultants are required to prepare a RSS establishment for approval by departments prior to commencement of works. In vetting and approving the proposal, the department would carefully consider factors such as the programme, scale and complexity of the project concerned to strictly control the establishment of RSS and related expenses. At the construction stage, the departments would also request consultants to review from time to time the manpower arrangements of RSS based on project progress and actual needs to ensure proper use of resources. Furthermore, the DEVB has implemented a series of measures to optimise the establishment of RSS including (i) introducing new RSS ranks (including Information Officer, Executive Officer and Accounting Officer) to assist in handling non-engineering related duties and to share the workload of quantity surveying staff in vetting payments; and (ii) requesting works departments to proactively adopt innovation and technology to help RSS make more effective use of their manpower resources and enhance work efficiency.

The above measures not only boost the efficiency of public works projects but also help control consultants' fees and RSS' expenses.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)026

(Question Serial No. 1167)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is pointed out in paragraph 228 of the Budget Speech that the Government is actively exploring with the Qianhai Authority for the pilot implementation of Hong Kong's New Engineering Contract form and Smart Site Safety System in Qianhai to facilitate the alignment of the Mainland's engineering contract and management system with Hong Kong and international standards. Under Programme (6), the estimate for 2026-27 is \$868.1 million, representing an increase of 20.8% over the revised estimate for 2025-26. In this connection, will the Government inform this Committee of the following:

- (1) the specific timetable of the relevant pilot scheme, and the types, scale, and expenditure of the projects involved;
- (2) the expected benefits to be achieved through this alignment approach;
- (3) the Government has earlier proposed upgrading major building repair works from mostly Class II minor works at present to Class I minor works, while the increase in the provision under Programme (6) is mainly due to the increased cash flow requirement for the recurrent consequences arising from new minor works projects funded under Capital Works Reserve Fund Block Allocations. Please explain the correlation between the two and clearly list the details of the new minor works involved (including class, project category, etc.) in a table or other format.

Asked by: Hon KAN Wai-mun, Carmen (LegCo internal reference no.: 6)

Reply:

1. Being one of the dominant international works contract systems, the New Engineering Contract (NEC) form has been widely adopted in different types of public works, airport and railway projects in Hong Kong. To implement the recommendations set out in the Chief Executive's 2025 Policy Address, the Development Bureau (DEVB) is discussing with the Qianhai Authority the selection of suitable pilot projects in Qianhai to adopt Hong Kong's NEC contract form. Given that the selection of pilot projects has to tie in with Qianhai's development plan and that the formulation of relevant management guidelines is still underway, it is expected that the Qianhai Authority will decide on the

pilot projects later in 2026 and announce the relevant details and information in due course .

As for the “Smart Site Safety System” (4S), the DEVB shared with the Qianhai Authority the experience in promoting the application of the system in the construction industry in Hong Kong and provided relevant technical advice, while the Qianhai Authority used Hong Kong's 4S as a blueprint and made appropriate adjustments according to local application scenarios and conditions. The Qianhai Authority will require the contractors to implement the 4S in the selected pilot projects and monitor its implementation situation. The Qianhai Authority will implement Hong Kong’s 4S in at least 2 works projects in Qianhai in 2026. One of these projects is a municipal project, of which the construction contract has just commenced, while the other is under selection. All related expenses will be borne by the Qianhai Authority.

When assisting the Qianhai Authority in take forward the aforementioned pilot projects, the DEVB mainly shared its practical experience in implementing the NEC form and the 4S in Hong Kong and offered technical advice. These efforts are part of the overall work of the DEVB, and therefore we are unable to provide a breakdown of the expenditure involved.

2. At present, enterprises and professionals from the construction and relevant sectors in Hong Kong are allowed to set up businesses or practise in Qianhai through the registration system and the reform on the interface of regulatory frameworks promulgated by the Qianhai Authority, and they are familiar with the NEC form and the operation of the 4S. We anticipate that after their successful trials in Qianhai, the NEC form and the 4S will be widely adopted in more works projects, thereby enhancing the overall performance of works projects in Qianhai on the one hand, while creating more employment opportunities for Hong Kong enterprises and professionals familiar with the NEC form and the 4S on the other hand. Furthermore, Hong Kong’s professional institutions and professionals can also provide NEC management talents training for local construction entities in Qianhai, further expanding Hong Kong's professional training services. In addition, we believe through the successful implementation of the pilot projects, the project management personnel and construction entities in Qianhai will accumulate practical experience. Subsequently, we will review and summarise the experience gained and effectiveness demonstrated at various stages of the pilot projects together with the Qianhai Authority. Also, we will discuss with the Qianhai Authority and relevant Mainland authorities the opportunities to further promote the NEC contract form and the 4S in due course.
3. Regarding the DEVB’s earlier proposal to upgrade major building repair works to Class I minor works, those repair works refer to private works items regulated by the Buildings Department. For minor works implemented under the Capital Works Reserve Fund Block Allocations (CWRFBFA) of the Government, they generally refer to minor works or preliminary studies implemented as Category D items, which do not include private building repair works. Therefore, there is no correlation between the two.

In respect of minor works projects implemented under the CWRFBFA, please refer to the full list of items proposed to be funded by the CWRFBFA for 2026-27 (LC Paper No. PWSC9/2026(01)).

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)027

(Question Serial No. 1046)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

When will the application criteria, funding ceiling, project assessment criteria and regulatory mechanism for the additional funding of \$1 billion under the Built Heritage Conservation Fund be unveiled?

Asked by: Hon KONG Man-wai, Vivian (LegCo internal reference no.: 25)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office (CHO) of the Development Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), the Funding Scheme for Public Engagement Projects (FSPEP) and the Funding Scheme for Thematic Research (FSTR) through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation.

The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF to continue taking forward the work related to revitalisation of historic buildings, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS). The application details of each scheme under the BHCF are available on the thematic website of the CHO for public access (website: www.heritage.gov.hk/en/home/index.html).

As regards the Revitalisation Scheme, applicants should be non-profit-making organisations (NPOs) with charitable status under Section 88 of the Inland Revenue Ordinance (Cap. 112). They can also partner with non-charitable organisations in submitting a joint application. Apart from providing a one-off grant for revitalisation works, the Revitalisation Scheme also

provides subsidies to meet the start up costs of the projects and operating deficits (if any) for the first two years of operation at a ceiling of \$6 million. Furthermore, the Government will charge a nominal rent for the rental of the historic buildings. The Government will publicly invite NPOs to submit revitalisation proposals for historic building projects included in the Revitalisation Scheme, and the proposals will be assessed by the Advisory Committee on Built Heritage Conservation (ACBHC). In reviewing applications under the Revitalisation Scheme, the ACBHC adopts assessment criteria encompassing different aspects, including the benefits of the applications to the revitalisation of historic buildings and the society. It also evaluates the reflection of historical value and significance, the social value and social enterprise operation, as well as the financial viability and management capability of the applicants. Selected partner organisations are required to submit progress reports and audited annual financial statements on a regular basis. The DEVB has been working with the ACBHC to monitor the performance of selected partner organisations in operating their projects against agreed objectives, including reviewing project progress reports, meeting with partner organisations and conducting site visits, to ensure the effective implementation of the relevant projects.

As for the FAS, applicants should be owners of privately-owned graded historic buildings or NPO tenants of government-owned declared monuments and graded historic buildings. The amount of grant covers consultancy fees and costs of the maintenance works, with a ceiling of \$6 million for each application. The Government will approve applications on a case-by-case basis, subject to the technical assessment of an inter-departmental vetting panel. Factors such as the historical values of the buildings concerned, urgency and necessity of the maintenance works, degree of public access allowed and benefits of the maintenance works to the community will be considered during assessment. As a condition for financial assistance, the owners are required to agree to certain conditions, e.g. allowing reasonable public access to their buildings. During the course of maintenance works, the consultants are required to submit progress reports and financial statements to the DEVB on a regular basis, while as-built drawings and final reports should be submitted for the DEVB's approval upon completion of the works. Within 10 years after completion of the maintenance works, the owners should submit an annual brief report with photographs to the DEVB to demonstrate that the prerequisites for receiving the grants have been duly complied with.

In respect of the FSPEP, its objective is to subsidise public education, community involvement and publicity activities organised by local NPOs participating in conservation of historic buildings, with a funding ceiling of \$2 million for each project. When assessing applications, the Government will consider whether the scheme can help deepen public understanding and awareness of heritage conservation; encourage the public, private owners of historic buildings and other stakeholders to take direct and positive actions to conserve and revitalise historic buildings, and promote public participation and increase volunteering opportunities in heritage conservation. Funded organisations or research teams are required to submit a review report upon project completion for evaluation by the CHO and to report the outcomes to the ACBHC.

Regarding the FSTR, its objective is to fund high-quality academic research on the theme of built heritage conservation conducted by local tertiary education institutions, with a funding ceiling of \$2 million per research project. During the application review process, the Government will consider factors such as the effectiveness of the research proposals in conserving local historic buildings, the quality of the research proposals, the capabilities of the researchers and the financial plans of the research proposals, in order to determine whether

funding should be granted and the amount to be approved. The funded institutions or research teams are also required to submit a review report upon project completion for evaluation by the CHO and to report the outcomes to the ACBHC.

The ACBHC has been offering valuable advice to the DEVB on the operation of the BHCF and its various schemes. The ACBHC comprises members from different fields and professions, including tourism, social enterprises, heritage conservation, and community arts and culture, ensuring that diverse perspectives and professional advice are taken into account for the overall operation of the BHCF.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)028

(Question Serial No. 1047)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

With the additional funding of \$1 billion earmarked for the Built Heritage Conservation Fund (BHCF), what types of historic buildings will be accorded priority to conservation? Will the approach of regulation of commercial revitalisation by the Government be considered? How many new conservation projects with tourism value are planned under the BHCF? Will tourism-related commercial entities be invited to collaborate on these projects? If so, what are the matching requirements? Will the Government review the fund utilisation and project outcomes of the 14 projects currently in operation under the BHCF for better planning of the allocation and management of the additional \$1 billion?

Asked by: Hon KONG Man-wai, Vivian (LegCo internal reference no.: 26)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office of the Development Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), the Funding Scheme for Public Engagement Projects and the Funding Scheme for Thematic Research through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation. The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS).

The Advisory Committee on Built Heritage Conservation (ACBHC) has been offering valuable advice to the DEVB on the operation of the BHCF and its various schemes. The ACBHC comprises members from different fields and professions, including tourism, social enterprises, heritage conservation, and community arts and culture, ensuring that diverse

perspectives and professional advice are taken into account for the overall operation of the BHCF.

As regards the Revitalisation Scheme, it not only allows the reuse of existing historic buildings, but also offers opportunities to develop them into tourist attractions, attracting both locals and tourists. The projects under the Revitalisation Scheme have attracted over 12.8 million visitors so far, four of which have received international awards. The additional allocation enables us to roll out more projects. We expect to invite revitalisation proposals for a historic building within 2026 at the earliest, with details to be announced in due course.

To encourage applicants to introduce more innovative elements into their revitalisation proposals, we have revised the previous application requirement. Instead of only allowing non-profit-making organisations (NPOs) to apply, we have extended the application eligibility to allow an NPO to partner with non-charitable organisations (NCOs) (including tourism-related commercial entities) to submit a joint application, with the NPO as the principal applicant and NCO(s) as the co-operating applicant(s). We will monitor the effectiveness of this arrangement to consider the next steps.

In reviewing applications under the Revitalisation Scheme, the ACBHC adopts assessment criteria encompassing different aspects, including the benefits of the applications to the revitalisation of historic buildings and the society. It also evaluates the reflection of historical value and significance, the social value and social enterprise operation, as well as the financial viability and management capability of the applicants. Selected partner organisations are required to submit progress reports and audited annual financial statements on a regular basis. The DEVB has been working with the ACBHC to monitor the performance of selected partner organisations in operating their projects against agreed objectives, including reviewing project progress reports, meeting with partner organisations and conducting site visits, to ensure the effective implementation of the relevant projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)029

(Question Serial No. 1462)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The financial provision under Programme (5) Project Strategy and Governance is \$163.6 million, which is higher than the original provision for 2025-26 by 66.9%. In particular, the Government will continue to drive the wider adoption of artificial intelligence (AI) technology and construction robots in public works projects, and support the use of high productivity construction methods. Will the Government please inform this Committee of the following:

1. Given that there is an increase of over 60% in the estimated provision, please provide a detailed breakdown of specific components of the increased provision, including the number of new posts, their ranks and related emolument expenses involved, as well as whether there are any one-off specialised studies.
2. Of the above-mentioned provision, what is the dedicated estimate for the promotion and monitoring of the adoption of “AI technology” and “construction robots” in public works projects? Please list the names of public works projects that implemented these technologies in the past year, and how does the Government use quantitative indicators (e.g. percentage of manpower saved or reduction in accident rates) to assess return on investment of these technologies?
3. Of the 2026-27 financial provision, what are the estimated administrative and promotional expenses on promoting and supporting the use of Modular Integrated Construction, Multi-trade Integrated Mechanical, Electrical and Plumbing and other high productivity construction methods in the industry? Please set out in table form representative public works projects that adopted these technologies in the past 2 years, the additional construction costs involved (if any), and the average reduction in construction time (by day or percentage) and the decrease in the amount of waste at construction sites for each project as compared with traditional construction methods.

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 14)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness,

and promote the economic development of Hong Kong. However, the construction industry has been facing the challenges of declining productivity, relatively high construction costs and ageing labour in recent years. To address these challenges, the Development Bureau (DEVB) has implemented a number of strategic initiatives in recent years to enhance capabilities in cost surveillance and project governance.

To further enhance project effectiveness, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have formulated four major directions for measures to lower the construction costs. At present, we are following the four major directions, i.e. optimising the project procurement model; reviewing the design standards and requirements; applying advanced technologies and construction methods; and streamlining the approval process; to progressively implement specific measures by launching them once they are ready, including central procurement, direct procurement, application of artificial intelligence (AI), and introduction of cost-effective construction products and initiatives from the Mainland and overseas, so as to reduce construction costs and improve efficiency.

To promote applied research and development (R&D) and strengthen control over construction costs, the Financial Secretary has proposed in the 2026-27 Budget that \$100 million be earmarked for commissioning the Building Technology Research Institute (BTRi) to conduct various studies. These include reviewing construction standards and exploring AI applications.

Our reply to the Member's question is as follows:

1. Regarding the increase of approximately 66.9% in the estimate for 2026-27 under Programme (5) as compared with the revised estimate for 2025-26, it does not involve the creation of new posts. The increase is mainly due to the expenditure on formulating and implementing strategic cost reduction measures, including:
 - (i) formulating and implementing central procurement to procure commonly used materials in order to save costs;
 - (ii) implementing the Project Cost Management Platform in phases to fully digitalise the project cost management process;
 - (iii) continuing to collaborate with the BTRi in reviewing the construction standards and requirements of government projects in order to enhance cost-effectiveness, and driving applied R&D as well as providing accreditation, certification and testing; and
 - (iv) continuing to drive the wider adoption of AI technology and construction robots in public works projects.
2. Regarding the estimate for 2026-27 under Programme (5), the portion related to wide application of AI and construction robots is the expenditure on relevant studies conducted by the Project Strategy and Governance Office (PSGO) under the DEVB at the policy level. In 2026-27, the estimate for conducting the above studies under this Programme is expected to be \$5 million.

With the ever-evolving development of AI and robotics technologies, the DEVB is adopting a progressive implementation approach to further drive the application of AI and robotics in the construction industry. This involves piloting the relevant technologies in

public works projects and providing subsidies to the construction industry through the Construction Innovation and Technology Fund. Based on the outcomes of the pilot projects, the DEVB will comprehensively consider the maturity of the technologies and the benefits of their practical application, requiring the adoption of specified highly-effective AI and construction robots in suitable public works projects. The DEVB will evaluate the actual cost-effectiveness of these innovative technologies in a timely manner.

Regarding AI application, the DEVB has developed the “Integrated Capital Works Platform” to collect and consolidate project performance data from various works departments. The platform applies AI technology for big data analysis to predict the cost and progress of public works projects based on project data, thereby reducing the risk of project delays. The DEVB and works departments are actively promoting the adoption of various AI applications by piloting in public works projects. For example, the Civil Engineering and Development Department has implemented the “3S Tunnel Defect Inspector” using drones equipped with AI technology for defect inspection in the Trunk Road T2 and Cha Kwo Ling Tunnel project. The system’s inspection time is 10 times faster than the traditional manual operation while half of the cost can be saved, and inspection personnel no longer need to conduct inspection work at height inside the tunnel, thus reducing the risk of accidents. The DEVB issued a new technical circular in March 2026, requiring suitable public works projects to adopt specified highly-effective AI applications during the design, tender, and construction stages. The first batch includes design optimisation, tender document checking and verification, and the adoption of an AI assistant to the Digital Works Supervision System.

Regarding construction robotics, the DEVB and works departments have adopted various types of construction robots in over 30 public works projects in recent years. The application of robots in public works is diversified, including the use of (1) welding, drilling, painting, and plastering robots to support construction processes; (2) material delivery robots for transport and logistics; (3) drones and robotic dogs for monitoring and inspection; and (4) remote control tower crane systems for remote operations. For example, the Drainage Services Department has utilised welding robots in the Yuen Long Barrage and Nullah Improvement Schemes and stage 1 of the Yuen Long Effluent Polishing Plant project. This initiative has improved workers’ working environment, enhanced welding quality, and increased productivity about two-fold compared with manual welding. The DEVB issued a new technical circular in December 2025, requiring public works projects to adopt highly-effective construction robots (i.e., robots that demonstrate high cost-effectiveness, scalability and necessity for onsite construction) in suitable processes. The first batch includes remote control tower crane systems, welding robots, drilling robots, and drones for progress-monitoring.

3. The construction industry has been facing challenges such as manpower shortage, declining productivity and relatively high construction costs. The Government is leading the industry in adopting Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), to enhance the industry’s productivity and cost effectiveness, with a view to enhancing speed, quantity, efficiency and quality.

Under Programme (5), the PSGO under the DEVB will continue to promote and support the use of MiC, MiMEP and other high productivity construction methods through

different ways (e.g. seminars, workshops) in 2026-27, and the related administrative and promotional expenses are approximately \$3 million.

Over the past 2 years, among the major projects awarded by the Government through the Architectural Services Department (ArchSD), the projects adopting MiC and MiMEP are set out respectively at **Annex**.

In terms of cost-effectiveness of MiC projects, since MiC modules can be produced by accredited manufacturers in the Greater Bay Area, and the completed modules are transported to construction sites for installation to enhance site productivity and shorten construction time, MiC projects inherently possess the quality to achieve better cost-effectiveness. To ensure the effectiveness of MiC projects, during the design and planning stages, MiC must be taken as the planning basis and the construction process should be properly planned to maximise the modularisation and off-site completeness, reduce the number of module types, use modules of appropriate size to facilitate off-site production and transportation arrangements, as well as strengthen supply chain coordination to maximise the benefits of MiC. Additionally, the adoption of MiC can reduce site waste and lower the risk of site accidents, thereby producing more noticeable overall benefits. Therefore, as long as the project is well-designed at the initial stage, regardless of its scale, it can achieve better cost-effectiveness.

There is a wide variety of public works projects, with different requirements, site conditions and construction arrangements, while the scope of MiC adopted and the degree of module completion vary across projects. As such, it is difficult to make a direct comparison between each MiC project and traditional construction methods. According to the University of Hong Kong's study on the overall performance of MiC projects in different types of residential buildings and dormitories, the adoption of MiC can bring cost benefits in general, with some projects achieving saving of up to about 10% of construction costs.

As for MiMEP, we have commissioned a university to conduct a study on the effectiveness of MiMEP. Preliminary results show that the adoption of MiMEP can save more than 30% of the on-site installation time for mechanical, electrical, and plumbing equipment.

Over the past 2 years, among the major projects awarded by the Government through the ArchSD, the projects adopting MiC and MiMEP are set out respectively in the tables below:

Table 1. Major projects adopting MiC

	Project Name
1	A 12-classroom special school at Oi Kwan Road, Wan Chai
2	Joint-user Complex with Market in Area 67, Tseung Kwan O
3	Redevelopment of Shek Kip Mei Health Centre
4	A 30-classroom primary school at Area 29, Kwu Tung North New Development Area
5	A 30-classroom primary school at Area 89 (Northern side), Tung Chung
6	Construction of Fire Station-cum-Ambulance Depot with Departmental Quarters and Facilities of the Fire Services Department at Anderson Road Quarry Site, Sai Kung
7	A 30-classroom primary school at Site E-2, Development of Anderson Road Quarry Site, Sai Kung
8	A 30-classroom primary school at Area 17, Fanling North New Development Area
9	Design and construction of Light Public Housing at Hang Kwong Street, Ma On Shan and 5 vacant school premises

Table 2. Major projects adopting MiMEP

	Project Name
1.	Drainage Services Department office building at Cheung Sha Wan Sewage pumping station
2.	The development of Chinese Medicine Hospital in Tseung Kwan O
3.	Chai Wan Government Complex and Vehicle Depot
4.	A primary school in Tsuen Wan West Station (TW7) Development, Tsuen Wan
5.	Expansion of the Legislative Council Complex
6.	District open space, sports centre and public vehicle park at Sze Mei Street
7.	Construction of a District Court Building at Caroline Hill Road
8.	Kwun Tong Composite Development Project
9.	Kindergarten Education Centre (Siu Sai Wan)
10.	Construction of a Public Market in Tin Shui Wai
11.	Kong Nga Po Police Training Facilities
12.	Redevelopment of Hong Kong Correctional Services Academy Multi-purpose Gymnasium at 47 Tung Tau Wan Road, Stanley
13.	Joint-user Complex at Site G2, Anderson Road Quarry
14.	Joint-user Complex at Texaco Road, Tsuen Wan
15.	Reprovisioning of Kong Wan Fire Station
16.	A primary school at Site E-2, Development of Anderson Road Quarry Site, Sai Kung

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)030

(Question Serial No. 1463)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Government has mentioned that it will continue to take forward the development of the Advanced Construction Industry Building in Tsing Yi to provide space to set up advanced manufacturing facilities. Please advise this Committee on:

1. the (i) project name, (ii) expected commencement of construction, (iii) expected completion time, and (iv) estimated expenditure of the Advanced Construction Industry Building to be established in Tsing Yi;
2. the estimated expenditure on taking forward the development of the project in 2026-27, and how the Government will accelerate the project development to set up advanced manufacturing facilities more quickly.

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 15)

Reply:

It was announced in the Chief Executive's 2025 Policy Address that the Development Bureau would take forward the "Advanced Construction Industry Building" (ACIB) project to provide a dedicated facility for the construction industry, featuring a multi-storey design to house steel rebar prefabrication yards, processing sites for Multi-trade Integrated Mechanical, Electrical, and Plumbing, and other advanced manufacturing facilities, so as to promote wider adoption of high productivity construction methods in the industry and enhance new quality productive forces.

Our reply to the Member's question is as follows:

1. The contract for the ACIB project in Tsing Yi adopts a Build-Operate-Transfer (BOT) approach with a contract period of 30 years. The successful tenderer will be responsible for project financing, design, construction and operation of the building. In other words, the Government will not be responsible for the expenses involved in the building's construction and operation. The construction works are expected to commence in the second half of 2026 and to be completed in 2028.

2. Under the BOT approach, developers/contractors/operators with relevant experience can directly participate in the design, construction, and operation of the project. This approach encourages the successful tenderer to adopt various advanced construction technologies, including high productivity construction methods, artificial intelligence technologies and construction robots during the construction process, thereby shortening the construction period and enabling advanced manufacturing facilities to be put into production as soon as possible to generate business revenue, and in turn helping uplift project delivering efficiency .

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)031

(Question Serial No. 1464)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In order to uplift site safety, the Government has been committed to driving a wider adoption of the Smart Site Safety System (4S) in the construction industry for providing a safe working environment for site personnel. Will the Government inform this Committee of the following:

1. Please set out in a table the total number of sites that have adopted 4S and obtained the label to date, and their percentage among all construction sites currently underway across the territory, broken down by “public works sites” and “private works sites”. Among these, how many large-scale sites (e.g. those with a contract value exceeding \$30 million) are mandatorily required to adopt the system?
2. What is the estimated expenditure on subsidising the adoption of 4S at private construction sites in 2026-27? To enhance participation among private construction sites, what is the amount of provision allocated by the Bureau for publicity and technical support to implement the 4S Labelling Scheme in 2026-27?
3. Has the Government formulated specific financial performance indicators (e.g. percentage reduction in accident rates) to demonstrate the social value of the relevant provision?

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 16)

Reply:

The Development Bureau (DEVB) attaches great importance to site safety. As a main facilitator of works projects and advocator of site safety policies on public works, we have maintained close co-operation with various stakeholders to deliberate and formulate various site safety measures, including driving the construction industry to expedite full adoption of the Smart Site Safety System (4S) to enhance site safety.

Our reply to the Member's question is as follows:

1. The DEVB has required public works contracts with a contract sum exceeding \$30 million to fully adopt 4S since February 2023. As at March 2026, 462 contracts have adopted 4S.

Regarding private works projects, the Buildings Department (BD) has introduced mandatory measures since July 2024. Conditions will be imposed on building works under the Buildings Ordinance when the first approval for superstructure plans of private works projects or approval for major revisions of superstructure plans is granted. For building works with an estimated cost exceeding \$30 million and involving the use of mobile plants and tower cranes, registered contractors must use the 4S Mobile Plant Alert System and Tower Crane Alert System. Since July 2025, the aforementioned mandatory requirements have been extended to demolition works, excavation and lateral support works, foundation works and site formation works. Even if the relevant mandatory requirements had not been imposed when the building plans of the private works projects were approved, the aforesaid requirements will also be imposed when the first consent for the commencement of such building works is granted. The mandatory requirements are also applicable for additions and alterations projects involving structural works. As at March 2026, the BD has imposed the above conditions on 325 private works projects. In response to the risks associated with their site operations, some of the contractors of these projects have widely adopted other suitable 4S devices (e.g. alert devices and central management platforms) at their sites in order to enhance site safety performance, and some of these projects have thus been issued with a 4S Label¹.

The number of works projects that have adopted 4S with a label issued under the 4S Labelling Scheme as at March 2026 is as follows:

Type of Works	Number of Works Projects That Have Adopted 4S with a Label Issued
Public Works	462
Works of Public Organisations	198
Private Works	88
Total	748

Currently, the total number of new construction projects and maintenance projects underway across the territory with a contract sum exceeding \$30 million is approximately 1 200. Among them, 748 (i.e. about 60%) have adopted 4S and been issued with labels, of which 462 are public works projects.

2. It is mentioned in the 2026–27 Budget that \$1 billion will be injected into the Construction Innovation and Technology Fund (CITF), together with the Construction Industry Council (CIC)’s contribution of \$400 million, bringing the total to \$1.4 billion

¹ If a contractor only adopts the Mobile Plant Alert System and the Tower Crane Alert System in a works project without adopting other relevant 4S devices to mitigate the remaining risks, the works project is not sufficiently qualified for awarding a 4S label.

to continue supporting industry development and promoting the wider adoption of innovative construction methods and new technologies, including 4S, in the industry.

In 2026–27, the CITF will earmark \$60 million to subsidise the adoption of 4S at the construction sites of private works projects (including works projects self-financed by public organisations).

Furthermore, the CIC has stepped up its publicity efforts and arranged outreach teams to visit construction sites to promote to the industry the 4S and 4S Labeling Scheme, as well as the financial support available under the CITF in this regard. The CIC will also prepare and propose different types of 4S packages with a view to assisting the industry in choosing suitable 4S having regard to factors such as the different nature of works and site environment.

The work relating to driving the industry to adopt 4S and to participate in the 4S Labelling Scheme is part of the DEVB's overall work. Therefore, we are unable to provide a breakdown of the expenditure involved in this regard.

3. Although the Government has not set performance indicators for 4S, since the introduction of the policy measures mentioned in part 1 of the reply, which require construction sites to adopt 4S or its related devices, the overall accident rate in the construction industry has dropped notably by approximately 20% from 2023 to 2025, indicating that the introduction of 4S has resulted a positive impact on site safety and provided workers with more comprehensive protection.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)032

(Question Serial No. 0659)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the estimated expenditure for capital works, will the Government inform this Committee of the following:

- (1) What are the respective estimated and actual capital works expenditures for 2025-26, with a breakdown by project category (i.e. (i) building works, (ii) infrastructure/civil engineering works and (iii) consultancy fee)?
- (2) What is the estimated capital works expenditure for 2026-27, with a breakdown by project category?
- (3) It is mentioned in paragraph 266 of the Budget Speech that the Government has earmarked an additional \$30 billion over the next 2 to 3 years to increase expenditure on works projects. As regards this additional estimated provision, how much does the Government plan to allocate to building works and infrastructure/civil engineering works respectively? Please provide a breakdown by project cost range (i.e. (i) below \$30 million, (ii) \$30 million to below \$50 million and (iii) above \$50 million).

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 13)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

(1) & (2)

The original estimate and revised estimate for capital works in 2025-26 and the estimated capital works expenditure for 2026-27 by category are tabulated below:

Project Category	2025-26 Original Estimate	2025-26 Revised Estimate	2026-27 Estimate
Building works	61.8 billion	64.4 billion	63.3 billion
Civil engineering works	58 billion	60.4 billion	64.7 billion
Total	119.8 billion	124.8 billion	128 billion
Estimated consultancy fee in the above estimate	approximately 3.2 billion (Note 1)	approximately 2.8 billion	approximately 3.5 billion (Note 1)

Note 1: We do not have the estimate on the annual consultancy fee. Based on past data, consultancy fee generally accounts for about 2.7% of the total annual project expenditure.

- (3) The estimated capital works expenditure for 2026-27 is \$128 billion, of which \$16.2 billion is the expenditure on the works-related projects funded under Capital Works Reserve Fund Block Allocations for mainly taking forward studies and minor works projects costing \$50 million or below. As for subsequent financial years, the annual estimates of capital works expenditure will be planned in the annual Budget taking into account factors such as Hong Kong's overall economic conditions, the Government's fiscal position, the prioritisation of proposed capital works projects, the progress of existing projects and overall resource allocation.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)033

(Question Serial No. 0664)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the Labour Importation Scheme for the Construction Sector (the Scheme), will the Government advise this Committee on the following:

- (1) the following information on each round of applications since the launch of the Scheme:
(i) the number of construction works contract applications received, (ii) the number of principal contractors/employers applying for quotas, (iii) the number of quotas applied for labour importation (broken by trade and discipline of workers), (iv) the number of approved applications from works contracts for importation quotas, and (v) the number of quotas approved for labour importation (broken by trade and discipline of workers);
- (2) the number of approved and valid quotas under the Scheme as of March 2026, with a breakdown by trade and discipline of workers;
- (3) among the quotas approved for labour importation mentioned in item (1), how many imported workers had arrived to work in Hong Kong for work, with a breakdown by trade and discipline of workers;
- (4) the number of complaints received by the Government relating to the rights, benefits and welfare protection of imported workers under the Scheme since the launch of the Scheme, the nature of the complaints involved, the number of substantiated complaints, and the relevant follow-up and disciplinary measures respectively; and
- (5) Construction goods vehicle drivers are one of the trades eligible for labour importation under the Scheme. Given that there are views that these drivers are also practitioners of the transport sector, but the existing consultation framework of the Scheme does not cover transport industry-related unions, will the Government consult such unions on matters related to labour importation in light of the unique nature of the driving profession? If so, what are the details; if not, what are the reasons?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.:14)

Reply:

To address the manpower shortage of the construction sector, the Special Administrative Region Government has been adopting multi-pronged measures such as enhancing local training and recruiting new blood, promoting the application of technologies for uplifting

overall productivity across the construction sector, and implementing the Labour Importation Scheme for the Construction Sector (the Scheme) as a supplementary measure to help fill the manpower gap under the principle of safeguarding the employment priority for local labour.

(1) to (3)

The approval of the first 11 rounds of applications under the Scheme has been completed. Quota allocation is on a rolling basis, i.e. quotas will be released for new application after the completion of the relevant construction works. Together with the 376 valid quotas previously approved under the Supplementary Labour Scheme, which are to be counted towards the importation quota of the Scheme, there were a total of 6 937 approved and valid quotas under the Scheme as of March 2026. Amongst those, 3 576 imported workers had arrived to work in Hong Kong. The number of principal contractors/employers, the number of construction projects, the number of importation quotas applied and the number of importation quotas approved in each round of applications, and the number of imported workers who had arrived to work in Hong Kong are set out at the **Annex**.

(4)

Since the implementation of the Scheme, the Labour Department (LD) had referred to the Development Bureau (DEVB) a total of 5 complaints concerning the protection of imported workers' rights and benefits, all of which have been followed up. 3 of the complaints involves payroll calculation issues, and the LD has issued warning letters to the employers of the imported labour concerned. For the remaining 2 complaints, as there is suspected exploitation of imported workers' rights, we have imposed administrative sanctions that debarred new applications from the 2 principal contractors and 9 sub-contractors concerned for a period ranging from 6 months to 12 months. The DEVB have also requested relevant departments and public organisations to reflect these breaches in the performance report of the construction projects.

(5)

Under the Scheme, the DEVB is responsible for handling and approving applications for labour importation quota submitted by the principal contractor of eligible works contracts. Eligible works contracts primarily applies to public sector construction works with contract value of no less than HK\$1 billion. The personnel to be imported by applicants must be of the eligible trades/disciplines identified to be in shortage and promulgated on the dedicated webpage of the Scheme (www.devb.gov.hk/en/css). In addition, applicants are required to prove that there is a genuine need for importing workers to work at their sites based on the works progress. Applicants or employers must conduct local recruitment as required under the Scheme and demonstrate that they are unable to employ sufficient local workers to take up the relevant trades/disciplines before their applications are considered. The Scheme does not allow the importation of general workers nor the importation of labour to engage in work other than the trades/disciplines specified in the applications.

To support the implementation of the Scheme, the Task Force on Short-Term Labour Supply of the Construction Industry Council and the Consultative Committee for Labour Importation Scheme for the Construction Sector provide recommendations to the DEVB on the details of the Scheme such as eligible trades/disciplines, and offer views on the overall operation of the Scheme. Both of the 2 said committees comprise representatives from trade associations, labour unions and training institutions who are familiar with the construction sector.

Labour Importation Scheme for the Construction Sector
Quota application details and approval results
(as at March 2026)

Table (1): Quota application details and approval results

		First round of applications	Second round of applications	Third round of applications	Fourth round of applications	Fifth round of applications	Sixth round of applications
1.	Application period	17 July to 16 August 2023	1 October to 31 October 2023	1 January to 31 January 2024	1 April to 30 April 2024	1 July to 31 July 2024	1 October to 31 October 2024
2.	Number of received applications ^{Note 1} from works contracts for importation quota	26	31	20	14	18	13
	Principal contractor- applicant ^{Note 1}	20	22	16	11	15	9
	Employer ^{Note 1}	39	56	25	22	24	11
3.	Number of importation quotas applied for	5 251	3 440	1 402	2 220	1 752	2 274
	Category						
	Skilled worker	5 167	3 373	1 361	2 182	1 699	2 152
	Technician	84	67	41	38	53	122
4.	Number of approved applications from works contracts for importation quotas	20	15	14	9	0	7
5.	Number of importation quotas approved ^{Note 1}	4 680	1 669	758	1 921	0	935
	Category						
	Skilled worker	4 625	1 641	729	1 886	0	816
	Technician	55	28	29	35	0	119
6.	Numbers of approved and valid quotas in trades/disciplines	See next page					

Table (1): Quota application details and approval results (continued)

		Seventh round of applications	Eighth round of applications	Ninth round of applications	Tenth round of applications	Eleventh round of applications
1.	Application period	1 January to 3 February 2025	1 April to 30 April 2025	1 July to 31 July 2025	1 October to 31 October 2025	1 January to 2 February 2026
2.	Number of received applications ^{Note 1} from works contracts for importation quota	14	16	13	10	<u>8</u>
	Principal contractor- applicant ^{Note 1}	8	13	11	7	6
	Employer ^{Note 1}	8	18	13	8	11
3.	Number of importation quotas applied for	2 793	2 054	2 317	1 930	1 302
	Category					
	Skilled worker	2 680	1 899	2 262	1 784	1 217
	Technician	113	155	55	146	85
4.	Number of approved applications from works contracts for importation quotas	10	9	10	6	5
5.	Number of importation quotas approved ^{Note 1}	1 008	790	986	985	1 135
	Category					
	Skilled worker	943	717	931	905	1 050
	Technician	65	73	55	80	85
6.	Numbers of approved and valid quotas in trades/disciplines	6 937 Quota allocation is made on a rolling basis, i.e. quotas will be released for new applications after the completion of the relevant works. As of March 2026, there were a total of 6 937 approved and valid importation quotas under the Scheme. See Table (2) for detailed breakdown by trades/disciplines.				

Note 1: Applications for importation quotas should be submitted by the principal contractor of eligible works contract for itself and/or on behalf of its sub-contractor(s) for the same contract. The imported labour applied for can be employed by the principal contractor-applicant or its sub-contractor(s). Each application for imported labour is submitted on the basis of an eligible works contract. Therefore, individual eligible works contract will make an application for imported labour in different application periods in the light of the progress of work, and accordingly the trade(s) required and the volume of works during the period.

Table (2) Number of approved and valid importation quotas (as at March 2026) ^{Note 2}

	Trade of skilled/semi-skilled workers	Number of approved and valid importation quotas in the first eleven rounds of applications	Number of imported workers who had arrived to work in Hong Kong
1.	Refrigeration/Air-conditioning/Ventilation Mechanic (including Water System and Air System)	1 344	391
2.	Electrician	633	366
3.	Fire Service Mechanic	498	184
4.	Plant and Equipment Mechanic (Construction Work)	431	215
5.	Metal-steel Worker	425	301
6.	Metal Scaffolder	349	207
7.	Paving Block Layer	344	205
8.	Cement Sand Mortar Worker (including Plastering, Bricklaying and Tiling)	311	260
9.	Lift and Escalator Mechanic	285	116
10.	Welder	243	182
11.	Drain and Pipe Layer	209	107
12.	Curtain Wall and Glass Panes Installer	208	140
13.	Leveller	141	85
14.	Overhead Linesman (High Voltage)	122	102
15.	Painter and Decorator	117	107
16.	Rigger/Metal Formwork Erector	116	91
17.	Concrete and Grouting Worker	87	85
18.	False Ceiling Installer	74	19
19.	Demolition Worker	65	36
20.	Plant and Equipment Operator	34	24
21.	Construction Goods Vehicle Driver	33	30
22.	Blasting Worker	23	10
23.	High Strength SteelWelder	20	19
24.	Woodworker	5	4
25.	Bar Bender and Fixer	4	3
26.	Piling Operative	2	2
	Total	6 123	3 291

**Table (2) Number of approved and valid importation quotas (as at March 2026)
(continued)**

	Discipline of technicians and site supervisory personnel	Number of approved and valid importation quotas in the first eleven rounds of applications	Number of imported workers who had arrived to work in Hong Kong
1.	(a) Site Foreman and (b) Assistant Site Foreman	358	224
2.	E&M Engineering Technician (Mechanical)	60	50
3.	(a) Project Co-ordinator and (b) Assistant Project Co-ordinator	8	2
4.	Draftsman	6	5
5.	Site Supervisor	5	3
6.	BIM Modeller	1	1
Total		438	285

Note 2 : As of March 2026, there are 6 561 quotas approved and valid under the Scheme (i.e. the sum of 6 123 skilled/semi-skilled workers and 438 technicians and site supervisory personnel). Together with the 376 quotas previously approved under the Supplementary Labour Scheme, which are counted towards the importation quota of the Scheme, there are a total of 6 937 approved and valid quotas.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)034

(Question Serial No. 0866)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the cost control measures for public works projects, will the Government advise this Committee on:

- (1) the names of the capital works projects scrutinised by the Project Strategy and Governance Office (PSGO) in the past year and this year to date, the original estimated amounts of these projects, and the construction costs saved with the assistance of the PSGO; and
- (2) the following information on the studies undertaken by the Government under Capital Works Reserve Fund Block Allocations to enhance the cost-effectiveness of public works projects in the past 3 years: (i) project name, (ii) project description, (iii) estimated expenditure involved, (iii) expected completion date, and (iv) current progress.

Asked by: Hon LAM Chun-sing (LegCo internal reference no.:12)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

- (1) As the data involves internal financial information, we are unable to provide details of construction cost saved in individual projects. Therefore, the related figures are provided by financial year in the following table:

Financial year	Number of projects scrutinised	Original estimate	Saving in construction cost
2025-26	43	about \$155 billion	about \$28 billion
2024-25	16	about \$83 billion	about \$11.6 billion

- (2) Over the past 3 years, the studies undertaken by the Government under Capital Works Reserve Fund Block Allocations to enhance the cost-effectiveness of public works projects were mainly related to the procurement model and the application of advanced technology. Examples are listed below:

Project name	Project description	Project budget (\$ million)	Year of commencement	Expected completion date	Current progress
Pilot study on development of Smart Geotechnology Solutions for streamlining work processes in engineering projects—feasibility study	To develop artificial intelligence-assisted tools to optimise the work processes of slope management and works under the Landslip Prevention and Mitigation Programme (LPMitP).	27.75	2025-26	First half of 2030	The study commenced in August 2025, and the Smart Slope Catalogue will be rolled out in 2026-27.
Implementation of Innovation and Technology (I&T) Projects and Operation of Information Systems in Landslip Prevention and Mitigation Works from 2024 to 2026	To develop new Unmanned Aerial Vehicle (UAV) solutions for inspecting landslip sites and natural terrain environments; operating, maintaining, and optimising existing information systems related to the LPMitP; and conducting other pilot studies and trials to explore the application of I&T in landslip prevention and mitigation works.	25.34	2024-25	First half of 2026	The study commenced in early 2024, with the optimisation work expected to be completed in April 2026.

Project name	Project description	Project budget (\$ million)	Year of commencement	Expected completion date	Current progress
Enabling studies for wider adoption of building information modelling (BIM) and use of advanced technology for site supervision and site safety management in landslip prevention and mitigation works	To support technical development research for wider application of BIM and other digital technologies in works under the LPMitP.	24.38	2024-25	First half of 2027	The studies commenced progressively in 2024 and are expected to be completed in 2027.
UAV Control Platform for Geotechnical and Survey Applications	UAV Control Platform for geotechnical and survey applications	9.95	2025-26	First half of 2028	The study commenced in late 2025, with the testing, piloting and optimisation work expected to be completed in 2028.
UAV Mechanical Application in Geotechnical Engineering Works	UAV mechanical application in geotechnical engineering works	7.18	2025-26	First half of 2028	The study commenced in early 2026. We are currently collaborating with UAV companies to explore the development of application proposals suitable for geotechnical engineering work.

Project name	Project description	Project budget (\$ million)	Year of commencement	Expected completion date	Current progress
Expert advice on preparation of contract document for launching hybrid Early Contractor Involvement (ECI)	To provide expert advice on incorporating terms on the ECI model into tender documents for works contracts.	3.00	2025-26	First half of 2027	The relevant work commenced in February 2026.
Pilot trial on adopting New Engineering Contract (NEC) 4 Framework Contract form for enhancement of structural integrity and service conditions of existing stormwater drains in Kowloon and New Territories South	To study the adoption of NEC 4 Framework Contract form for enhancement of structural integrity and service conditions of existing stormwater drains in Kowloon and New Territories South	2.00	2024-25	Second half of 2028	The study commenced in March 2025 and is expected to be completed in 2028.
Pilot trial on adopting New Engineering Contract 4 Framework Contract form for enhancement of structural integrity and service conditions of existing sewers in Kowloon and New Territories South	To study the adoption of NEC 4 Framework Contract form for enhancement of structural integrity and service conditions of existing sewers in Kowloon and New Territories South	2.00	2024-25	Second half of 2028	The study commenced in March 2025 and is expected to be completed in 2028.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)035

(Question Serial No. 0756)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Government Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

1. The revised estimated expenditure for 2025-26 under this Programme is considerably lower than the original estimate by 11.2%. What are the reasons for this? Are there any works projects that have been delayed or cancelled? Or is it because some projects will be postponed to 2026-27, resulting in an increase of 7.2% in the estimate for this year compared with the original estimate for 2025-26?
2. It is mentioned in the Brief Description that the Works Branch “steered the studies related to the Kau Yi Chau Artificial Islands (KYCAI) and the associated network of strategic transport”. What are the details of the respective studies and the expenditures involved?
3. The Financial Secretary has stated in the Legislative Council that the Government will currently focus on developing the Northern Metropolis. Will the strategic transport infrastructure projects in the KYCAI studies be separated out for further research? Specifically, will the studies on the fourth cross-harbour tunnel continue in 2026-27?

Asked by: Hon LAM Ming-fung, Lothair (LegCo internal reference no.:35)

Reply:

1. Programme (6) covers a number of different expenditures, including recurrent and non-recurrent items. The revised estimated expenditure for 2025-26 under this Programme is lower than the original estimate by 11.2%. This is mainly due to the fact that after reviewing the demand for government-funded worker skills training courses in mid-2025, the Construction Industry Council reallocated some of the training places for new entrants and job-changers to those for in-service workers for the 2025/26 academic year. Since the latter are generally of shorter duration, the government funding required for such courses in 2025-26 was lower than the originally estimated amount.

The estimated financial provision for 2026-27 under Programme (6) is higher than the original estimate. This is mainly due to the increased recurrent expenditure required for minor works projects (with completion dates on or after 1 April 2021) covered by the Capital Works Reserve Fund Block Allocations.

2. At its meeting in 2020, the Finance Committee of the Legislative Council approved a funding of \$550.4 million for the ongoing planning and engineering study on the KYCAI (i.e. Public Works Project Item No. 768CL “Studies related to artificial islands in the Central Waters”) to engage consultants to carry out the relevant study, including the feasibility study on associated transport infrastructure facilities. Up to the end of 2025-26 financial year, the expenditure for the above study is about \$480 million. The remaining work of the study, including preliminary design of reclamation and major transportation infrastructure and technical assessments related to land development, is being undertaken in accordance with the terms of the consultancy agreement. The whole study is expected to be completed within 2026.

In addition, the Government has initiated the following 3 small-scale studies in relation to the Kau Yi Chau (KYC) project, targeting specific engineering aspects, through the Block Allocations under the Capital Works Reserve Fund in 2024, each with a total funding of approximately \$30 million:

- (i) Hong Kong Island West - Kau Yi Chau Link - advance design and ground investigation;
- (ii) Northeast Lantau - Kau Yi Chau Link - advance design and ground investigation; and
- (iii) Marine ground investigation works for re-provisioning of deep draft anchorage area at Kellett Bank and adjoining areas.

Up to the end of 2025-26 financial year, the total expenditure for the above 3 small-scale items is about \$45 million. All the 3 items are expected to be completed within 2026.

Although there is no concrete timetable for the implementation of the KYC project, the analysis and information obtained from the ongoing studies are particularly crucial for its future implementation. Such information remains applicable and retains significant reference value, which will help expedite the commencement of the KYC project when conditions permit.

3. As there is currently no concrete timetable for the implementation of the KYCAI reclamation project, the Transport and Logistics Bureau (TLB) will review the arrangements for planning and taking forward the related transport infrastructure projects (i.e. the Hong Kong Island West – Hung Shui Kiu Rail Link and Hong Kong Island West – Northeast Lantau Link). With regard to cross-harbour traffic, in addition to monitoring cross-harbour traffic conditions and connecting roads, and introducing appropriate traffic control and administrative measures in a timely manner, the TLB will also consider different engineering options in the absence of the KYCAI development to increase the capacity of the road harbour crossings linking Hong Kong Island. Among these, the TLB will carefully study the related transport demand, technical feasibility, transport efficiency and cost-effectiveness, as well as the Government’s financial situation under different options. The above review and preliminary study is undertaken by the existing manpower resources of the TLB, Highways Department and Transport Department.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)036

(Question Serial No. 0013)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding “implementing the Project Cost Management Platform in phases from 2026 to fully digitalise the project cost management process”, please advise this Committee on:

- (1) Given that there is a significant increase of 66.9% (about \$65.6 million) in the estimated financial provision for the coming year under Programme (5), please provide a specific breakdown of the increased provision and a detailed list of its uses; and
- (2) the expected percentage of annual average cost saved or the processing time reduced for overall capital works projects after the launch of the platform?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.:9)

Reply:

The Government has been striving to uplift the performance of public works projects, in order to ensure quality of works, improve cost-effectiveness and enhance site safety performance. In view of the challenges of relatively high construction cost and the ageing construction labour force faced by Hong Kong in recent years, the Development Bureau (DEVB) has been implementing various strategic initiatives in recent years to enhance capabilities in cost surveillance and project governance.

To further enhance the effectiveness of works projects, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have established four major directions for measures to lower the construction costs of public works projects. At present, we are following the 4 major directions, i.e. optimising the project procurement model; reviewing the design standards and requirements; applying advanced technologies and construction methods; and streamlining the approval process; to progressively implement specific measures by launching them once they are ready, including central procurement, direct procurement, application of artificial intelligence, and introduction of cost-effective construction products and initiatives from the Mainland and overseas, so as to reduce construction costs and improve efficiency.

To promote applied research and development (R&D) and strengthen control over construction costs, the Financial Secretary has proposed in the 2026-27 Budget that \$100 million be earmarked for commissioning the Building Technology Research Institute (BTRi) to conduct various studies. These include reviewing construction standards and exploring artificial intelligence (AI) applications.

Our reply to the Member's question is as follows:

- (1) The estimate for 2026–27 under Programme (5) is approximately 66.9% (about \$65.6 million) higher than the revised estimate for 2025–26. This is mainly due to the expenditure on formulating and implementing strategic cost reduction measures, including:
 - (i) formulating and implementing central procurement to procure commonly used materials in order to save costs;
 - (ii) implementing the Project Cost Management Platform in phases to fully digitalise the project cost management process;
 - (iii) continuing to collaborate with the BTRi in reviewing the construction standards and requirements of government projects in order to enhance cost-effectiveness, and driving applied R&D as well as providing accreditation, certification and testing; and
 - (iv) continuing to drive the wider adoption of AI technology and construction robots in public works projects.
- (2) The Project Strategy and Governance Office (PSGO) under the DEVB has been assisting various departments in exercising control over public works projects from the inception stage through the well-established project cost management process to reduce construction costs. The DEVB is pressing ahead with the digitalisation of the project cost management process. A Project Cost Management Platform will be launched in phases from 2026 to enable the DEVB, policy bureaux and departments to manage the cost vetting workflows for public works on the centralised digital platform. This will reduce duplicate data entry and streamline the vetting procedures, thereby fully enhancing the efficiency of the project cost management process. In addition, the platform will collect information such as the key project cost data and design optimisation proposals to establish a centralised database, with an aim of providing more cost-effective design optimisation proposals through application of AI technical analysis.

With reference to past data, the PSGO, since its establishment, has scrutinised a total of over 600 public works projects that required funding approval from the Finance Committee of the Legislative Council, achieving cost savings of over \$240 billion in construction cost out of the original project estimate of about \$1,400 billion proposed by the project proponent departments. After the implementation of the platform, the Government will collect data to assess the overall effectiveness of the relevant measures in reducing construction costs and enhancing efficiency.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)037

(Question Serial No. 0862)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the injection of \$1 billion into the Construction Innovation and Technology Fund (CITF) to promote the industry-wide application of innovation and technology, thereby enhancing site safety, will the Government inform this Committee of the following:

- (1) What are the specific framework, timetable and allocation principles for the use of the injected funds? What are the amount, proportion, and key areas (including smart site safety system, construction robot, artificial intelligence safety monitoring and relevant technologies for prevention against fall from height, collision and fire) designated for enhancing site safety?
- (2) Will the Government set clear and quantifiable key performance indicators for the use of the CITF, including the expected coverage rate of safety technology application, reduction target for industrial accident rate, number of beneficiary construction sites and workers, etc. over the next 3 years, and report the progress to the public and the Legislative Council on a regular basis?
- (3) Has the Government conducted any comprehensive efficiency audit and review of the safety technology projects funded by the CITF in the past? What are the success stories on reduction of industrial accidents and the reasons for not achieving the expected outcome? How can the injection of \$1 billion optimise the funding direction, application mechanism and regulatory arrangements?

Asked by: Hon LAM Tzit-yuen, David (LegCo internal reference no.: 27)

Reply:

The Government injected a total of \$2.2 billion into the Construction Innovation and Technology Fund (CITF) in 2018 and 2022 respectively. Over the past 7 years since its establishment, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies (such as Building Information Modeling (BIM), Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), prefabricated steel rebar and Smart Site Safety System (4S)) in the industry, with a view to enhancing productivity and site safety, and reducing construction costs. To date, the CITF has approved about 5 550 applications to subsidise over 1 500

enterprises (over 60% of which are small and medium enterprises (SMEs)) to adopt various technologies in local construction projects, and has approved about 20 000 technology training places.

Since the remaining balance of the CITF is expected to be fully committed within 2026, the 2026-27 Budget has proposed injecting \$1 billion into the CITF, together with the Construction Industry Council's contribution of \$400 million, bringing the total to \$1.4 billion to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry, including promoting the application of emerging technologies such as construction robots, artificial intelligence (AI) and construction digitalisation in the industry.

Our reply to the Member's question is as follows:

- (1) The CITF has been adopting a funding mode of "reimbursement" and "matching" basis (the co-funding ratio is generally 70%) to ensure that the funding granted is used for technology adoption in the relevant construction projects, with a view to encouraging the industry to adopt more technologies while securing users' commitment to the use of technologies, thereby ensuring the proper use of public funds. In the coming years, we expect that the CITF will be mainly used to subsidise wider adoption of competitive construction technologies (such as BIM, MiC, MiMEP, 4S, prefabricated steel rebar, other innovative construction technologies and manpower development) in the industry; and to support the application of emerging technologies (including construction robots, AI and construction digitalisation). Most of these technologies can directly or indirectly uplift site safety.
- (2) The CITF supports the adoption of 4S on private construction sites to enhance site safety. Since 2023, we have been enhancing the CITF to further encourage the adoption of 4S in private developments. The initiatives include raising the funding ceiling for each company from \$6 million to \$7.5 million (of which the additional \$1.5 million must be used for 4S adoption), extending the funding scope to cover the ancillary expenses of adopting 4S in various aspects (including upgrading the network capacity, additional manpower for 4S operation, maintenance and technical support arising from the use of the 4S), and implemented a time-limited special subsidy scheme from September to November 2024 to extend the funding scope of the CITF to cover local rental companies for mobile plants/tower crane. This scheme has funded the installation of danger zone alert systems on a total of 3 900 machineries. As at February 2026, the CITF has approved about 430 applications for subsidising the adoption of 4S on the private construction sites, involving a total fund grant of about \$250 million. Although the Government has not set any performance indicators for the 4S, the overall accident rate of the construction industry has dropped notably by approximately 20% after implementing policy measures to require the adoption of 4S on construction sites, thus having a positive impact on site safety and providing workers with more comprehensive protection. The CITF's \$1.4 billion injection will continue to drive wider adoption of innovative technologies including 4S in the industry.

The Steering Committee (SC) and Management Committee (MC) comprising members from industry stakeholders and major government departments are set up under the CITF to provide overall steer to the use of the CITF, decide the key aspects of the CITF, and monitor the implementation progress and the use of the CITF. The CITF

Secretariat will report the operation and effectiveness of the CITF to the SC and MC on a regular basis.

- (3) The DEVB, together with the CITF Secretariat, reviews the operation and effectiveness of the CITF from time to time, with the latest overall review completed in 2024. The review includes an assessment of the effectiveness of projects funded in the past, particularly safety-related technologies. The review results demonstrate the significant achievements of the CITF. About 98% of the respondents in the industry (including contractors, sub-contractors, consultants, professional institutions and trade associations) consider that the Fund can drive adoption of technologies in the industry. The number of construction companies/contractors using advanced construction technologies, MiC or prefabricated steel rebar in construction works has doubled. About 70% of construction companies funded under the CITF expressed that innovative technologies have significantly boosted their productivity and reduced manpower demand for relevant processes by over 20%. Among the approximately 1 200 on-going construction sites for new works and maintenance projects valued over \$30 million in Hong Kong, 748 sites (accounting for about 60% of the projects valued over \$30 million in Hong Kong) have fully adopted 4S, reflecting the industry's proactive application of technologies to uplift safety. The CITF Secretariat will timely enhance the CITF's funding scope and framework, continue to streamline the application procedures, and assist the industry (particularly enterprises unfamiliar with technologies) in quickly selecting and procuring suitable safety-related technology products for application at their construction sites through pre-approved lists and recommended 4S packages so as to meet the needs of the industry. We are planning to launch a new round of overall review of the CITF within 2026.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)038

(Question Serial No. 0114)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the nurturing of construction professionals, will the Government inform this Committee of the following:

1. Does the content of the courses allocated with additional training places closely align with new industrialisation and digital construction technologies, such as the Modular Integrated Construction and Building Information Modelling?
2. What mechanism does the Government have in place to ensure that the training content meets the technical demand of future major infrastructure projects like the Northern Metropolis? If the courses still focus on traditional craftsmanship, is there a concern that this may lead to mismatch in training resources, making it difficult for graduates to meet market needs?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 10)

Reply:

(1)&(2) With the development of the Government's various infrastructure projects (including the Northern Metropolis) in future and the gradual recovery of the private sector, the overall construction volume of the construction industry is expected to grow steadily. Utilising construction technologies is an inevitable trend. We are promoting the application of technologies, including Building Information Modelling (BIM), Modular Integrated Construction (MiC), Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), artificial intelligence (AI) and construction robots, in the industry. It will not only help the construction industry cope with future construction volume, but also assists the industry in addressing challenges of ageing labour, declining productivity, relatively high construction costs and site safety. The introduction of construction technologies will facilitate the transformation of frontline workers from "manual labour" to "technical operators". This not only enhances site safety and improves working environment, but also creates more new employment opportunities for construction practitioners.

The Development Bureau (DEVB) has been addressing the manpower demand of the local construction industry to support its development through a multi-pronged training strategy. On construction technology training, the DEVB and the Construction Industry Council (CIC) regularly review the development of construction technology and changes in working modes to continuously optimise the strategic training matrix. In recent years, the CIC has actively provided systematic training courses on construction technologies to enhance the overall competencies of construction technology manpower in the industry. In the past 3 academic years (i.e. the 2023/24 academic year to the 2025/26 academic year (as at 31 January 2026)), nearly 3 500 students have completed construction technology-related training provided by the CIC, including:

- Incorporating elements related to the application of construction technologies into the full-time training courses for new entrants. Apart from basic skill training, the courses also introduce the fundamental theory and operating principle, construction safety and application simulation relating to the emerging technologies, aiming to enhance young trainees' understanding of construction technologies. The tuition fees for the relevant full-time courses are fully funded and subsidies are provided by the CIC;
- Introducing short-term courses on construction technologies commonly used in the sector, including relevant short-term certificate courses on emerging technologies including MiC, BIM, painting robots, welding robots, surveying and setting-out robots, and remote control tower cranes etc. Besides, the CIC is also collaborating with industry/suppliers to launch related courses on the hands-on practice of specific types of emerging technologies; and
- Established the Centre for Future Construction (CFC) in May 2025, which features 5 distinct zones, including the Robotic Hub, Digital Twin Hub, Smart Site Safety System Hub, AI Hub, and Immersive Cave, with a view to promoting construction technology development and application training. The CIC will utilise the CFC to provide construction technology training and exchange activities for the industry and above trainees.

In addition, the Government subsidises suppliers to offer project management-based construction technology training through the Construction Innovation and Technology Fund (CITF). Since its establishment in 2018, the CITF has approved approximately 20 000 technology training places.

The training modes and number of training places will be adjusted in response to the development of construction technology to ensure that the overall training strategy aligns with development of construction workforce.

To meet the medium- to long-term manpower demand in supporting the implementation of public works and private sector projects, the CIC has been utilising the \$1 billion funding by the Government in 2022-23 and its own resources to step up the training of construction workers and technicians. The number of training places has increased from 6 000 in the 2021/22 academic year to at least about 12 000 in each academic year from 2022/23 to 2027/28. To ensure that the training content meets the demand for construction technologies and emerging technologies in upcoming major infrastructure projects, the CIC will continue to adjust the number of training places and resource allocation annually through established

mechanism, considering factors such as the latest manpower forecast, to ensure graduates possess the relevant skills to meet the market needs.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)039

(Question Serial No. 0117)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding adoption of construction robots in public works projects, will the Government inform this Committee of:

1. how the Government plans to reduce the potential impact of construction robots on the current employment and safety of construction workers through funding; the detailed planning for retraining and transition support, unemployment risk assessment, precautionary measures for work injury and related indicators; and
2. how resources will be allocated for training related to construction robots, including training details, target participants, funding amount and enhancement of the industry's overall standard?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.:14)

Reply:

With the development of the Government's various infrastructure projects (including the Northern Metropolis) in future and the gradual recovery of the private sector, the overall construction volume of the construction industry is expected to grow steadily. Utilising construction technologies is an inevitable trend. We are promoting the application of technologies, including Building Information Modelling (BIM), Modular Integrated Construction (MiC), Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), artificial intelligence (AI) and construction robots, in the industry. This not only helps the construction industry cope with future construction volume, but also assists the industry in addressing challenges of ageing labour, declining productivity, relatively high construction costs and site safety.

Workers' safety

The introduction of construction technologies will facilitate the transformation of frontline workers from "manual labour" to "technical operators", which not only enhances site safety and improves working environment, but also creates more new employment opportunities for construction practitioners. Through handling risky working environment for workers,

construction robots can reduce the strain imposed on workers by tedious and repetitive tasks and lower their risk of injury, thereby improving productivity, occupational safety and health. For example, welding robots can prevent workers from being exposed to safety risks such as exposure to strong light and high temperatures within a short distance during the welding process, while remote tower cranes can save operators the time for climbing up and down the cranes, reducing the risks associated with working at heights.

Assisting construction workers in transition

To assist construction workers in transition, the Construction Industry Council (CIC) launched the enhanced training support measures for the construction industry in 2025. These measures include increasing the number of training places of the “Multi-skilled” Training Course and the “Skills Enhancement Courses” to 5 000. The “Multi-skilled” Training Course helps skilled construction workers master additional craft skills, particularly those for trades in demand in the market, while the “Skills Enhancement Course” trains general workers to become skilled workers, including “intermediate tradesmen” and “tradesmen”, thereby achieving “targeted training” to enhance workers’ employment opportunities and remuneration. Apart from increasing the number of training places, the CIC has also fully waived the course fees and increased training allowances, and collaborated with trade unions and trade associations to optimise employment and training matching services. Since the increase in training places, over 1 200 workers had enrolled on the above training courses, which ran up to March 2026. The majority of the graduates have secured employment upon completion of the training.

Construction technology training

On construction technology (including construction robots) training, the DEVB and the CIC regularly review the development of construction technology and changes in working modes to continuously optimise the strategic training matrix. In recent years, the CIC has actively provided systematic training courses on construction technologies to comprehensively enhance the overall competencies of construction technology manpower in the industry. In the past 3 academic years (i.e. the 2023/24 academic year to the 2025/26 academic year (as at 31 January 2026)), nearly 3 500 people have completed construction technology-related training provided by the CIC, including:

- Incorporating elements related to the application of construction technologies into the full-time training courses for new entrants. Apart from basic skill training, the courses also introduce the fundamental theory and operating principle, construction safety and application simulation relating to construction robots, aiming to enhance young trainees’ understanding of construction technologies. The tuition fees of the relevant full-time courses are fully funded and subsidies are provided by the CIC;
- Introducing short-term courses on construction technologies commonly used in the sector, including relevant short-term certificate courses on construction robots covering painting robots, welding robots, surveying and setting-out robots, and remote tower cranes etc., with contents covering the fundamental theory and operation of robots, on-site practical training (e.g. application and set-up in different scenarios), quality control of works and emergency response. The CIC will provide subsidies of up to 50% to 80% of the tuition fees for students enrolled in robotics courses. Besides, the CIC is also collaborating with industry/suppliers to launch related courses on the hands-on practice of specific types of robots; and

- Established the Centre for Future Construction (CFC) in May 2025, which features 5 distinct zones, including the Robotic Hub, Digital Twin Hub, 4S Hub, AI Hub, and Immersive Hub, with a view to promoting construction technology development and application training. The CIC will utilise the CFC to provide construction technology training and exchange activities for the industry and above trainees.

In addition, the Government subsidises suppliers to offer project management-based construction technology training through the Construction Innovation and Technology Fund (CITF). Since its establishment in 2018, the CITF has approved approximately 20 000 technology training places (including for construction robots).

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)040

(Question Serial No. 0902)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the Built Heritage Conservation Fund, will the Government inform this Committee of the following:

1. The Budget did not provide specific details on which conservation projects will be supported. What are the timeline and target buildings for new revitalisation projects expected to be rolled out within this year? Has provision been earmarked for formulating and implementing policy initiatives for the preservation and inheritance of intangible cultural heritage?
2. Has the Government assessed the economic and social benefits to be brought by these projects, including a growth in the number of visitors and a boost to related consumption and tourism revenue?

Asked by: Hon LAU Chi-pang (LegCo internal reference no.: 24)

Reply:

1. The 2026-27 Budget proposes an additional allocation of \$1 billion to the Built Heritage Conservation Fund (BHCF) to continue taking forward the work on conservation of historic buildings, of which \$700 million will be used for the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme). The additional allocation enables us to roll out more projects. We expect to invite revitalisation proposals for a historic building within 2026 at the earliest, with details to be announced in due course. The remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF, namely the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), the Funding Scheme for Public Engagement Projects and the Funding Scheme for Thematic Research (the vast majority of the \$300 million will be used for the FAS).

Policies and measures on the preservation and inheritance of intangible cultural heritage fall within the purview of the Culture, Sports and Tourism Bureau, while the Intangible Cultural Heritage Office is established under the Leisure and Cultural Services Department. In this regard, the Commissioner for Heritage's Office and the

Antiquities and Monuments Office under the Development Bureau provide information and technical support on the conservation of historic buildings.

2. The projects under the Revitalisation Scheme have attracted a cumulative attendance of over 12.8 million, with an attendance of approximately 1.62 million recorded in 2025, representing an increase of about 230 000 or 17%, compared with approximately 1.39 million in 2024. The revitalisation projects serve diverse purposes and help promote the development of culture, arts and tourism. They also create employment opportunities for the districts, stimulate the local economy, revitalise old communities and strengthen community cohesion.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)041****(Question Serial No. 0479)**

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 266 of the Budget Speech that the Government will accelerate the development of the Northern Metropolis (NM) and other public works projects relating to the economy and people's livelihood. As most areas of the NM are designated as low density zones, which include several wetland parks (Mai Po Inner Deep Bay Ramsar Site, Sam Po Shue Wetland Conservation Park), it is particularly necessary to have sufficient professionals relating to planning and construction in the government team to participate in and support such work as planning and design. In this connection, will the Government inform this Committee of the total estimated number of posts (including permanent and time-limited posts) in the professional grades relating to the architectural, surveying, planning, landscape architectural and engineering fields in the civil service establishment in the 2026-2027 financial year, with a breakdown by (i) policy bureau/department/office and rank (set out in Table 1), and (ii) grade (including (a) Architect, (b) Building Surveyor, (c) Estate Surveyor, (d) Land Surveyor, (e) Maintenance Surveyor, (f) Quantity Surveyor, (g) Valuation Surveyor, (h) Town Planner, (i) Planning Officer, (j) Landscape Architect, and (k) Engineer (based on the relevant grades)) (set out in Table 2)?

Table 1

Bureau/ Department/ Office	Ranks in professional grades relating to architectural, surveying, planning, landscape architectural and engineering fields				
	2026-2027				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank 2
... ..					
... ..					
Total					

Table 2

Bureau/ Department/ Office	2026-2027				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank 2
Grade: (a)					
... ..					
Grade:					
... ..					
Grade: (k)					
... ..					
Total					

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 1)

Reply:

In the 2026-27 civil service establishment, about 6 900 posts are professional grades relating to architecture, surveying, planning, landscape, and engineering. These professional posts cover various grades, including architects, building surveyors, estate surveyors, land surveyors, maintenance surveyors, quantity surveyors, valuation surveyors, town planners, planning officers, landscape architects, and engineers (including building services engineers, civil engineers, electrical and mechanical engineers, electronics engineers, geotechnical engineers and structural engineers). These posts are mainly concentrated in departments under the Development Bureau (including the Architectural Services Department, Buildings Department, Civil Engineering and Development Department, Drainage Services Department, Electrical and Mechanical Services Department, Lands Department, Planning Department, and Water Supplies Department), the Housing Bureau/Housing Department, Highways Department and Transport Department. The numbers of such professional posts (including both permanent and time-limited posts) are provided in **Annex I** and **Annex II**, categorised by policy bureau/department and grade respectively.

Professional staff from various grades perform their respective duties according to functions of their departments, to assist the Government in advancing various tasks such as implementing public works projects that benefit people's livelihood and support the development of Hong Kong (such as land development, public housing, and infrastructure construction), as well as handling development-related approvals, regulations, maintenance and management of infrastructure.

Table 1: Number of posts in the grades relating to the architectural, surveying, planning, landscape and engineering professions in Bureaux/Departments

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Agriculture, Fisheries and Conservation Department	-	-	-	1	6
Architectural Services Department	-	8	30	154	385
Buildings Department	2	6	24	153	543
Civil Engineering and Development Department	7	14	37	231	494
Commerce and Economic Development Bureau	-	-	-	-	1
Correctional Services Department	-	-	-	-	1
Culture, Sports and Tourism Bureau	1	-	-	6	1
Customs and Excise Department	-	-	-	-	1
Department of Health	-	-	-	5	8
Development Bureau (Planning and Lands Branch)	-	2	-	24	17
Development Bureau (Works Branch)	4	6	8	58	31
Drainage Services Department	1	4	12	90	270
	2026-2027 Financial Year				

Bureau/ Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Education Bureau	-	-	1	6	20
Electrical and Mechanical Services Department	3	6	20	165	418
Environment and Ecology Bureau	-	-	-	3	4
Environmental Protection Department	-	-	-	5	6
Financial Services and the Treasury Bureau	-	-	-	-	1
Fire Services Department	-	-	-	4	10
Government Property Agency	-	1	4	20	49
Health Bureau	-	-	-	-	1
Highways Department	4	8	22	196	434
Home and Youth Affairs Bureau	-	-	-	-	1
Home Affairs Department	-	-	2	7	31
Housing Bureau and Housing Department	-	-	37	278	915
Innovation and Technology Commission	-	-	-	1	3
Judiciary	-	-	-	1	-
Labour Department	-	-	-	3	-
Lands Department	3	8	26	120	281
Leisure and Cultural Services Department	-	-	-	2	4
Marine Department	-	-	-	3	9

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Planning Department	3	6	17	89	204
Post Office	-	-	-	2	4
Rating and Valuation Department	2	4	8	25	75
Social Welfare Department	-	-	-	5	22
Transport and Logistics Bureau	-	1	-	8	1
Transport Department	1	3	13	66	165
Water Supplies Department	-	5	13	89	251
Total :	31	82	274	1 820	4 667

Note: Establishment figures include permanent posts and time-limited posts. Posts that can be filled by multi-disciplined officers are excluded.

**Table 2: Number of posts in the grades relating to the architectural, surveying, planning, landscape and engineering professions in Bureaux/Departments
Breakdown by grade**

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
(a) Grade: Architect					
Architectural Services Department	-	4	11	44	98
Civil Engineering and Development Department	-	-	-	2	4
Development Bureau (Planning and Lands Branch)	-	-	-	1	3
Development Bureau (Works Branch)	-	1	1	8	12
Drainage Services Department	-	-	-	-	1
Environment and Ecology Bureau	-	-	-	1	1
Environmental Protection Department	-	-	-	1	1
Government Property Agency	-	-	1	3	4
Health Bureau	-	-	-	-	1
Highways Department	-	-	-	-	2
Home Affairs Department	-	-	-	2	9
Housing Bureau and Housing Department	-	-	10	64	181
Judiciary	-	-	-	1	-

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Leisure and Cultural Services Department	-	-	-	1	-
Social Welfare Department	-	-	-	2	5
Subtotal:	-	5	23	130	322
(b) Grade: Building Surveyor					
Buildings Department	2	4	16	88	312
Civil Engineering and Development Department	-	-	-	-	1
Development Bureau (Planning and Lands Branch)	-	-	-	3	1
Development Bureau (Works Branch)	-	-	-	2	-
Highways Department	-	-	-	1	1
Home Affairs Department	-	-	1	2	10
Housing Bureau and Housing Department	-	-	-	5	3
Lands Department	-	-	-	1	1
Social Welfare Department	-	-	-	-	5
Subtotal:	2	4	17	102	334
(c) Grade: Estate Surveyor					
Culture, Sports and Tourism Bureau	-	-	-	1	-
Development Bureau (Planning and Lands Branch)	-	-	-	5	-
Development Bureau (Works Branch)	-	-	-	-	1

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Government Property Agency	-	-	1	5	11
Housing Bureau and Housing Department	-	-	3	21	75
Lands Department	2	7	21	84	186
Subtotal:	2	7	25	116	273
(d) Grade: Land Surveyor					
Agriculture, Fisheries and Conservation Department	-	-	-	-	1
Civil Engineering and Development Department	-	-	1	3	8
Department of Health	-	-	-	-	1
Development Bureau (Planning and Lands Branch)	-	-	-	2	4
Development Bureau (Works Branch)	-	-	-	1	1
Drainage Services Department	-	-	-	1	1
Fire Services Department	-	-	-	1	-
Highways Department	-	-	1	2	8
Home Affairs Department	-	-	-	1	2
Housing Bureau and Housing Department	-	-	-	1	9
Lands Department	1	1	4	31	78
Marine Department	-	-	-	2	6

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Water Supplies Department	-	-	-	-	1
Subtotal:	1	1	6	45	120
(e) Grade: Maintenance Surveyor					
Architectural Services Department	-	1	4	24	63
Development Bureau (Works Branch)	-	-	-	-	2
Education Bureau	-	-	1	4	10
Government Property Agency	-	-	-	4	7
Housing Bureau and Housing Department	-	-	4	34	100
Leisure and Cultural Services Department	-	-	-	1	1
Post Office	-	-	-	1	1
Social Welfare Department	-	-	-	1	1
Subtotal:	-	1	9	69	185
(f) Grade: Quantity Surveyor					
Architectural Services Department	-	1	5	28	72
Civil Engineering and Development Department	-	-	-	-	1
Development Bureau (Planning and Lands Branch)	-	-	-	-	2
Development Bureau (Works Branch)	-	-	-	1	2
Drainage Services Department	-	-	-	-	1

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Education Bureau	-	-	-	1	4
Financial Services and the Treasury Bureau	-	-	-	-	1
Government Property Agency	-	-	-	-	1
Highways Department	-	-	-	1	4
Home Affairs Department	-	-	-	-	1
Housing Bureau and Housing Department	-	-	2	20	62
Post Office	-	-	-	-	1
Social Welfare Department	-	-	-	1	5
Water Supplies Department	-	-	-	1	1
Subtotal:	-	1	7	53	158
(g) Grade: Valuation Surveyor					
Government Property Agency	-	1	2	8	22
Rating and Valuation Department	2	4	8	25	75
Subtotal:	2	5	10	33	97
(h) Grade: Town Planner					
Civil Engineering and Development Department	-	-	-	4	3
Culture, Sports and Tourism Bureau	-	-	-	2	-
Development Bureau (Planning and Lands Branch)	-	1	-	8	3
Development Bureau (Works Branch)	1	-	-	2	1

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Environment and Ecology Bureau	-	-	-	1	1
Planning Department	3	6	16	86	195
Transport and Logistics Bureau	-	-	-	2	-
Subtotal:	4	7	16	105	203
(i) Grade: Planner					
Housing Bureau and Housing Department	-	-	2	16	45
Subtotal:	-	-	2	16	45
(j) Grade: Landscape Architect					
Architectural Services Department	-	-	1	6	17
Civil Engineering and Development Department	-	-	1	6	17
Development Bureau (Planning and Lands Branch)	-	-	-	-	1
Development Bureau (Works Branch)	-	-	1	3	2
Drainage Services Department	-	-	-	1	3
Government Property Agency	-	-	-	-	1
Highways Department	-	-	1	5	18
Housing Bureau and Housing Department	-	-	-	7	25
Lands Department	-	-	-	1	4

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Leisure and Cultural Services Department	-	-	-	-	1
Planning Department	-	-	-	2	8
Water Supplies Department	-	-	-	-	2
Subtotal:	-	-	4	31	99
(k) (1) Grade: Building Services Engineer					
Architectural Services Department	-	1	5	23	54
Civil Engineering and Development Department	-	-	-	-	2
Department of Health	-	-	-	-	1
Development Bureau (Planning and Lands Branch)	-	-	-	-	1
Development Bureau (Works Branch)	-	-	-	3	1
Drainage Services Department	-	-	-	-	1
Education Bureau	-	-	-	1	5
Electrical and Mechanical Services Department	-	-	2	50	112
Fire Services Department	-	-	-	2	5
Government Property Agency	-	-	-	-	2
Highways Department	-	-	-	-	1
Home Affairs Department	-	-	-	-	1

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Housing Bureau and Housing Department	-	-	4	36	126
Post Office	-	-	-	-	1
Social Welfare Department	-	-	-	1	5
Subtotal:	-	1	11	116	318
(k) (2) Grade: Civil Engineer					
Agriculture, Fisheries and Conservation Department	-	-	-	1	4
Civil Engineering and Development Department	6	9	24	158	303
Commerce and Economic Development Bureau	-	-	-	-	1
Culture, Sports and Tourism Bureau	1	-	-	2	-
Development Bureau (Planning and Lands Branch)	-	1	-	5	1
Development Bureau (Works Branch)	3	5	4	30	7
Drainage Services Department	1	3	9	73	215
Electrical and Mechanical Services Department	-	-	-	5	-
Environment and Ecology Bureau	-	-	-	1	1
Environmental Protection Department	-	-	-	1	-
Highways Department	4	8	20	178	380

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Home Affairs Department	-	-	1	2	6
Home and Youth Affairs Bureau	-	-	-	-	1
Housing Bureau and Housing Department	-	-	3	17	51
Innovation and Technology Commission	-	-	-	1	3
Planning Department	-	-	1	1	1
Transport and Logistics Bureau	-	1	-	6	1
Transport Department	1	3	11	63	145
Water Supplies Department	-	4	11	64	177
Subtotal:	16	34	84	608	1 297
(k) (3) Grade: Electrical and Mechanical Engineer (including 2 Shift Charge Engineers)					
Architectural Services Department	-	-	-	3	5
Civil Engineering and Development Department	-	-	-	1	5
Correctional Services Department	-	-	-	-	1
Culture, Sports and Tourism Bureau	-	-	-	-	1
Department of Health	-	-	-	1	1
Development Bureau (Works Branch)	-	-	1	2	-
Drainage Services Department	-	1	3	13	45

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Electrical and Mechanical Services Department	3	6	14	77	215
Environment and Ecology Bureau	-	-	-	-	1
Environmental Protection Department	-	-	-	3	5
Fire Services Department	-	-	-	1	3
Highways Department	-	-	-	5	13
Labour Department	-	-	-	2	-
Post Office	-	-	-	1	-
Transport Department	-	-	2	3	9
Water Supplies Department	-	1	2	23	68
Subtotal:	3	8	22	135	372
(k) (4) Grade: Electronics Engineer					
Customs and Excise Department	-	-	-	-	1
Department of Health	-	-	-	4	5
Development Bureau (Works Branch)	-	-	-	1	-
Drainage Services Department	-	-	-	1	2
Electrical and Mechanical Services Department	-	-	4	33	90
Fire Services Department	-	-	-	-	2
Highways Department	-	-	-	-	2
Marine Department	-	-	-	1	3
Post Office	-	-	-	-	1

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Transport Department	-	-	-	-	11
Subtotal:	-	-	4	40	117
(k) (5) Grade: Geotechnical Engineer					
Agriculture, Fisheries and Conservation Department	-	-	-	-	1
Architectural Services Department	-	-	-	3	7
Buildings Department	-	-	-	1	1
Civil Engineering and Development Department	1	5	11	57	150
Culture, Sports and Tourism Bureau	-	-	-	1	-
Development Bureau (Works Branch)	-	-	1	3	-
Drainage Services Department	-	-	-	1	1
Highways Department	-	-	-	3	3
Housing Bureau and Housing Department	-	-	2	14	48
Lands Department	-	-	1	3	12
Water Supplies Department	-	-	-	1	2
Subtotal:	1	5	15	87	225
(k) (6) Grade: Structural Engineer					
Architectural Services Department	-	1	4	23	69
Buildings Department	-	2	8	64	230

Bureau/ Department	2026-2027 Financial Year				
	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Development Bureau (Planning and Lands Branch)	-	-	-	-	1
Development Bureau (Works Branch)	-	-	-	2	2
Education Bureau	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	-	-	1
Government Property Agency	-	-	-	-	1
Highways Department	-	-	-	1	2
Home Affairs Department	-	-	-	-	2
Housing Bureau and Housing Department	-	-	7	43	190
Labour Department	-	-	-	1	-
Leisure and Cultural Services Department	-	-	-	-	2
Social Welfare Department	-	-	-	-	1
Subtotal:	-	3	19	134	502
Total:	31	82	274	1 820	4 667

Note: Establishment figures include permanent posts and time-limited posts. Posts that can be filled by multi-disciplined officers are excluded.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)042

(Question Serial No. 0599)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Matters Requiring Special Attention in 2026–27 that the Works Branch will continue to oversee the operation of the Built Heritage Conservation Fund, and continue to implement the Financial Assistance for Maintenance Scheme on Built Heritage to provide financial assistance on the maintenance of privately-owned graded historic buildings as well as government-owned declared monuments and graded historic buildings leased to non-profit-making organisations. In this connection, will the Government inform this Committee of the following:

1. Regarding the existing revitalisation projects (e.g. Tai O Heritage Hotel, the Blue House Cluster), will the Government provide specific data since their operation by project, including annual visitor numbers, occupancy rates (if applicable), self-financing status, the number of jobs created and the approved amount of maintenance subsidies?
2. Taking the Blue House Cluster as an example, which has won an international award with the “Retain House and Tenant” concept, has the Government conducted any longitudinal tracking studies on such revitalisation projects with community engagement elements to assess their impact on the quality of life of original residents and community networks?
3. When approving a new round of revitalisation applications and assessing existing projects, will the Government enhance the assessment indicators by incorporating more diverse soft indicators such as community engagement, effectiveness of cultural heritage and “telling the good stories of Hong Kong” (project exposure in international and local media, etc.), and social inclusion elements (e.g. intergenerational harmony) apart from traditional benchmarks like “the number of visitors” and “economic contribution” ?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.:2)

Reply:

1. There are currently 14 projects in operation under the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme). Under the Revitalisation Scheme, selected non-profit-making organisations are required to operate the projects in the form of social enterprises and become self-sustainable after two years of operation, with all surplus generated ploughed back into the projects. All the revitalisation projects in operation

can break even, taking into account the revenue generated by their operations, donations and other sponsorships.

Regarding the 14 revitalisation projects in operation, the numbers of visitors and jobs created from 2023 to 2025 are as follows:

Project name	Annual number of visitors			Number of jobs created		
	2023	2024	2025	2023	2024	2025
Batch I						
Tai O Heritage Hotel ^{Note}	85 000	66 000	63 000	26	27	27
Hong Kong Baptist University School of Chinese Medicine–Lui Seng Chun	48 000	45 000	37 000	34	28	30
YHA Mei Ho House Youth Hostel ^{Note}	202 000	217 000	229 000	55	61	69
Jao Tsung-I Academy ^{Note}	174 000	150 000	173 000	120	101	105
Batch II						
Green Hub ^{Note}	49 000	45 000	41 000	43	49	53
Stone Houses Family Garden	132 000	130 000	135 000	22	22	21
Viva Blue House ^{Note}	60 000	70 000	83 000	25	25	24
Batch III						
Hong Kong News-Expo	31 000	38 000	40 000	29	25	30
Hong Kong Federation of Youth Groups Leadership Institute ^{Note}	77 000	74 000	75 000	38	40	30

Project name	Annual visitor arrivals			Number of jobs created		
	2023	2024	2025	2023	2024	2025
Batch IV						
Tai Hang Fire Dragon Heritage Centre	42 000	63 000	38 000	10	10	10
The Pokfulam Farm	24 000	21 000	14 000	24	14	17
Sik Sik Yuen Lady Ho Tung Welfare Centre Eco-Learn Institute	3 000 (commenced operation in May 2023)	5 000	4 700	6	8	6
Batch V						
Luen Wo Market – House of Urban and Rural Living	Not applicable	459 000 (commenced operation in March 2024)	680 000	Not applicable	6	11
Former Lau Fau Shan Police Station – Hong Kong Guide Dogs Academy	Not applicable	Not applicable	<u>1 500</u> (commenced operation in April 2025)	Not applicable	Not applicable	9

Note: As the occupancy rates of the projects involve business operational data, we are unable to provide the relevant figures.

Additionally, regarding the Financial Assistance for Maintenance Scheme on Built Heritage mentioned by the Member, the approved applications so far involved 99 historic buildings, with the amount of subsidies exceeding \$191 million.

2. The Blue House Cluster, a project under Batch II of the Revitalisation Scheme, has been revitalised into “Viva Blue House”, marking the first revitalisation project with the “Retain House and Tenant” concept. The project preserves tenement houses from the 1920s to the 1950s, while providing new kitchens and bathrooms to the units and adding new pedestrian bridges, staircases and lift core in the open spaces of the cluster to connect the buildings through revitalisation works, so as to improve the living environment of the residents. After revitalisation, the original residents can choose to stay, thereby preserving the traditional lifestyle of old tenement houses and the sense of neighbourhood. At the same time, the “Good Neighbour Scheme” has been introduced under the project, allowing those interested in “co-living” and community engagement to become good neighbours with the original residents.

We attach great importance to the well-being of the original residents and the community after the completion of revitalisation projects. Taking “Viva Blue House” as an example, through diverse cultural and community cohesion activities such as the Mid-Autumn Festival Night and Spring Gathering, it has successfully enhanced community engagement

and encouraged active participation of residents and the community. The “C.O.M.E. Hall” established under the project continues to promote community networks and a culture of care among residents, embodying the spirit of neighbourhood mutual help and harmony and inclusivity, thereby facilitating the sustainable development of the community. The project has won the 2017 Award of Excellence of the United Nations Educational, Scientific and Cultural Organization Asia-Pacific Awards for Cultural Heritage Conservation, marking the first time a built heritage conservation project in Hong Kong has received this top honour.

The Development Bureau will continue to work with the Advisory Committee on Built Heritage Conservation (ACBHC) to monitor the performance of projects according to agreed objectives, including reviewing project progress reports, meeting with partner organisations and conducting site visits, to ensure the effective implementation of the relevant projects.

3. In reviewing applications under the Revitalisation Scheme submitted by non-profit-making organisations, the ACBHC adopts assessment criteria encompassing different aspects, including the benefits of the applications to the revitalisation of historic buildings and the society. It also evaluates the reflection of historical value and significance, the social value and social enterprise operation, as well as the financial viability and the management capability of the applicants etc. The above assessment criteria have already covered the benefits brought by the projects to historic buildings conservation and the society, including heritage conservation and benefits to the community and tourism promotion for the enjoyment of the public and tourists to the historic buildings after revitalisation. Through the above assessment criteria, selected historic building revitalisation projects help preserve the city’s cultural characteristics and social diversity, and promote cultural heritage inheritance by enabling the younger generation to understand the historical development path of Hong Kong and enhance community involvement. Revitalised buildings can combine exhibitions and guided tours to promote public understanding of Hong Kong’s history and cultural traditions. Through innovation and adaptive re-use, historic buildings are given a new lease of life so that we can tell the good story of Hong Kong’s historic buildings to the public and tourists.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)043

(Question Serial No. 0600)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 188 of the Budget Speech that an additional funding of \$1 billion will be earmarked for the Built Heritage Conservation Fund. It is learnt that the Fund has previously supported a number of conservation projects integrated with technological applications, including the establishment of a Smart Gamified Platform for Conservation and the use of augmented reality (AR) to facilitate visitors' exploration of historic buildings in rural areas. In this connection, will the Government inform this Committee of the following:

1. What are the implementation progress and initial results of the above-mentioned conservation projects integrated with technological applications? Will the Government conduct independent evaluations for each project upon completion and apply the successful experiences (such as AR/virtual reality (VR) application models and smart information integration strategies) to the conservation and promotion of other historic buildings in rural areas?
2. In the new round of funding, will the Government consider establishing a dedicated allocation under the Fund's framework to specifically support the use of technologies such as AR, VR and artificial intelligence to record, interpret and promote historic and cultural buildings (particularly historic buildings in rural areas) in more vivid and diverse ways? If so, what are the estimated funding amount, application mechanism and assessment criteria?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 3)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research.

The BHCF has been actively encouraging applicant organisations to incorporate innovation and technology (I&T) into their public engagement activities to enhance participants' experience. With support from the Funding Scheme for Public Engagement Projects, some projects have successfully incorporated technological applications. For example, the Smart

Gamified Platform for Conservation mentioned in the Question is a pilot scheme focusing on historic chapels and Hakka residences on the Sai Kung Peninsula. Subsidies were granted to the scheme under the BHCF in November 2024. Through the development of a mobile application, users are guided through the historic chapels and surrounding Hakka residences in Sham Chung, Pak Tam Chung and Pak Sha O in Sai Kung to learn their history and related conservation work, combining learning and sightseeing. The project is currently at the detailed design stage, which will be followed by field testing. The funded organisation is required to submit a review report upon completion for examination by the Commissioner for Heritage's Office and to report the outcomes to the Advisory Committee on Built Heritage Conservation.

We will continue to actively explore how to further support the application of innovative technologies through the BHCF, such as augmented reality, virtual reality and artificial intelligence. The application of technologies can enhance the effectiveness of the conservation and promotion of historic buildings, including those located in rural areas, and demonstrate and interpret their values in more diverse and innovative ways.

Besides, the Antiquities and Monuments Office (AMO) has been applying technologies, including advanced 3D scanning, drones and artificial intelligence algorithm in heritage conservation to record heritage sites for restoration, research and education purposes. In addition to utilising 3D printing of historic buildings or their architectural features for display at exhibitions to enrich visitor experience, the AMO will continue to explore different ways to release 3D records of heritage sites to facilitate public search for and access to related information. For instance, the AMO has uploaded a series of 18 virtual tours to its website, showcasing declared monuments and graded historic buildings across Hong Kong.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)044

(Question Serial No. 0644)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in Matters Requiring Special Attention in 2026–27 that the Works Branch will continue to steer and support the wider use of Modular Integrated Construction (MiC), Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP) and other high productivity construction methods, including formulating and promulgating a series of measures to strengthen the supply chain of MiMEP modules. In this connection, will the Government inform this Committee of the following:

1. the estimated amount of funding to be used for supporting projects related to the MiC method (including research and development, training, subsidies for demonstration projects, etc.) this year as well as the number of applications approved by the Government for MiC-related projects, the subsidies granted and the categories of beneficiary enterprises over the past 3 years. There are views saying that the use of the MiC method requires projects of a certain scale to achieve cost-effectiveness, and that applying it to small projects may increase construction costs instead. Has the Government conducted any systematic comparative analysis of the unit construction costs of MiC projects of different scales against those of traditional construction methods? If so, please provide the relevant cost variance data and analysis results by project type; if not, what are the reasons?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 7)

Reply:

The construction industry in Hong Kong has been facing the challenges of declining productivity, relatively high construction costs and ageing labour in recent years. The Government has been leading by example and piloting Modular Integrated Construction (MiC) to enhance the industry's productivity and cost effectiveness, with a view to enhancing speed, quantity, efficiency and quality. A number of public and non-governmental organisations, including the Hong Kong Housing Authority, Hong Kong Housing Society, Urban Renewal Authority and Hospital Authority, have started the adoption of MiC. Currently, over 150 projects in both public and private sectors have adopted MiC, including projects that have been completed, and those under construction and about to start. It is mentioned in the Chief Executive's 2025 Policy Address that the Development Bureau

(DEVB) will conduct central procurement on a trial basis in the first half of 2026, piloting in the procurement of MiC modules, in order to save costs. At the same time, the DEVB will continue to implement measures to strengthen the supply chain of MiC, in order to foster the application of MiC technology in both public and private sector projects. Efforts will be dedicated to research and development (R&D), quality accreditation and marketing of the technology, and deepening the co-operation with the Greater Bay Area to consolidate Hong Kong's leading position in the adoption of MiC.

Our reply to the Member's question is as follows:

The Government will continue to support the MiC-related design, application, and R&D projects through the existing mechanisms, including the Construction Innovation and Technology Fund (CITF), as well as to provide training programmes through the Hong Kong Institute of Construction to train MiC technical talent. It is proposed in the 2026-27 Budget that \$1 billion will be injected into the CITF, together with \$400 million allocated by the Construction Industry Council, totalling \$1.4 billion, to promote the industry-wide application of innovation and technology, thereby enhancing productivity and site safety, among which also cover the support for MiC-related projects. Over the past 3 years, the CITF approved 42 MiC-related applications, involving a subsidizing amount of approximately \$113 million, with beneficiaries mainly include contractors and consultants.

In terms of cost-effectiveness, MiC modules can be produced by accredited manufacturers in the Greater Bay Area, and the completed modules will be transported to construction sites for installation to enhance site productivity and shorten construction period. Therefore, MiC projects inherently possess the quality to achieve better cost-effectiveness. To ensure the effectiveness of MiC projects, during the design and planning stages, MiC must be taken as the planning basis. The construction process should also be properly planned to maximise the modularisation and off-site completeness, reduce the number of module types, use modules of appropriate size to facilitate off-site production and transportation arrangements, as well as strengthen the supply chain coordination to maximise the benefits of MiC. Additionally, the adoption of MiC can reduce construction waste and lower the risk of site accidents, thereby resulting in more noticeable overall benefits. Therefore, as long as the project is well-designed at the initial stage, regardless of its scale, it can achieve better cost-effectiveness.

As there is a wide variety of public works projects, with different project requirements, site conditions and construction arrangements, whereas the scope of MiC adopted and the degree of module completion vary across projects, it is difficult to make a direct comparison between each project with MiC and conventional construction method. According to the University of Hong Kong's study on the overall performance of MiC projects in different types of residential buildings and dormitories, the adoption of MiC can bring cost benefits in general, with some projects achieving saving up to about 10% of construction costs.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)045

(Question Serial No.0709)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 172 of the Budget Speech that \$65 million will be allocated to provide additional government-funded training places for construction professionals this year. Currently, Hong Kong continues to face structural pressures, particularly in the labour market. The seasonally adjusted unemployment rate stood at 3.8% in the fourth quarter last year, remaining low. However, certain sectors are still under pressure, especially the construction industry I work in as employment opportunities for young architects are limited. In this connection, will the Government inform this Committee of the following:

1. What are the specific uses of the allocation of \$65 million? Please list the estimated number of beneficiary graduates and the specific amounts allocated, broken down by profession, such as architects, engineers, surveyors, planners and landscape architects.
2. In future, will the Government assess the manpower requirements for the architectural, planning and surveying professions in the light of the Northern Metropolis and the infrastructure projects for the next decade? If so, please provide the forecast figures.

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 12)

Reply:

1. The Development Bureau (DEVB) and its departments have been implementing the Graduate Training Scheme (GTS) to provide training positions for graduates from construction-related university disciplines (including architecture, surveying, planning, landscape architecture and engineering), with a view to helping them acquire sufficient training and work experience to meet the registration requirements of relevant statutory professional institutions. As the planning and design for the Northern Metropolis (NM)) and other development projects have commenced in phases, we anticipate a gradual resurgence of construction volume in the private sector. Since graduates in construction-related professions are generally require several years (2 to 4 years) of industry experience before obtaining professional qualifications, it is essential that we continue to nurture construction professionals to meet future manpower demands. To this end, the Government has proposed to allocate \$65 million to increase the number of training places under the GTS by 88 in 2026, bringing the total from the originally planned 172 to 260,

so as to support construction graduates in obtaining professional qualifications. A breakdown of graduate training positions, as well as the relevant resource allocation, is set out in the Annex. Upon completing the training scheme and attaining professional qualifications, graduates may either shift to the private sector or join the Government through open recruitment. We will continue to monitor the effectiveness of the scheme, including the graduate recruitment, their completion of training and attainment of professional qualifications.

2. The Construction Industry Council (CIC) just released the Manpower Forecast for Hong Kong Construction Industry in April 2026. Taking into account the forecasted trend of construction volume in the Construction Expenditure Forecast published on the same day, the enhanced training by the CIC and the effect of innovation and technology application in the industry, it is expected that in the professional sector, the manpower shortage in certain professions (such as architects and town planners) have recently eased. However, with the development of the Government's upcoming infrastructure projects (including the NM) and the gradual recovery of the private sector, the manpower demand of the construction industry will remain keen in the next 5 years. The CIC forecasts a shortage of 5 500 to 6 000 professionals by 2030. The DEVB will make reference to the forecast data and continue to address the industry's manpower demand through a multi-pronged strategy to support the development of the local construction industry.

The Graduate Training Scheme of the Development Bureau
Training Positions in 2026

	Number of Training Positions in 2026 ^{Note}			Funding involved (\$ million)
	Original	Proposed	i.e. Additional	
Architecture	6	16	10	6.4
Engineering	68	88	20	21.3
Surveying	67	105	38	24.4
Landscape Architecture	6	8	2	1.3
Planning	25	43	18	11.6
Total	172	260	88	65.0

Note: The duration of graduate training varies for different disciplines.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)046

(Question Serial No. 0716)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 188 of the Budget Speech that the Government will earmark an additional funding of \$1 billion for the Built Heritage Conservation Fund (BHCF). Will the Government consider allocating a portion of the BHCF to support historic building revitalisation projects related to rural tourism, and establish a dedicated "Rural Historic Buildings" category under the BHCF? If so, what are the details?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.:23)

Reply:

The Commissioner for Heritage's Office (CHO) of the Development Bureau (DEVB) has been taking forward various initiatives related to the conservation of historic buildings through the Built Heritage Conservation Fund (BHCF). To tie in with the promotion of heritage tourism, the CHO also strives to facilitate the opening of historic buildings to the public and tourists where feasible, including those located in rural areas. Taking the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme) under the BHCF as an example, there are five projects currently in operation located in rural areas, including the Old Tai O Police Station, the Former Fanling Magistracy, the Lady Ho Tung Welfare Centre, the Luen Wo Market, and the Former Lau Fau Shan Police Station. The CHO will continue to identify suitable historic buildings in different districts, including rural areas, for inclusion in the Revitalisation Scheme.

In addition, the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), another scheme under the BHCF, provides assistance in the form of grants to the owners of privately-owned graded historic buildings, as well as non-profit-making organisation tenants of government-owned declared monuments and graded historic buildings for them to carry out minor maintenance works. It helps to preserve these historic buildings from deterioration due to lack of maintenance. Private owners or operators participating in the FAS will allow a reasonable degree of public access to their buildings depending on their individual circumstances. Currently, 65 historic buildings located in rural areas have received/are receiving the grants for carrying out maintenance works, including Island House,

Yuen Chau Tsai; Tin Hau Temple, Fung Chi Tsuen, Ping Shan, Yuen Long; and Man Ancestral Hall, Fan Tin Tsuen, San Tin. All of them are popular.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)047

(Question Serial No. 0722)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 266 of the Budget Speech that the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27 and the Government would earmark an additional \$30 billion in the next 2 to 3 years to increase expenditure on works, while the development of the Northern Metropolis is also progressing in full speed. In this connection, please advise this Committee of the following:

1. In view of the above-mentioned major infrastructure projects, will the Government conduct a comprehensive assessment on the manpower demand of professional sectors such as architecture, planning, and surveying? If so, please provide the manpower requirement projections for the following profession categories in the next 5 years (2026-2031): architects, civil/structural engineers, building services engineers, quantity surveyors, estate surveyors, urban planners and landscape architects. If there is no such assessment, what are the reasons?
2. Does the Government have a mechanism in place to ensure that the increase in the number of training places can keep pace with the future construction volume, in order to avoid the situation of manpower mismatch?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.:31)

Reply:

1. The Construction Industry Council (CIC) just released the Manpower Forecast for Hong Kong Construction Industry in April 2026. Taking into account the forecasted trend of construction volume in the Construction Expenditure Forecast published on the same day, the enhanced training by CIC and the effect of innovation and technology application in the industry, it is expected that in the professional sector, the manpower shortage in certain professions (such as architects and town planners) has eased recently. However, with the development of the Government's upcoming infrastructure projects (including the Northern Metropolis) and the gradual recovery of the private sector, the manpower demand of the construction industry will remain keen in the next 5 years. The CIC forecasts a shortage of 5 500 to 6 000 professionals by 2030. The DEVB will make reference to the forecast data and continue to address the industry's manpower demand

through a multi-pronged strategy to support the development of the local construction industry.

2. The Education Bureau will regularly review the student places funded by the University Grants Committee. Given that the anticipated manpower demand of the construction industry will remain strong in the future, we maintain close communication with various tertiary institutions. We will continue to support universities and the Vocational Training Council to increase the number of places for construction-related degrees (including construction-related master's degree programmes) and higher diploma programmes, as well as incorporating construction technology contents into their curricula, including Building Information Modelling, Modular Integrated Construction, digital construction, artificial intelligence, and advanced robotic construction technology, etc., to align in with the trend of widespread technology adoption in the construction sector.

On training for graduates from construction-related disciplines, graduates generally require several years (2 to 4 years) of industry experience before obtaining professional qualifications. It is essential that we continue to nurture construction professionals to meet future manpower demands. To this end, the Government has proposed to allocate \$65 million to increase the number of training places under the Graduate Training Scheme (GTS) from the originally planned 172 to 260 in 2026, so as to support construction graduates in obtaining professional qualifications through working and receiving on-the-job training in the relevant bureaux and government departments. Upon completing the training scheme and attaining professional qualifications, graduates may either shift to the private sector or join the Government through open recruitment. Meanwhile, with the Government's support, the CIC will extend the subsidy scheme in 2025 and further allocate \$180 million in 2026-27 to subsidise the construction industry to provide on-the-job training for a total of 3 000 graduates of degree and higher diploma programmes in engineering, architecture, surveying, planning and landscape.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)048

(Question Serial No. 0981)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 277 of the Budget Speech that several support policies will be introduced for the professional development of the construction industry, including injecting \$1 billion into the Construction Innovation and Technology Fund (CITF).

In this connection, will the Government inform this Committee of the following:

1. What are the specific effectiveness of the CITF in promoting the adoption of innovation and technology (I&T) in the industry in the past 3 years? Will the Government set out, broken down by year, the number of approved funding applications, the funding amounts, the types of beneficiary enterprises and the quantitative indicators that measure how the application of related technologies uplifts productivity, site safety and construction quality?
2. Will the Government consider setting aside a dedicated allocation within the CITF to support the construction industry in adopting I&T and advanced materials, such as extending the "Building Information Modelling-enabled Systematic Approach to Foundation Design" to more works projects, facilitating the adoption of AI-assisted design software in the construction industry and encouraging the industry to continue demonstration projects on Modular Integrated Construction and Digital Twin, so as to further enhance efficiency and reduce costs?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 6)

Reply:

1. The Government injected a total of \$2.2 billion into the Construction Innovation and Technology Fund (CITF) in 2018 and 2022 respectively. Over the past 7 years since its establishment, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies (such as Building Information Modeling (BIM), Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), prefabricated steel rebar and Smart Site Safety System (4S)) in the industry, with a view to enhancing productivity and site safety, and reducing construction costs. To date, the CITF has approved about 5 550

applications to subsidise over 1 500 enterprises (over 60% of which are small and medium enterprises) to adopt various technologies in local construction projects, and has approved about 20 000 technology training places.

Since the remaining balance of the CITF is expected to be fully committed within 2026, the 2026-27 Budget has proposed injecting \$1 billion into the CITF, together with the Construction Industry Council's contribution of \$400 million, bringing the total to \$1.4 billion to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry, including promoting the application of emerging technologies such as construction robots, artificial intelligence (AI) and construction digitalisation across the industry.

The DEVB, together with the CITF Secretariat, reviews the operation and effectiveness of the CITF from time to time, with the latest overall review completed in 2024. The review includes an assessment of the effectiveness of projects funded in the past. Its results demonstrate the significant achievements of the CITF. About 98% of the respondents consider that the Fund can drive adoption of technologies in the industry. The number of construction companies/contractors using advance construction technologies, MiC or prefabricated steel rebar in construction works has doubled. About 70% of construction companies funded under the CITF expressed that innovative technologies have significantly boosted their productivity and reduced manpower demand for relevant processes by over 20%. Among about 800 construction sites for new works, around 530 have already been installed with 4S, reflecting the industry's active application of technologies to uplift safety. The industry generally considers that the CITF helps support the application of technologies in their work and their technology-related manpower training, while alleviating their financial burden of procuring technology software, hardware or equipment. We are planning to conduct a new round of overall review of the CITF within 2026.

As regards promotion of wider adoption of technologies in the industry, the approval figures under the CITF over the past 3 years are as follows:

	Number of applications approved (Amount of funding)				
	Consultant	Contractor	Sub- contranctor	Others*	Total
2023	67 (\$13 million)	100 (\$119 million)	235 (\$174 million)	2 (\$1 million)	404 (\$307 million)
2024	79 (\$28 million)	121 (\$153 million)	222 (\$169 million)	18 (\$16 million)	440 (\$366 million)
2025	84 (\$34 million)	142 (\$223 million)	331 (\$424 million)	71 (\$76 million)	628 (\$757 million)

*Note: primarily for machinery rental companies installing 4S.

The various technologies funded by the CITF are effective in enhancing productivity, site safety and build quality. Taking MiC as an example, it is one of the innovative construction methods promoted under the CITF for adoption in the industry. In recent years, the Government has been proactively promoting MiC not only for its high quality and applicability, but also for its ability to reduce on-site manpower requirements and construction time. According to a study conducted by The University of Hong Kong,

adoption of MiC can reduce construction time by 30 to 50%, save construction cost by at least 10%, uplift on-site productivity by one to four times, and has better performance in terms of workmanship, environmental protection, safety, etc. than using traditional construction methods.

Among the applications approved under the CITF in recent years, many projects have involved funding for internet of things, robotics, automated tools and equipment, digitalisation and Common Data Environment platforms and advanced construction materials. These new technologies can assist physically-demanding trades with ageing labour in enhancing productivity. Taking automatic plastering machines as an example, they are capable of plastering approximately 500 to 750 square metres of wall per day, a significant productivity increase by over 13 times compared to traditional manual plastering output of 30 to 60 square metres per day.

2. In the coming years, we expect that the CITF will be mainly used to subsidise wider adoption of existing construction technologies (such as BIM, MiC, MiMEP, prefabricated steel rebar, 4S, other innovative construction technologies and manpower development) in the industry on an ongoing basis; and to support the application of emerging technologies, including construction robots, AI, construction digitalisation and the introduction of other new technologies for local use, in the industry. We expect to launch a dedicated funding scheme in the second quarter of 2026 to support the industry in applying construction robots and AI, with a view to promoting wider adoption of these new technologies in the industry.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)049

(Question Serial No. 0794)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the 2026-27 Budget that the Government will earmark an additional funding of \$1 billion for the Built Heritage Conservation Fund (BHCF) to continue taking forward the conservation and revitalisation work of historic buildings. Historic buildings embody the city culture of Hong Kong. Over the years, the Government has implemented 24 revitalisation projects, with four having won international awards, and has also provided subsidies for the maintenance of more than 80 private historic buildings. Conservation of historic buildings is not only an important task for preserving cultural heritage, but can also create synergy with tourism, publishing and creative industries, allowing historic buildings to be showcased to the public in more interactive ways while enriching the cultural experiences of tourists. However, the specific allocation arrangement, application mechanism, and priority areas of the additional funding of \$1 billion, as well as how it will support conservation projects that integrate technology with creativity, have not yet been clearly explained. In this connection, will the Government inform this Committee of:

1. the proposed usage period of the additional funding of \$1 billion and its uses with a breakdown of expenditures (e.g. the amount reserved for subsidising historical building maintenance, revitalisation projects, education and promotion);
2. the current balance and application status of the BHCF, as well as its total commitment and the amount available for application after the additional allocation;
3. whether the Government will consider incorporating technological elements into historical building conservation projects, such as supporting the development of e-book tours and immersive contents such as Augmented Reality recreation of historical scenes to showcase historical buildings to the public in more interactive ways; and
4. whether the Government will consider collaborating with the publishing and cultural industries by earmarking resources in the BHCF to transform the outcomes of historic building conservation into publishing resources, such as publishing historic building guidebooks and producing multimedia documentaries.

Asked by: Hon LEE Ka-kui, Elvin (LegCo internal reference no.: 35)

Reply:

1. & 2. The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office of the Development Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), the Funding Scheme for Public Engagement Projects (FSPEP) and the Funding Scheme for Thematic Research (FSTR) through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation.

The Revitalisation Scheme aims to preserve and put government-owned historic buildings into good and innovative use. The FAS provides assistance in the form of grants to the owners of privately-owned graded historic buildings and non-profit-making organisation tenants of government-owned declared monuments and graded historic buildings for them to carry out minor maintenance works. Additionally, the FSPEP and the FSTR respectively provide financial support for public education, community involvement and publicity activities pertaining to built heritage conservation, as well as quality academic research on the theme of built heritage conservation.

Over the years, the Government has injected a total of \$3.6 billion into the BHCF. Currently, the BHCF has approved funding of approximately \$3.47 billion, equivalent to about 96% of the total injection. The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF to continue taking forward the initiatives related to conservation of historic buildings, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS). Depending on the progress of the projects, the additional funding generally enables us to meet expenditure needs and the financial requirements of new projects over the next few years.

3. We encourage organisations to incorporate technological elements in their project applications under the BHCF, such as integrating technological elements into revitalisation projects to reflect the historical value and significance of the buildings. Furthermore, with support from the FSPEP, some projects have successfully incorporated technological applications. For example, we are conducting a pilot scheme for the Smart Gamified Platform for Conservation, focusing on historic chapels and Hakka residences on the Sai Kung Peninsula. Subsidies were granted to the scheme under the BHCF in November 2024. Through the development of a mobile application, users are guided through the historic chapels and surrounding Hakka residences in Sham Chung, Pak Tam Chung and Pak Sha O in Sai Kung to learn about their history and related conservation work, which combines learning and sightseeing. The project is currently at the detailed design stage, which will be followed by field testing.
4. The DEVB provides subsidies for public education, community involvement, publicity activities and academic research through the FSPE under the BHCF. The funded

organisations are also encouraged to transform project outcomes into various forms of resources, such as online content, printed publications and multimedia materials, to promote the conservation and cultural significance of historic buildings from multiple perspectives. The DEVB will actively explore possibilities for collaboration with the publishing and cultural industries, such as publishing historic building guidebooks, to enhance public awareness and interest in historic buildings, and to promote heritage conservation and cultural inheritance.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)050

(Question Serial No. 3230)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (3) Greening, Landscape and Tree Management

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the expenditure of the Tree Management Office (TMO) of the Development Bureau (DEVB) and the related details concerning tree failure incidents, will the Government inform this Committee of:

- (1) the estimated expenditure and the staff establishment of the TMO for 2026-27, and the percentage change compared with the revised estimate for 2025-26;
- (2) the total number of tree-related complaints received by the DEVB and relevant government departments in each of the past 3 financial years (2023-24 to 2025-26), and the respective numbers of problematic trees identified upon inspections;
- (3) the number of casualties resulting from tree failure incidents (please list the numbers of injuries and fatalities respectively) in each of the past 3 financial years (2023-24 to 2025-26), as well as the respective numbers of compensation claims involving the trees managed by the Government and the respective amounts of compensation paid;
- (4) whether the TMO has reserved resources for 2026-27 to enhance the coordination and supervision of tree management work across departments, including the application of technology for tree risk assessment, the optimisation of the tree database and the strengthening of frontline staff training; if so, the details and the estimated expenditure involved.

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 36)

Reply:

- (1) The estimated recurrent expenditure and staff establishment of the Tree Management Office (TMO) for 2026-27 are 22 million and 28 respectively. Compared with the revised estimate for 2025-26, the staff establishment remains unchanged, while the recurrent expenditure has decreased by about 2%.
- (2) In the past 3 years, the number of complaints regarding tree management received by the Greening, Landscape and Tree Management (GLTM) Section of the Development Bureau (DEVB) and the core tree management departments ^{Note 1} is tabulated as follows:

	Number of tree complaints		
	2023	2024	2025
GLTM Section, DEVB ^{Note 2}	296	510	229
Core tree management departments ^{Note 3}	24 250	20 580	31 820 ^{Note 4}

Note 1: The core tree management departments include the Agriculture, Fisheries and Conservation Department, Architectural Services Department, Civil Engineering and Development Department, Drainage Services Department, Highways Department, Housing Department, Lands Department, Leisure and Cultural Services Department and Water Supplies Department. The figures include only complaints received via 1823.

Note 2: Since 2023, the GLTM Section has proactively contacted the Heung Yee Kuk New Territories (HYKNT) before the onset of the wet season every year, and has further liaised with District Councils (DCs) and Area Committees (ACs) to collect information on problematic trees starting from 2024, enabling tree management departments to carry out necessary tree maintenance work more effectively and expeditiously. The GLTM Section continued to proactively contact the HYKNT, DCs and ACs in 2025. As the majority of problematic tree cases were handled in 2023 and 2024, the number of referrals received in 2025 was lower than that of the previous year (2024).

Note 3: The number of tree complaints is rounded to the nearest ten.

Note 4: The increase in the number of tree-related cases in 2025 was due to the impact of Typhoon Wipha in July, Severe Tropical Storm Tapah and Super Typhoon Ragasa in September, as well as multiple rainstorms with the issuance of a Black Rainstorm Warning Signal between July and August.

Upon receipt of each tree-related complaint, the DEVB and the tree management departments will take appropriate follow-up action, including arranging tree inspections and implementing suitable risk mitigation measures, such as removing hazardous trees, pruning, removing dead branches and controlling pests and diseases, to reduce tree risks.

- (3) Over the past 3 years, there were no fatalities resulting from tree failures. The number of injuries resulting from fallen trees or broken branches is tabulated below. The number of tree failure incidents is heavily influenced by weather conditions. The table below also sets out the numbers of issuance of a Red/Black Rainstorm Warning Signal and a Tropical Cyclone Warning Signal No. 8 or above in the respective years for reference.

Year	Number of injuries ^{Note 5}	Number of issuance of a Red/Black Rainstorm Warning Signal	Number of issuance of a Tropical Cyclone Warning Signal No. 8 or above
2023	17	10	8
2024	15	4	2
2025	33	21	9

Note 5: Individual tree failure incidents caused injury to more than 1 person.

Over the past 3 years (as at 31 December 2025), there were a total of 12 compensation claims involving trees managed by the Government, with compensation paid amounting to approximately \$3 million.

- (4) In 2026–27, to enhance the coordination and supervision of tree management work across departments, the TMO has earmarked approximately \$5.5 million to assist them in conducting tree risk assessments, using technology for tree inspection and optimising the Tree Management Common Platform.

Regarding training, the TMO has been actively arranging on-the-job training in arboriculture for the management and frontline staff of the departments, including sponsoring the study of academic programmes and attainment of professional qualifications, to ensure that the relevant staff possess adequate professional knowledge and vocational skills for discharging duties in tree management and care in a proper manner, thereby building up the tree management competency of the departments. In 2026–27, the TMO has separately earmarked over \$3 million for staff training.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)051

(Question Serial No. 0639)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 228 of the Budget Speech that the Government is actively exploring with the Qianhai Authority for the pilot implementation of Hong Kong's New Engineering Contract form and Smart Site Safety System in Qianhai to facilitate the alignment of the Mainland's engineering contract and management system with Hong Kong and international standards. In this connection, will the Government advise this Committee on the following:

1. Can the Government provide a detailed schedule for the future implementation of the pilot scheme, specifying when the first batch of pilot projects is expected to be selected, the official construction commencement date, and the expected duration of the pilot phase?
2. Have both parties reached a consensus on drafting an edition of the "New Engineering Contract" applicable to Qianhai? What are the governing law and dispute resolution mechanisms for that contract edition, and have its legal effect and enforcement mechanism been confirmed under the legal framework of Qianhai?

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.:22)

Reply:

1. Being one of the dominant international works contract systems, the New Engineering Contract (NEC) form has been widely adopted in different types of public works, airport and railway projects in Hong Kong. Its core concept lies in promoting joint risk management between the contracting parties with a spirit of mutual trust and collaboration, thereby minimising the risk of cost overrun and delay. To implement the recommendations set out in the Chief Executive's 2025 Policy Address, the Development Bureau (DEVB) is discussing with the Qianhai Authority the selection of suitable pilot projects in Qianhai to adopt Hong Kong's NEC contract form. Given that the selection of pilot projects has to tie in with Qianhai's development plan and that the formulation of relevant management guidelines is still underway, it is expected that the Qianhai Authority will decide on the pilot projects later in 2026 and announce the relevant details and information in due course.

As for the “Smart Site Safety System” (4S), the Qianhai Authority will implement Hong Kong’s 4S in at least 2 works projects in Qianhai in 2026. Among them, the construction contract of a municipal project has just commenced, while the other is under selection. We believe that through the implementation of the pilot projects, the project management personnel and construction entities in Qianhai will accumulate practical experience. Subsequently, we will review and summarise the experience gained and effectiveness demonstrated at various stages of the pilot projects together with the Qianhai Authority. Also, we will discuss with the Qianhai Authority and relevant Mainland authorities in a timely manner the opportunities to further promote the NEC contract form and the 4S.

2. To support the Qianhai Authority in piloting Hong Kong’s NEC contract form, the DEVB and the Qianhai Authority co-organised earlier a number of workshops and exchange sessions, so as to explain the concepts, terms and operational mode of the NEC to relevant project management personnel and construction entities in Mainland. Furthermore, the DEVB released a Chinese translation of the Hong Kong Edition of the NEC Engineering and Construction Contract (NEC Hong Kong Edition) in November 2025, enabling relevant project management personnel and construction entities in Mainland to better understand and grasp the details of the NEC contract terms, which in turn will facilitate the smooth implementation of the relevant pilot projects by the Qianhai Authority.

Meanwhile, the Qianhai Authority has engaged a consultant to communicate with relevant enforcement agencies regarding the application of the NEC Hong Kong Edition in Qianhai, with a view to studying how to make appropriate amendments to the specific terms of the NEC Hong Kong Edition (including the dispute resolution mechanism) to comply with Qianhai’s laws and regulations. The amendment is in progress, and the DEVB will continue to work closely with the Qianhai Authority to provide necessary technical advice and share Hong Kong’s practical experience.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)052

(Question Serial No. 2196)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 228 of the Budget Speech that the Government is actively exploring with the Qianhai Authority for the pilot implementation of Hong Kong's New Engineering Contract form and Smart Site Safety System in Qianhai to facilitate the alignment of the Mainland's engineering contract and management system with Hong Kong and international standards. In this connection, will the Government inform this Committee of:

1. the Government's specific role and oversight authority in the Qianhai pilot scheme;
2. whether the Government has established a set of clear performance assessment indicators to measure the effectiveness of the pilot scheme in "facilitating the alignment of the Mainland's engineering contract and management system with Hong Kong and international standards"; if so, the details.

Asked by: Hon LEUNG Mei-fun, Priscilla (LegCo internal reference no.: 6)

Reply:

A consolidated reply to part (1) and part (2) of the question is as follows:

To implement the recommendations set out in the Chief Executive's 2025 Policy Address, the Development Bureau (DEVB) is discussing with the Qianhai Authority the selection of suitable pilot works projects in Qianhai, an important co-operation platform within the Greater Bay Area, to adopt Hong Kong's New Engineering Contract (NEC) form and Smart Site Safety System (4S).

Being one of the dominant international works contract systems, the NEC form has been widely adopted in different types of public works, airport and railway projects in Hong Kong. Its core concept lies in promoting joint risk management between the contracting parties with a spirit of mutual trust and collaboration, thereby minimising the risk of cost overrun and delay. As regards the NEC pilot projects, given that the NEC contract form adopts a novel philosophy of contract management, it is necessary to carefully consider the differences between this contract form and the users' local regulations and contract management culture before application. Therefore, the Qianhai Authority has engaged a consultant to

communicate with relevant enforcement agencies regarding the application of the NEC contract form in Qianhai, and to study how to make appropriate amendments to the specific terms of the NEC contract form (including the dispute resolution mechanism) to comply with Qianhai's laws and regulations. During the process, the DEVB, apart from sharing Hong Kong's practical experience with the Qianhai Authority, has also provided relevant technical advice. In addition, the DEVB and the Qianhai Authority co-organised earlier a number of workshops and exchange sessions, so as to explain the NEC concepts, terms and operational mode to relevant project management personnel and construction entities in Mainland. This enables them to have a more thorough understanding of the collaborative culture advocated by the NEC contract form, thereby facilitating the implementation of the pilot projects in the future. Given that it is necessary for the selection of the NEC pilot projects to tie in with Qianhai's development plan and that the formulation of relevant management guidelines is still underway, it is expected that the Qianhai Authority will decide on the pilot projects later in 2026 and announce the relevant details and information in due course.

As for the 4S pilot projects, the DEVB shared with the Qianhai Authority the experience in promoting the application of the system in Hong Kong's construction industry and provided technical support, while the Qianhai Authority used Hong Kong's 4S as a blueprint and made appropriate adjustments according to Qianhai's application scenarios and conditions. Contractors are required to implement the system under the selected pilot works projects and monitor its implementation. The Qianhai Authority will put into trial run Hong Kong's 4S in at least 2 works projects in Qianhai in 2026. Among them, the construction contract of a municipal project has just commenced, while the other is under selection.

We believe that through the implementation of the pilot projects, the project management personnel and construction entities in Qianhai will accumulate practical experience. Subsequently, we will also review and summarise the experience gained and effectiveness demonstrated at various stages of the pilot projects together with the Qianhai Authority. Also, we will discuss with the Qianhai Authority and relevant Mainland authorities in a timely manner the opportunities to further promote the NEC contract form and 4S.

Since the way forward for the NEC contract form and 4S will be led by the Qianhai Authority and the relevant Mainland authorities, it is undesirable to set performance assessment indicators for the work concerned.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)053

(Question Serial No. 0888)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Matters Requiring Special Attention in 2026–27 under Programme (6), that the Works Branch of the Development Bureau (DEVB) will continue to work closely with the Construction Industry Council (CIC) to drive various improvement initiatives that aim to raise the standards of the construction industry, including enhancing manpower training as well as promoting innovation and technology application, and continue to oversee the implementation of Graduate Training Scheme (GTS) in collaboration with departments under the DEVB and provide more employment opportunities for university graduates in the Government to receive the on-the-job training recognised by relevant professional institutions. In this connection, will the Government inform this Committee of the following:

- (a) It is mentioned in paragraph 172 of the Speech that the Government will allocate \$65 million to provide additional government-funded training places in 2026 to assist more graduates in obtaining professional qualifications. What are the estimated number of beneficiaries and the resource allocation planning for this initiative? Does this initiative only apply to the GTS mentioned under Programme (6)? If so, will the Government consider extending it to graduates of specified programmes of the Hong Kong Institute of Construction under the CIC? If not, what are the reasons?
- (b) It is also mentioned in Programme (6) that the Government will provide support for the CIC to provide at least about 12 000 places for training skilled construction workers in each of the academic years from 2023/24 to 2027/28 and to provide necessary training to serving and new construction personnel, including promoting “multi-skilled” and upskilling of workers, and at the same time continue to collaborate with relevant institutions in stepping up the training of local technicians and professionals. What were the allocation of and enrolment in these training places for skilled workers over the past 3 academic years and the estimated figures for the 2026-27 academic year?
- (c) It is also mentioned in Programme (6) that the Government will continue to work with the CIC, and will promulgate Greater Bay Area (GBA) Standards on the skill level of skilled workers and technicians in the construction sector and implement the “One Examination, Multiple Certification” arrangement with the Guangdong Province and Macao Special Administrative Region, to enhance the training quality of the construction industry in GBA and nurture talents. What are the key performance

indicators of the DEVB for implementing the “One Examination, Multiple Certification (OEMC)” arrangement in 2026, and how many local workers are expected to be benefitted? If Mainland workers also obtain local professional qualifications through the OEMC arrangement, how will the DEVB ensure that local workers are still given priority in employment?

- (d) It is also mentioned in Programme (6) that the Government will continue to oversee the administration of the Construction Innovation and Technology Fund (CITF) by the CIC and the implementation of enhancement measures arising from the review on CITF for promoting wider adoption of technologies and greater provision of more relevant training. Furthermore, it is announced in Paragraph 227 of the Budget Speech that \$1 billion will be injected into the CITF. In this connection, what are the details, funding amounts, target beneficiaries and number of beneficiaries of the projects funded by the CITF in the past 3 years and the estimated figures for 2026?

Asked by: Hon LEUNG Tsz-wing, Dennis (LegCo internal reference no.: 43)

Reply:

- (a) The Development Bureau (DEVB) and its departments have been implementing the Graduate Training Scheme (GTS) to provide training positions for graduates from construction-related university disciplines (including architecture, surveying, planning, landscape and engineering), with a view to helping them acquire sufficient training and work experience to meet the registration requirements of relevant statutory professional institutions. As the planning and design for the Northern Metropolis and other development projects have commenced in phases, we anticipate a gradual resurgence of in the private sector construction volume. Since graduates in construction-related professions generally require several years (2 to 4 years) of industry experience before obtaining professional qualifications, it is essential that we continue to nurture construction professionals to meet future manpower demands. To this end, the Government has proposed to allocate \$65 million to increase the number of training places under the GTS by 88 in 2026, bringing the total from the originally planned 172 to 260, so as to support construction graduates in obtaining professional qualifications. A breakdown of graduate training positions, as well as the relevant resource allocation, is set out in **Annex 1**. Upon completing the training scheme and attaining professional qualifications, graduates may either shift to the private sector or join the Government through open recruitment. We will continue to monitor the effectiveness of the scheme, including the graduate recruitments, their completion of training and attainment of professional qualifications. As the Hong Kong Institute of Construction (HKIC) under the Construction Industry Council (CIC) does not offer university degree programmes and is not involved in the attainment of professional qualifications, the GTS is not applicable to its graduates.
- (b) The CIC has been utilising government funding and its own resources to increase the overall number of training places for skilled workers from 6 000 in the 2021/22 academic year to at least about 12 000 in each of the academic years from 2022/23 to 2027/28. These include offering “Skills Enhancement” and “Multi-Skilled Training” part-time short-term courses with various durations for different trades in collaboration with labour unions. The actual total enrolment for the 2023/24 and 2024/25 academic years were approximately 14 700 and 12 400 respectively. Details are set out in **Annex 2**. The enrolment for the 2025/26 academic year up to January 2026

(representing about 40% of the whole academic year) is 4 900. We trust that the full-year enrolment will also meet the target of about 12 000.

- (c) The DEVB, in collaboration with the CIC, has been strengthening co-operation with the Mainland to promote the high-quality development of the construction industry in the Greater Bay Area (GBA). The governments of Guangdong, Hong Kong and Macao have jointly taken forward the “One Examination, Multiple Certification (OEMC)” arrangement, aiming to enhance the training quality of the construction industry in the entire GBA and nurture talents, and advance the development of the construction industry in the GBA. In March and June 2025, we promulgated the GBA Standards for the first 2 pilot trades of skilled construction workers (i.e. painters and bricklayers) and the first pilot position for construction technicians (i.e. civil engineering supervisors) respectively. To date, 30 Hong Kong skilled workers (including 21 bricklayers and 9 painters) and 17 Hong Kong civil engineering supervisors have obtained the certificates issued by the three places under the OEMC arrangement. The CIC is currently inviting open applications for the new round of training. Following discussion with the Mainland and Macao, we plan to promulgate the GBA Standards for another 2 new trades of skilled workers and 1 new technician position in 2026, and will continue our publicity and promotion efforts to attract more local workers to participate in the OEMC arrangement.

The aim of formulating GBA standards and taking forward the OEMC arrangement is to enhance training quality, facilitate the overall development of manpower in the construction industry in the GBA and enrich development opportunities for workers themselves. Therefore, the employment of technicians and skilled workers of the local construction industry will not be affected. In fact, applications must be made to the DEVB under the Labour Importation Scheme for the Construction Sector (the Scheme) for importing labour for the local construction sector. The authority will examine the works progress and manpower needs under the applications in detail, including whether employers have genuine needs to import workers for the relevant trades, before approving them according to the needs of each project. In addition, the Scheme has put in place various measures to safeguard the employment priority for local workers (e.g. applications will be considered only if the employers can provide evidence that local workers cannot be recruited, and all works contracts with approved quotas must comply with the minimum 1:2 manning ratio requirement). Like local workers, imported workers must be registered construction workers under the Construction Workers Registration Ordinance before engaging in relevant work in Hong Kong. There are no requirements under the Scheme to require imported workers to fulfil GBA standards on skill levels or pass the examination under the OEMC arrangement.

- (d) The approval figures under the Construction Innovation and Technology Fund (CITF) in the past 3 years (i.e. 2023-2025) are set out in **Annex 3**.

The 2026-27 Budget has proposed injecting \$1 billion into the CITF, together with the CIC’s contribution of \$400 million, bringing the total to \$1.4 billion to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry. Over the past 3 years, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies to enhance productivity and site safety as well as reduce construction costs. In the coming years, we expect that the CITF will be mainly used

to subsidise wider adoption of competitive construction technologies (such as Building Information Modeling, Modular Integrated Construction, Multi-trade Integrated Mechanical, Electrical and Plumbing, Smart Site Safety System, prefabricated steel rebar, other innovative construction technologies and manpower development) in the industry; and to support the application of emerging technologies (including construction robots, artificial intelligence, construction digitalisation and the introduction of other new technologies for local use) in the industry.

**The Graduate Training Scheme of the Development Bureau
Training Positions in 2026**

	Number of Training Positions in 2026 ^{Note}			Funding involved (\$ million)
	Original	Proposed	i.e. Additional	
Architecture	6	16	10	6.4
Engineering	68	88	20	21.3
Surveying	67	105	38	24.4
Landscape Architecture	6	8	2	1.3
Planning	25	43	18	11.6
Total	172	260	88	65.0

Note: The duration of graduate training varies for different disciplines.

**Enrolment in the Worker Skills Training
Offered by the Construction Industry Council**

Programme	Level of training	2023/24 academic year	2024/25 academic year	2025/26 academic year (as at January 2026)
2-year and 1-year programmes (Institute)	Advanced Diploma, Diploma in Construction and Certificate in Construction	260	280	300
Short-term courses (Institute)	Training for new practitioners and skills enhancement training	8 420	6 900	2 250
Collaborative training (Employers)	On-the-job training	1 800	1620	690
Collaborative training (Training Institution) for short-term courses	Skills enhancement training and multi- skilled training	4 220	3 600	1 660
Total number of enrolment (people)		14 700	12 400	4 900

**Approval Figures under the Construction Innovation and Technology Fund
in the past 3 years**

Technology Application

	Year	Number of beneficiary enterprises (Fund grant (\$ million))				
		Consultant	Contractor	Sub-contranctor	Others*	Total
Advanced construction technologies [#]	2023	10 (1)	74 (42)	187 (149)	0 (0)	271 (192)
	2024	20 (4)	79 (51)	159 (131)	12 (14)	270 (200)
	2025	18 (5)	119 (114)	281 (389)	64 (73)	482 (581)
Building Information Modeling (BIM)	2023	62 (9)	38 (4)	50 (5)	0 (0)	150 (18)
	2024	74 (17)	49 (6)	69 (8)	0 (0)	192 (31)
	2025	78 (22)	30 (5)	62 (8)	0 (0)	170 (35)
Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP)	2023	3 (2)	5 (28)	1 (8)	0 (0)	9 (38)
	2024	3 (7)	7 (32)	1 (3)	0 (0)	11 (42)
	2025	1 (7)	7 (26)	1 (1)	0 (0)	9 (34)
Prefabricated steel rebar	2023	0 (0)	20 (45)	9 (13)	0 (0)	29 (58)
	2024	0 (0)	22 (65)	11 (27)	0 (0)	33 (92)
	2025	0 (0)	18 (78)	5 (26)	0 (0)	23 (104)

* primarily for machinery rental companies installing Smart Site Safety System (4S) .

Advanced construction technologies include all innovative technologies other than BIM, MiC, MiMEP and prefabricated steel rebar, such as 4S, internet of things, robotics, automated tools and equipment, digitalisation and Common Data Environment platforms and advanced construction materials.

Manpower Development

	Year	Number of beneficiary organisations (Fund grant (\$ million))				Total number of persons trained
		Local higher education institutions	Professional bodies	Trade associations	Total	
Training/ courses/visits/ international conferences	2023	2(0.74)	0(0)	1(0.22)	3(0.96)	411
	2024	2(0.77)	3(0.67)	1(0.11)	6(1.55)	2 774
	2025	5(2.31)	1(0.29)	2(0.40)	8(3.00)	1 459

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)054

(Question Serial No. 0889)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In the Matters Requiring Special Attention in 2026–27 under Programme (6), the Works Branch of Development Bureau states that it will “continue to administer the Labour Importation Scheme for the Construction Sector”. In this connection, will the Government inform this Committee of the following:

(a) What are the staff establishments, emolument and operational expenses of the Bureau for approving applications under the scheme in 2025-26 and those estimated for 2026-27?

(b) What are the (i) numbers of principal contractors/employers with applications submitted, (ii) numbers of projects (list by District Council district), (iii) numbers of quotas applied for labour importation and (iv) numbers of quotas approved for labour importation (list by trades and disciplines for (iii) and (iv)) in each round since the implementation of the scheme?

(c) Has the Government maintained the number of complaints from imported workers about exploitation, failure to protect their occupational safety and health, etc. since the implementation of the scheme? If so, what are the details? If not, what are the reasons?

(d) Has the Government examined the changes in the salaries, employment opportunities, unemployment/underemployment of local construction workers since the implementation of the scheme? If so, what are the details? If not, what are the reasons?

(e) According to labour unions, all works contracts with approved quotas for labour importation are required to comply with the ratio requirement of 1 imported worker to at least 2 full-time local workers. However, in order to save manpower costs, contractors/sub-contractors usually give imported workers priority to work while no arrangements are made for local workers to work daily because imported workers receive monthly salaries while local workers receive daily wages. This not only reduces the incomes of local workers, but also violates the ratio requirement of “1:2” in respect of actual on-site manpower deployment. Does the Bureau know about that? If so, what measures will be adopted to step up monitoring to close the loophole?

(f) Since the implementation of the scheme, (i) what are the respective numbers of employers who have been issued with warning letters, whose quotas granted have been revoked and who have been debarred temporarily from making application under the scheme due to violation of the Guidance Notes or other laws/ regulations; and (ii) what are the respective numbers of

warning letters and quotas revoked as well as the longest period of debarment from application?

Asked by: Hon LEUNG Tsz-wing, Dennis (LegCo internal reference no.: 44)

Reply:

To address the manpower shortage of the construction sector, the Special Administrative Region Government has been adopting multi-pronged measures such as enhancing local training and recruiting new blood, promoting the application of technologies for uplifting overall productivity across the construction sector, and implementing the Labour Importation Scheme for the Construction Sector (the Scheme) as a supplementary measure to help fill the manpower gap under the principle of safeguarding the employment priority for local labour. The Scheme has been implemented since 2023. Our reply to various parts of the question is as follows:

- (a) When the Scheme was implemented in July 2023, the Development Bureau (DEVB) utilised its existing internal resources at that time for relevant work and deployed its then existing manpower to undertake tasks including processing of applications and monitoring of quota usage. Since then, with the increase in workload, the DEVB created 1 time-limited non-directorate professional post in 2024-25, involving an additional annual expenditure of about \$1.7 million.
- (b) The approval of the first 11 rounds of applications under the Scheme has been completed. Quota allocation is on a rolling basis, i.e. quotas will be released for new application after the completion of the relevant construction works. Together with the 376 valid quotas previously approved under the Supplementary Labour Scheme, which are to be counted towards the importation quota of the Scheme, there were a total of 6 937 approved and valid quotas under the Scheme as of March 2026. The number of principal contractors/ employers, the number of construction projects, the number of importation quotas applied and the number of importation quotas approved in each round of applications are set out at the Annex.
- (c) Since the implementation of the Scheme, the Labour Department (LD) had referred to the DEVB a total of 5 complaints concerning the protection of imported workers' rights and benefits, all of which have been followed up. 3 of the complaints involves payroll calculation issues, and the LD has issued warning letters to the employers of the imported labour concerned. 1 case involves a sub-contractor-employer who changed the accommodation of imported labour without prior approval. The DEVB imposed an administrative sanction which debarred new applications from the principal contractor and sub-contractors concerned for 6 months. Another case involves work safety issues. The DEVB imposed an administrative sanction which debarred new applications from the principal contractor concerned for 12 months. The DEVB have also requested relevant departments and public organisations to reflect these breaches in the performance report of the construction projects. Such performance ratings will affect the concerned principal contractors' prospect of being awarded further projects.
- (d) The Scheme mainly applies to public works contracts with a value of not less than \$1 billion. Since the implementation of the Scheme, all imported workers

approved have engaged in work at designated construction sites. According to the Construction Industry Council (CIC)'s daily attendance records, the number of workers engaged in construction site works over the past 3 months (from November 2025 to January 2026) was similar to that in mid-2023. According to the statistics of the Census and Statistics Department, the average daily wages of workers engaged in public sector construction projects in December 2025 rose by 6% compared to that in June 2023 (i.e. prior to the launch of the Scheme). The fact that the overall site attendance record and the average daily wages for public works projects have not dropped reflects a generally stable employment situation across public sector construction sites. Regarding the volume of private sector construction works (to which the Scheme does not primarily apply), although there has been a decline in recent years, the situation has most recently stabilised. We also anticipate that with the stabilisation of the property market and gradual commencement of the planning and design of various development projects such as the Northern Metropolis, the private sector construction volume will rebound. During this period, to provide timely support to construction workers recently unemployed, and those affected by the large-scale building maintenance works, the CIC has increased relevant subsidies and has been collaborating with labour unions and trade associations to strengthen matching services for employment and training, aiming to enhance the workers' employment opportunities. The DEVB will continue to closely monitor the overall employment, remuneration and manpower situation of the construction industry, and perform its role in proper vetting and oversight of applications under the Scheme, so as to timely address the manpower demand of the construction industry and achieve dynamic adjustment.

- (e) & (f) The quota approval condition under the Scheme clearly specifies that the employer shall not displace in-employ local employees by imported labour. In the event of redundancies, imported labour should be retrenched first. A minimum manning ratio of 1:2 (i.e. 1 imported labour to at least 2 full time local labour) shall apply to the works contract under application during labour importation period within the works contract period, unless with prior approval of the Approving Authority based on reasonable justifications (e.g. the application is to import special trade(s)/discipline(s) the local supply of which is very limited). Should relevant works departments and public organisations responsible for the works contracts find that there is a breach of the manning ratio requirement, a report will be made to the DEVB. If the breach is substantiated, the DEVB will consider taking administrative sanctions against the principal contractor-applicant and sub-contractor-employer concerned, including revoking the approved quotas, debarring them from making new applications, etc. Also, the relevant works departments and public organisations responsible for the works contracts would take follow up action subject to the seriousness of the breaches, including reflecting these breaches in the performance report of the construction projects, which would affect the concerned principal contractors' prospect of being awarded further projects. In December 2025, the DEVB handled 1 non-compliance case involving the failure to meet the 1:2 manning ratio requirement. The principal contractor concerned has been debarred from submitting new applications for 12 months. The DEVB will continue to perform its role in vetting applications under the Scheme and overseeing its proper implementation.

Labour Importation Scheme for the Construction Sector
Quota application details and approval results
(as of March 2026)

Table (1): Quota application details and approval results

		First round of applications	Second round of applications	Third round of applications	Fourth round of applications	Fifth round of applications	Sixth round of applications
1.	Application period	17 July to 16 August 2023	1 October to 31 October 2023	1 January to 31 January 2024	1 April to 30 April 2024	1 July to 31 July 2024	1 October to 31 October 2024
2.	Number of received applications ^{Note 1} from works contracts for importation quota	26	31	20	14	18	13
	Principal contractor- applicant ^{Note 1}	20	22	16	11	15	9
	Employer ^{Note 1}	39	56	25	22	24	11
3.	Number of importation quota applied for	5 251	3 440	1 402	2 220	1 752	2 274
	Category						
	Skilled worker	5 167	3 373	1 361	2 182	1 699	2 152
	Technician	84	67	41	38	53	122
4.	Number of approved applications from works contracts for importation quotas	20	15	14	9	0	7
5.	Number of importation quota approved ^{Note 1}	4 680	1 669	758	1 921	0	935
	Category						
	Skilled worker	4 625	1 641	729	1 886	0	816
	Technician	55	28	29	35	0	119
6.	Numbers of approved and valid quotas in trades/disciplines	See next page					

Table (1): Quota application details and approval results (continued)

		Seventh round of applications	Eighth round of applications	Ninth round of applications	Tenth round of applications	Eleventh round of applications
1.	Application period	1 January to 3 February 2025	1 April to 30 April 2025	1 July to 31 July 2025	1 October to 31 October 2025	1 January to 2 February 2026
2.	Number of received applications ^{Note 1} from works contracts for importation quota	14	16	13	10	8
	Principal contractor- applicant ^{Note 1}	8	13	11	7	6
	Employer ^{Note 1}	8	18	13	8	11
3.	Number of importation quota applied for	2 793	2 054	2 317	1 930	1 302
	Category					
	Skilled worker	2 680	1 899	2 262	1 784	1 217
	Technician	113	155	55	146	85
4.	Number of approved applications from works contracts for importation quotas	10	9	10	6	5
5.	Number of importation quota approved ^{Note 1}	1 008	790	986	985	1 135
	Category					
	Skilled worker	943	717	931	905	1 050
	Technician	65	73	55	80	85
6.	Numbers of approved and valid quotas in trades/disciplines	6 937 Quota allocation is made on a rolling basis, i.e. quotas will be released for new applications after the completion of the relevant works. As of March 2026, there were a total of 6 937 approved and valid importation quotas under the Scheme. See Table (2) for detailed breakdown by trades/disciplines.				

Note 1: Applications for importation quotas should be submitted by the principal contractor of eligible works contract for itself and/or on behalf of its sub-contractor(s) for the same contract. The imported labour applied for can be employed by the principal contractor-applicant or its sub-contractor(s). Each application for imported labour is submitted on the basis of an eligible works contract. Therefore, individual eligible works contract will make an application for imported labour in different application periods in the light of the progress of works, and accordingly the trade(s) required and the volume of works during the period.

Table (2) Number of approved and valid importation quotas (as at March 2026) ^{Note 2}

	Trade of skilled/ semi-skilled workers	Number of approved and valid importation quotas for the first eleven rounds of applications
1.	Refrigeration/Air-conditioning/ Ventilation Mechanic (including Water System and Air System)	1 344
2.	Electrician	633
3.	Fire Service Mechanic	498
4.	Plant and Equipment Mechanic(Construction Work)	431
5.	Metal-steel Worker	425
6.	Metal Scaffolder	349
7.	Paving Block Layer	344
8.	Cement Sand Mortar Worker (including Plastering, Bricklaying and Tiling)	311
9.	Lift and Escalator Mechanic	285
10.	Welder	243
11.	Drain and Pipe Layer	209
12.	Curtain Wall and Glass Panes Installer	208
13.	Leveller	141
14.	Overhead Linesman (High Voltage)	122
15.	Painter and Decorator	117
16.	Rigger/Metal Formwork Erector	116
17.	Concrete and Grouting Worker	87
18.	False Ceiling Installer	74
19.	Demolition Worker	65
20.	Plant and Equipment Operator	34
21.	Construction Goods Vehicle Driver	33
22.	Blasting Worker	23
23.	High Strength Steel Welder	20
24.	Woodworker	5
25.	Bar Bender and Fixer	4
26.	Piling Operative	2
	Total	6 123

**Table (2) Number of approved and valid importation quotas (as at March 2026)
(continued)**

	Discipline of technicians and site supervisory personnel	Number of approved and valid importation quotas in the first eleven rounds of applications
1.	(a) Site Foreman and (b) Assistant Site Foreman	358
2.	E&M Engineering Technician (Mechanical)	60
3.	(a) Project Co-ordinator and (b) Assistant Project Co-ordinator	8
4.	Draftsman	6
5.	Site Supervisor	5
6.	BIM Modeller	1
Total		438

Note 2: As of March 2026, there are 6 561 quotas approved and valid under the Scheme (i.e. the sum of 6 123 skilled/semi-skilled workers and 438 technicians and site supervisory personnel). Together with the 376 quotas previously approved under the Supplementary Labour Scheme, which are counted towards the importation quota of the Scheme, there are a total of 6 937 approved and valid quotas.

Table (3) Number of importation quota applications involving works contracts (by District Council) (as at March 2026)

		Number of applications involving works contracts										
		First round of applications	Second round of applications	Third round of applications	Fourth round of applications	Fifth round of applications	Sixth round of applications	Seventh round of applications	Eighth round of applications	Ninth round of applications	Tenth round of applications	Eleventh round of applications
1.	Central and Western District	0	0	0	0	1	0	1	0	0	0	0
2.	Wan Chai District	0	0	0	0	0	0	0	0	0	0	0
3.	Eastern District	0	1	0	0	2	0	0	0	0	0	0
4.	Southern District	0	1	1	1	1	1	1	1	1	1	0
5.	Yau Tsim Mong District	2	1	2	1	2	1	1	1	1	1	1
6.	Sham Shui Po District	1	1	0	0	1	1	1	1	0	0	0
7.	Kowloon City District	3	3	3	1	1	1	2	3	2	1	1
8.	Wong Tai Sin District	0	1	0	0	0	0	1	1	1	1	1
9.	Kwun Tong District	1	1	1	1	1	1	0	0	0	0	0
10.	Tsuen Wan District	0	0	0	0	0	0	0	0	0	0	0
11.	Tuen Mun District	1	0	0	0	2	1	1	1	1	0	0
12.	Yuen Long District	1	3	4	1	0	1	0	1	2	1	0
13.	North District	5	6	5	5	1	2	2	1	1	3	2
14.	Tai Po District	0	0	0	0	0	0	0	0	0	0	0
15.	Sai Kung District	3	1	1	0	1	1	0	1	1	0	0
16.	Sha Tin District	2	1	1	0	2	1	3	2	0	1	2
17.	Kwai Tsing District	1	0	0	1	2	1	1	1	1	0	0
18.	Islands District	5	8	2	3	1	1	0	2	1	0	0
19.	Works projects involved locations in multiple districts/ details of construction sites not available Note 3	1	3	0	0	0	0	0	0	1	1	1
Total		26	31	20	14	18	13	14	16	13	10	8

Note 3: If the details of construction sites are not provided, the DEVB will not accept the relevant applications.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)055

(Question Serial No. 0573)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 188 of the Budget Speech that the Government will earmark an additional funding of \$1 billion for the Built Heritage Conservation Fund. Will the Government inform this Committee of the following:

a. What is the detailed resource deployment plan for this additional funding of \$1 billion?

Please specify:

(i) the estimated initial amounts or proportions to be allocated in different areas (e.g. emergency repairs, full revitalisation, public education);

(ii) the specific criteria, priorities, and decision-making process for selecting historic buildings as conservation projects (for example, whether there is a marking scheme in place to consider the building's historical value, structural condition, community needs and revitalisation potential).

b. To ensure the maximum efficiency of resource utilisation, does the Government have any plan to establish a collaborative mechanism with cultural groups, construction-related professional associations, the Tourism Board, and district organisations? If not, what are the reasons? If yes, please provide details of the following:

(i) the specific forms of collaboration (such as establishing joint working groups and regular consultation platforms);

(ii) the roles of and division of work among various parties in the revitalisation of historic buildings, promotion of traditional culture and development of tourism products; and

(iii) whether common performance indicators (e.g. the number of cultural activities relating to revitalisation projects, public attendance, derived tourism consumption) have been set to measure the outcomes of collaboration.

Asked by: Hon NG Kam-wah, Webster (LegCo internal reference no.: 12)

Reply:

The Built Heritage Conservation Fund (BHCF) was established in 2016, aiming to implement the Government's measures and activities for the conservation of historic buildings, and to provide subsidies for public education, community involvement, publicity projects and academic research. The Commissioner for Heritage's Office (CHO) of the Development

Bureau (DEVB) has been implementing the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme), the Financial Assistance for Maintenance Scheme on Built Heritage (FAS), the Funding Scheme for Public Engagement Projects (FSPEP) and the Funding Scheme for Thematic Research (FSTR) through the BHCF to take forward various initiatives related to the conservation of historic buildings and enhance public awareness of such conservation.

The Revitalisation Scheme aims to preserve and put government-owned historic buildings into good and innovative use. The FAS provides assistance in the form of grants to the owners of privately-owned graded historic buildings and non-profit-making organisation (NPO) tenants of government-owned declared monuments and graded historic buildings for them to carry out minor maintenance works. Additionally, the FSPEP and the FSTR respectively provide financial support for public education, community involvement and publicity activities pertaining to built heritage conservation, as well as quality academic research on the theme of built heritage conservation.

As regards the operation of the BHCF and its schemes, the Advisory Committee on Built Heritage Conservation (ACBHC) has been offering valuable advice to and maintaining close collaboration with the DEVB. The ACBHC comprises members from different fields and professions, including architecture, heritage conservation, tourism, social enterprises, and community arts and culture, ensuring that diverse perspectives and professional advice are taken into account for the overall operation of the BHCF.

Our reply to various parts of the question is as follows:

- (a)(i) The 2026-27 Budget proposes an additional allocation of \$1 billion to the BHCF to continue taking forward the initiatives related to conservation of historic buildings, of which \$700 million will be used for the Revitalisation Scheme, while the remaining \$300 million will be used to continue the implementation of the other three schemes under the BHCF (the vast majority of the \$300 million will be used for the FAS).
- (ii) As for the Revitalisation Scheme, it covers vacant government-owned historic buildings. When considering the inclusion of an individual building in the scheme, the Government will take into account a series of relevant factors, including the historical value and characteristics of the historic building, its location, building type and size, surrounding environment, ancillary transport facilities and potential for operation by social enterprises. The Government will publicly invite NPOs to submit revitalisation proposals for historic building projects included in the Revitalisation Scheme, and the proposals will be assessed by the ACBHC. In reviewing applications under the Revitalisation Scheme, the ACBHC adopts assessment criteria encompassing different aspects, including the benefits of the applications to the revitalisation of historic buildings and the society. It also evaluates the reflection of historical value and significance, the social value and social enterprise operation, as well as the financial viability and management capability of the applicants. Selected partner organisations are required to submit progress reports and audited annual financial statements on a regular basis. The DEVB has been working with the ACBHC to monitor the performance of selected partner organisations in operating their projects against agreed objectives, including reviewing project progress reports, meeting with partner organisations and conducting site visits, to ensure the effective implementation of the relevant projects.

- (b) The CHO of the DEVB is primarily responsible for conservation of historic buildings and archaeological work, and continues to strengthen collaboration with various groups/individuals, such as cultural organisations, local communities and professional architectural associations in these areas. The CHO also shares related activities and updates (such as exhibitions and activities at the Hong Kong Heritage Discovery Centre), information on declared monuments and other historic buildings, virtual tours of historic buildings, etc. with the Hong Kong Tourism Board (HKTB) on a regular basis, so that the HKTB can promote these initiatives to tourists more effectively, thereby enhancing the popularity and participation in the relevant activities. Besides, the DEVB will work closely with the Tourism Commission and the tourism sector to identify historic buildings with high tourism potential, and encourage respective owners, or user government departments and other user organisations to open their historic buildings to the public or tourists for viewing and appreciation, as well as making arrangements for guided tours where feasible. We will continue to record and monitor relevant data to assess the effectiveness of the measures, such as visitor numbers, public participation in activities and the numbers of events held, in order to assess the impact and engagement of promotional efforts. We will also stay in regular contact and share data with the HKTB, Tourism Commission and tourism sector to further optimise our promotion work.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)056

(Question Serial No. 1484)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in paragraph 266 of the Budget Speech that the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast (MRF) period. In this connection, please advise on:

1. the major efforts made by the Works Branch over the past 3 years to monitor the implementation of public sector infrastructure development and works programmes, optimise the work processes, manage and control cost, and drive the construction industry to enhance effectiveness; and
2. whether the Government has carefully reviewed the investment amount and scale of each public works project to be implemented in future, so that works projects of various scales can be launched in a timely and orderly manner in response to changes in the market environment, thereby facilitating the sustainable development of the construction industry; if so, the details; if not, the reasons for that.

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 25)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development.

Our reply to the Member's question is as follows:

1. The Project Strategy and Governance Office (PSGO) under the Development Bureau (DEVB) has always vigorously scrutinised cost estimates of major projects at the planning and design stage. While not compromising the functionality, quality and safety of works, the PSGO scrutinises project cost estimates in accordance with the principle of "fitness-for-purpose and no frills". At the construction stage, the DEVB will closely monitor the implementation programme of projects through a high-level task

force, complemented with the Project Surveillance System, for timely intervention so as to mitigate the risks of project delays. At the same time, the PSGO also examines major variations during the construction period to ensure that they are cost effective.

To reduce construction costs for public works and expedite project delivery, we are advancing reforms in 4 areas: optimising the project procurement model, applying advanced technologies, streamlining the approval process, and reviewing the design standards and requirements. We are piloting various cost control measures by launching them once they are ready. Relevant cost control measures are being rolled out progressively, including central procurement, direct procurement, the adoption of high productivity construction methods such as Modular Integrated Construction and Multi-trade Integrated Mechanical and Electrical and Plumbing, digital technologies and innovative construction materials, as well as introduction of cost-effective construction products from the Mainland and overseas, to reduce construction costs and enhance effectiveness.

On adoption of artificial intelligence (AI) technology and construction robots, we have issued works technical circulars to require the application of AI in public works projects at the design, tendering and construction stages, and the adoption of highly-effective construction robots in suitable processes. In addition, we provide subsidies through the Construction Innovation and Technology Fund for wider application of innovation and technology in the construction industry.

On streamlining the approval process, the Steering Group on Streamlining of Development Control (SGSDC) under the DEVB was established in 2018. Chaired by the Under Secretary for Development, the SGSDC has coordinated and introduced measures to expedite the streamlining of administrative development control procedures across departments through high-level stewardship. Furthermore, we will continue to lead and drive the digitalisation of public works and construction industry to enhance work processes and uplift efficiency and productivity. We will also launch a Project Cost Management Platform in phases to expedite approval processes of public works projects, enhance decision-making efficiency and optimise cost-effectiveness of design proposals.

2. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27, of which about \$16.2 billion will be the expenditure on minor works and preliminary studies funded under Capital Works Reserve Fund Block Allocations. The subsequent annual estimates of capital works expenditure will be planned in the annual Budget taking into account factors including Hong Kong's overall economic conditions, the Government's fiscal position, prioritisation of proposed capital works projects, progress of existing projects and overall resource allocation, etc. However, capital works expenditure will remain at a similar level during the Medium Range Forecast period. The annual works expenditure is the most representative indicator for the construction volume of that year. The above-mentioned expenditure on capital works projects allows the Government to deliver public works projects in different areas and of various scales, which will in turn help create more market opportunities and provide a more stable cash flow for local construction-related enterprises, including small and medium enterprises.

The Government will continue to take forward various projects in a steady and prudent manner, and will plan the project implementation strategies and programmes in light of the progress of the projects and people's livelihood, as well as the priority and overall plan of the Government's various land development and infrastructure projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)057

(Question Serial No. 1485)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Government has stated that it will continue to introduce measures to monitor the adoption of Smart Site Safety System (4S) in public works contracts, implement and promote 4S Labelling Scheme and subsidise adoption of 4S in private works projects through the Construction Innovation and Technology Fund. In this connection, please advise on the following:

1. What were the expenditures and manpower allocated by the Government in promoting the work related to the 4S Labelling Scheme in the past 3 years, as well as the major results achieved?
2. Has the Government conducted any detailed assessment to determine whether the expected effectiveness has been achieved in promoting the adoption of 4S in private works projects? Will the Government further provide support measures in future to encourage the adoption of 4S in more private works projects? If so, what are the details? If not, what are the reasons?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 27)

Reply:

The Development Bureau (DEVB) attaches great importance to site safety. As a main facilitator of works projects and advocator of site safety policies on public works, we have maintained close co-operation with various stakeholders to deliberate and formulate various site safety measures, including driving the construction industry to expedite full adoption of the Smart Site Safety System (4S) to enhance site safety.

Our consolidated reply to the Member's question is as follows:

The DEVB has required public works contracts exceeding \$30 million to fully adopt 4S since February 2023.

Regarding private works projects, to expedite full adoption of 4S in the construction industry, the Government introduced a series of enhanced measures in 2024 with a view to promoting the adoption of 4S in private building projects. The measures include:

- The Buildings Department (BD) has introduced mandatory measures since July 2024. Conditions will be imposed on building works under the Buildings Ordinance when the first approval for superstructure plans of private works projects or approval for major revisions of superstructure plans is granted. For building works with an estimated cost exceeding \$30 million and involving the use of mobile plants and tower cranes, registered contractors must use the 4S Mobile Plant Alert System and Tower Crane Alert System. Since July 2025, the aforementioned mandatory requirements have been extended to demolition works, excavation and lateral support works, foundation works and site formation works. Even if the relevant mandatory requirements had not been imposed when the building plans of the private works projects were approved, the aforesaid requirements will also be imposed when the first consent for the commencement of building works is granted. The mandatory requirements are also applicable for additions and alterations projects involving structural works. As at March 2026, the BD has already imposed the above conditions on 325 private works projects;
- In May 2024, the DEVB and the Construction Industry Council (CIC) launched the 4S Labelling Scheme, under which labels are issued to construction sites that have been verified as properly adopting 4S. The plaques are placed at conspicuous spots around construction sites that have been issued with the labels for identification and to facilitate monitoring by enforcement departments of the sites without 4S labels. The list of such construction sites is available at the CIC's webpage (www.cic.hk/content/4s-labelling/en/project-list) for public inspection.
- The Government has been subsidising the adoption of 4S at construction sites of private works projects (including works projects self-financed by public organisations) through the Construction Innovation and Technology Fund (CITF). The scope of subsidy under the CITF has been extended since May 2024 to cover the relevant additional expenses in various aspects of adopting 4S, including network capacity upgrades, additional manpower employed for 4S operation, maintenance and technical support arising from the use of 4S. From September to November 2024, the applicant eligibility of the CITF was extended to local mobile plant/ tower crane rental companies. The subsidy ceiling for each company is \$7.5 million to support the installation of danger zone alert system on their machinery. As at January 2026, the CITF has approved nearly 430 applications to subsidise the adoption of 4S at construction sites of private works projects, involving a funding amount of about \$250 million. It is mentioned in the 2026–27 Budget that \$1 billion will be injected into the CITF, together with the CIC's contribution of \$400 million, bringing the total to \$1.4 billion to continue supporting industry development and promoting the wider adoption of innovative construction methods and new technologies, including 4S, in the industry; and
- The CIC has stepped up its publicity efforts and arranged outreach teams to visit construction sites to promote to the industry the 4S and 4S labels, as well as the financial support available under the CITF in this regard. The CIC will also prepare and propose different types of 4S packages with a view to assisting the industry in choosing appropriate devices under 4S having regard to factors such as the different nature of works and site environment.

Currently, the total number of new construction projects and maintenance projects underway across the territory with a contract sum exceeding \$30 million is approximately 1 200. Among them, 748 (i.e. about 60%) have adopted 4S and been issued with labels, of which 462 are public works projects. Since the introduction of the above-mentioned policy measures requiring construction sites to adopt 4S or its related devices, the overall accident rate in the construction industry has dropped notably by approximately 20% from 2023 to 2025, resulting a positive impact on site safety and providing workers with more comprehensive protection.

The work relating to driving the industry to adopt 4S is absorbed by the existing manpower of the DEVB, works departments and the BD. As such duty is part of their overall duties, we are unable to provide a breakdown of the staff establishment involved in this area of work.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)058

(Question Serial No. 2079)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

According to the Construction Association, the unemployment rate in the construction industry has reached 6.9%, the highest among all sectors. The industry is concerned about the insufficient volumes of government public works projects and private works projects. The Government has announced that it will earmark an additional \$30 billion in the next 2 to 3 years, on top of the original estimate for its annual capital works expenditure of approximately \$120 billion in the coming 5 years. Please advise on the following:

- (a) To which public works projects will this additional provision of \$30 billion be specifically allocated? What are the expected time for tender invitation and construction to commence?
- (b) What specific measures has the Government put in place to split large-scale works projects into smaller ones, so as to increase opportunities for small and medium-sized contractors (SMCs) to participate in tender exercises? What were the numbers and values of public works contracts awarded to SMCs in each of the past 3 years?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 50)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

- (a) The estimated capital works expenditure for 2026-27 is \$128 billion. The subsequent annual estimates of capital works expenditure will be planned in the annual Budget taking into account factors including Hong Kong's overall economic conditions,

Government's fiscal position, prioritisation of proposed capital works projects, progress of existing projects and overall resource allocation, etc. Hence, we are currently unable to specify the estimated expenditure for various projects beyond 2026-27.

In addition, some proposed works projects are currently at the planning and design stage. Upon completion of the relevant work, tenders will be invited for the projects. The relevant policy bureaux and departments will also consult the relevant Panels of the Legislative Council in a timely manner before submitting the relevant construction projects to the Public Works Subcommittee for scrutiny, and ultimately, seeking funding from the Finance Committee for commencing the works. Therefore, the tendering and commencement dates of the proposed works projects will vary depending on the progress as mentioned above.

- (b) The Development Bureau has been monitoring the overall development of the construction industry and has timely formulated appropriate policy measures to assist the industry in overcoming challenges.

In supporting small and medium-sized contractors (SMCs), we have, under appropriate situation, split large works projects into a number of small-sized contracts of manageable scale during contract packaging, so as to increase the opportunities for SMCs to participate in bidding for public works projects. This measure has been adopted in a range of public works projects, including: (i) works for provision of barrier-free access facilities at footbridges, elevated walkways and subways; (ii) routine maintenance projects for drainage works or drainage plants and associated facilities; and (iii) site formation works for the development of the Northern Metropolis, etc.

Moreover, in order to further enhance the opportunities for SMCs to participate in public works projects, we have introduced a bonus score scheme in the tendering mechanism of suitable large-scale public works projects since September 2023, providing incentives to encourage large contractors to partner with SMCs in the form of joint ventures when bidding for the relevant works projects. To date, the bonus score scheme has been adopted in a total of 73 large-scale public works contracts, of which 62 contracts (accounting for about 85%) were awarded to large contractors partnering with SMCs under joint venture arrangement. The total value of works undertaken by the relevant SMCs in these large-scale works contracts amounts to approximately \$19.8 billion. This policy has achieved encouraging results.

In the past three financial years, a total of 2 073 small and medium-scale works contracts (i.e. contracts of a value of not more than \$400 million) were awarded by works departments, which accounted for over 95% of the total number of works contracts in those financial years. Together with the above-mentioned bonus score scheme introduced in the tendering mechanism for large-scale public works projects, the total value of works undertaken by SMCs in the past three financial years was approximately \$71.9 billion. The relevant details are set out in the table below:

Types of works contracts awarded		2023-24	2024-25	2025-26	Total number/ total value over 3 years
Number	Small and medium-scale works contracts (Note 1)	809	675	589	2 073
	Large-scale works contracts with participation of SMCs through the bonus score scheme	4	34	24	62
Value (\$ billion)	Small and medium-scale works contracts (Note 1)	18.2	15.8	18.1	52.1
	Value of works undertaken by SMCs through participation in large-scale works contracts via the bonus score scheme	0.5	13	6.3	19.8

Note 1: Small and medium-scale works contracts refer to those public works contracts of a value not exceeding \$400 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)059

(Question Serial No. 2080)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

According to the Budget, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27, representing an increase of merely 2.6% over that of 2025-26, and it is expected that only 26 Category B projects will be submitted to the Legislative Council for approval, which is fewer as compared with 33 projects last year. Please advise on the following:

- (a) What are the specific reasons for the decrease in the number of Category B projects? Is it related to the Government's fiscal situation or an adjustment in the priorities of projects?
- (b) How does the Government assess the impact of the slowdown in the growth of construction volume on the employment market of the construction industry and the room for survival for small and medium-sized contractors? Will it consider accelerating the launch of more minor and medium-sized works projects to stabilise the industry's ecosystem?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 51)

Reply:

The Government has been continuously investing resources in taking forward infrastructure projects to improve people's quality of life, enhance Hong Kong's long-term competitiveness and drive Hong Kong's economic development. Capital works are a crucial investment for Hong Kong's long-term and sustainable development. In the 2026-27 Budget published recently, the Government's capital works expenditure is estimated to be about \$128 billion for 2026-27. Capital works expenditure will remain at a similar level during the Medium Range Forecast period.

Our reply to the Member's question is as follows:

- (a) According to the latest estimates of policy bureaux and departments, a total of 28 works projects are expected to be submitted to the Public Works Subcommittee for scrutiny in 2026. These projects are of different scopes and scales, including land formation, infrastructure, education, and sewage treatment and waste management facilities. The total estimated expenditure of the proposed works projects exceeds \$100 billion, which

is higher than the total estimated expenditure of approximately \$80 billion for the 33 works projects approved by the Legislative Council (LegCo) in 2025. The number of works projects submitted by the Government to the LegCo for approval each year depends on the actual progress made by the works departments in taking forward public works projects. We have not set any rigid target in this regard.

- (b) In general, works projects with higher level of participation by small and medium enterprises (SMEs) mainly include minor works and preliminary studies funded under Block Allocations (the estimated expenditure for these Block Allocations in 2026-27 amounts to \$16.1822 billion, representing an increase of \$1.7721 billion, i.e. approximately 12%, over the approved allocation of \$14.4101 billion in 2025-26), as well as projects with estimates exceeding \$50 million but of relatively smaller scale, such as lift and pedestrian walkway systems, public transport interchanges and district sewerage works. SMEs also undertake parts of works as sub-contractors in other larger public works projects. To provide more job opportunities for small and medium-sized contractors, the Government will coordinate with various departments to split contract under some larger projects into multiple contracts covering works of different scales without compromising factors such as the progress and cost of projects, with a view to increasing the number of works contracts.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)060

(Question Serial No. 2081)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance;
(6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is announced in the Budget that \$1 billion will be injected into the Construction Innovation and Technology Fund (CITF), and that \$100 million has been earmarked for commissioning the Building Technology Research Institute (BTRi) to conduct studies on reviewing construction standards and exploring AI applications. Please advise on:

- (a) the annual amount of funding granted, the number of beneficiary enterprises (by small and medium enterprise (SMEs) and non-SME), and categories of technology adoption involved under the CITF over the past 3 years; how to evaluate the actual effectiveness of such funding in enhancing productivity and site safety;
- (b) the actual operating expenses and staff establishment of the BTRi since its establishment in August 2024; the research projects that have been conducted or completed; the amount of expenditure involved; and
- (c) the BTRi's progress on reviewing the construction standards; the expected time for completing the revision of the first batch of standards; and the expected cost savings brought to the industry by these revisions.

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 52)

Reply:

The Government injected a total of \$2.2 billion into the Construction Innovation and Technology Fund (CITF) in 2018 and 2022 respectively. Over the past 7 years since its establishment, the CITF has made significant achievements in successfully promoting wider adoption of innovative technologies (such as Building Information Modeling (BIM), Modular Integrated Construction (MiC) and Multi-trade Integrated Mechanical, Electrical and Plumbing (MiMEP), prefabricated steel rebar and Smart Site Safety System (4S)) in the industry, with a view to enhancing productivity and site safety as well as reducing construction costs. To date, the CITF has approved about 5 550 applications to subsidise over 1 500 enterprises (over 60% of which are small and medium enterprises (SMEs)) to adopt various technologies in local construction projects, and has approved about 20 000 technology training places.

Since the remaining balance of the CITF is expected to be fully committed within 2026, the 2026-27 Budget has proposed injecting \$1 billion into the CITF (together with the Construction Industry Council's contribution of \$400 million, bringing the total to \$1.4 billion) to continue supporting industry development and promoting wider adoption of innovative construction methods and new technologies in the industry, including promoting the application of emerging technologies such as construction robots, artificial intelligence (AI) and construction digitalisation in the industry.

To address the challenges of Hong Kong's infrastructure development, the Development Bureau (DEVB) established in August 2024 the BTRi which continuously spearheads the construction industry in strengthening innovative applications to enhance productivity, cost-effectiveness and site safety performance. In line with the Government's policy, the BTRi reviews and optimises existing construction standards and requirements, as well as provides testing, accreditation and certification services for the industry. It also promotes the adoption of innovative construction materials and technologies in the construction industry, and formulates local and Greater Bay Area (GBA) standards and specifications for these materials and technologies.

Our reply to the Member's question is as follows:

- (a) The approval figures on technology application under the CITF over the past 3 years are as follows:

	Year	Number of beneficiary enterprises (Fund grant (\$m))		
		SME	Non-SME	Total
Advanced construction technologies [#]	2023	138 (95)	133 (97)	271 (192)
	2024	140 (111)	130 (89)	270 (200)
	2025	303 (383)	179 (198)	482 (581)
BIM	2023	70 (7)	80 (11)	150 (18)
	2024	88 (9)	104 (22)	192 (31)
	2025	85 (12)	85 (23)	170 (35)
MiC and MiMEP	2023	3 (2)	6 (36)	9 (38)
	2024	2 (2)	9 (40)	11 (42)
	2025	0 (0)	9 (34)	9 (34)

	Year	Number of beneficiary enterprises (Fund grant (\$m))		
		SME	Non-SME	Total
Prefabricated steel rebar	2023	5 (5)	24 (53)	29 (58)
	2024	5 (3)	28 (89)	33 (92)
	2025	4 (1)	19 (103)	23 (104)

Advanced construction technologies include all innovative technologies other than BIM, MiC, MiMEP and prefabricated steel rebar, such as 4S, internet of things, robotics, automated tools and equipment, digitalisation and Common Data Environment platforms and advanced construction materials.

The DEVB, together with the CITF Secretariat, reviews the operation and effectiveness of the CITF from time to time, with the latest overall review completed in 2024. The review includes an assessment of the effectiveness of projects funded in the past, particularly the technologies for enhancing productivity and site safety. The review results demonstrate the significant achievements of the CITF. About 98% of the respondents consider that the Fund can drive adoption of technologies in the industry. The number of construction companies/contractors using advanced construction technologies, MiC or prefabricated steel rebar in construction works has doubled. About 70% of construction companies funded under the CITF expressed that innovative technologies has significantly boosted their productivity and reduced manpower demand for relevant processes by over 20%. Among about 800 construction sites for new works, around 530 have already been installed with 4S, reflecting the industry's active application of technologies to uplift safety. We are planning to conduct a new round of overall review of the CITF within 2026.

- (b) The DEVB injected funding of \$10 million for the initial operation of the BTRi in 2024, including employment of staff, renting offices and general operating expenses. The BTRi generates revenue through collaboration with local universities, government departments, private organisations and more to carry out various research and related business. It is expected that the BTRi will break even gradually. Currently, the BTRi has 4 sections: accreditation, certification and testing, standards advancement, applied research and development, and administration. The business of each section is managed by a section head who reports to the chief executive officer, and there are a total of about 25 staff members in the company.

So far, the BTRi has completed 10 research projects, mainly including local technical guidelines and particular specifications for the structural use of ultra-high performance concrete, the launch of the Construction Product Accreditation Scheme to introduce innovative and high-quality construction products to Hong Kong's construction industry, and the implementation of the Modular Integrated Construction Manufacturer Accreditation Scheme.

There are about 35 ongoing projects, covering the review of more than 10 design standards, formulation of GBA Standards for MiC and high-strength steel, strategic study on the application of AI in the construction industry, and the development of a

MiC project supervision system using blockchain technology. The amounts involved in individual research projects range from approximately \$1 million to \$3 million.

- (c) Among the first batch of 15 construction standards under review, a number of them have been reviewed, such as the review of wind loads of noise barriers and the design requirements of pile foundation. The optimised standards have also been updated in the relevant design manuals for wide application in suitable works projects. We anticipate that the reviews of the remaining standards in the first batch will be completed successively within 2026. In light of the different characteristics of projects, the construction cost savings brought by the relevant construction standards will also vary across different projects. Overall, the revision of the relevant standards will help improve efficiency and reduce project expenditures.

Taking the review of foundation design requirements as an example, we conducted research on the bearing capacity of the bedrock layer in the northern New Territories, including comprehensive geotechnical investigations and pile bearing capacity tests, to collect more data for analysis to optimise local foundation design. The research findings indicate that the design capacity of the bedrock bearing capacity can be increased by approximately 60%, which can substantially reduce the number of foundation piles and construction time.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)061

(Question Serial No. 2087)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Development Bureau has commissioned the Building Technology Research Institute (BTRi) to compare and complement the differences in testing and certification requirements between standards in different regions, with a view to promoting local application of high-quality and cost-effective construction materials from the Mainland and overseas. Please advise on the following:

- (a) How many construction materials have had standard adaptation work completed so far? What are the names and origins of the materials involved?
- (b) What is the actual application of these materials in Hong Kong? How many public works projects have adopted these materials? What are the cost savings involved?
- (c) The Government has stated that it will make reference to Guobiao and overseas standards to co-establish the Greater Bay Area (GBA) Construction Standards. What is the specific progress of this work? When is the first GBA standard expected to be completed?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 57)

Reply:

To address the challenges of Hong Kong's infrastructure development, the Development Bureau (DEVB) established in August 2024 the Building Technology Research Institute (BTRi) which continuously spearheads the construction industry in strengthening innovative applications to enhance productivity, cost-effectiveness and site safety performance.

In line with the Government's policy, the BTRi reviews and optimises existing construction standards and requirements, as well as provides testing, accreditation and certification services for the industry. It also promotes the adoption of innovative construction materials and technologies among the construction industry, and formulates local and Greater Bay Area (GBA) standards and specifications for these materials and technologies. On promoting applied research and development, the BTRi introduces advanced construction technologies and innovative construction materials through piloting in public works projects to enhance the efficiency and safety performance of the construction industry. Regarding standard

formulation, the BTRi is reviewing and optimising construction standards and requirements that have been in place for many years and have relatively significant impact on costs, as well as collaborating with our counterparts in the Guangdong Province to take forward the formulation of the GBA construction standards. In terms of accreditation, certification, and testing, apart from the Modular Integrated Construction Manufacturer Accreditation Scheme launched in 2024, the BTRi also implemented the Construction Product Accreditation Scheme (CPAS) in September 2025, which aims to ensure the quality of construction products, expand the product supply market, and introduce high-quality and cost-effective construction products into Hong Kong's construction industry.

Our reply to the Member's question is as follows:

- (a) & (b) The BTRi is conducting studies and review on the standards of some construction materials. Among these, studies on the design standards of concrete strength, high-strength steel, and ultra-high-performance concrete have been completed. Other construction materials on which studies are underway include high-strength steel reinforcing bar and Low Density Engineered Cementitious Composites.

Additionally, the BTRi implemented the CPAS in September 2025 to review construction products submitted by suppliers with comparison against local standards and requirements, and issue certificates to qualified construction products. CPAS-approved construction products are no longer subject to individual project approvals, further streamlining the material approval process while ensuring product quality. If a product fails to meet local requirements, the BTRi will provide standard adaptation services, such as recommending what tests should be carried out to meet local standards, thereby facilitating its local application. Currently, 4 products have been accredited, including an absorptive noise barrier panel and a water-cooled chiller. Besides, more than 10 products are under assessment, including a transparent panel for noise barriers widely used in the Mainland. The BTRi is conducting standard adaptation work for the panel to make it suitable for use in local works projects. Through the CPAS, we expect to widen the construction product market, enabling the application of more high-quality and cost-effective Mainland and international products in local works projects.

We expect that upon completion of the studies and review, the related construction materials and products can be widely applied in suitable works projects, achieving a reduction in construction costs. For example, ultra-high strength S960 steel was used for the construction of footbridges in the Fanling North New Development Area project, saving approximately 30% of the overall construction cost.

- (c) Regarding the work on formulating GBA construction standards, the DEVB has conducted several working meetings with the Department of Housing and Urban-Rural Development of Guangdong Province (DHURDGP) to put in place a collaborative mechanism for construction standardisation, set up relevant working group and formulate a framework for GBA standards, so as to jointly take forward the development of these standards. We will sign a cooperation agreement with the DHURDGP to jointly implement the objectives, framework, proposal, priorities, and timeline for the formulation of GBA standards. We are actively

promoting the work on GBA construction standards and striving to complete the first GBA standard within 2026.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)062

(Question Serial No. 2106)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the allocation of \$65 million for providing additional government-funded training places to nurture construction professionals, please provide the estimated number of additional training places that can be funded by the allocation, the course content, the major target groups and the eligibility criteria.

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 84)

Reply:

The Development Bureau and its departments have been implementing the Graduate Training Scheme (GTS) to provide training positions for graduates from construction-related university disciplines (including architecture, surveying, planning, landscape architecture and engineering), with a view to helping them acquire sufficient training and work experience to meet the registration requirements of relevant statutory professional institutions.

As the planning and design for the Northern Metropolis and other development projects have commenced in phases, we anticipate a gradual resurgence of construction volume in the private sector. Since graduates in construction-related disciplines generally require several years (2 to 4 years) of industry experience before obtaining professional qualifications, it is essential that we continue to nurture construction professionals to meet future manpower demands. To this end, the Government has promised to allocate \$65 million to increase the number of training places under the GTS by 88 in 2026, bringing the total from the originally planned 172 to 260, so as to support construction graduates in obtaining professional qualifications. These graduates must be permanent residents of the Hong Kong Special Administrative Region and have obtained a university degree accredited by relevant professional institution in Hong Kong in the 2025/26 or 2024/25 academic year. Upon completing the training scheme and attaining professional qualifications, graduates may either shift to the private sector or join the Government through open recruitment. We will continue to monitor the effectiveness of the scheme, including the graduate recruitment, their completion of training and attainment of professional qualifications.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)063

(Question Serial No. 2367)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is pointed out in the Budget that the Development Bureau is enhancing the project procurement model. For example, cost savings of about 10% to 20% can be achieved through direct procurement of Modular Integrated Construction (MiC) modules in Light Public Housing (LPH) projects as well as electrical and mechanical equipment for a sewage treatment plant project. Please advise on the following:

- (a) What was the total amount of expenditure saved through the direct procurement model in the past year? Please list the amount of savings by item category (e.g. MiC modules in LPH, electrical and mechanical equipment for a sewage treatment plant project).
- (b) How was the above-mentioned rate of reduction of 10% to 20% calculated?
- (c) The Government has stated that a specific plan for central procurement of MiC modules and steel reinforcement will be formulated within this year. What is the specific schedule for the plan? When is the first round of tender exercise for central procurement expected to be launched?
- (d) Apart from MiC modules and steel reinforcement, does the Government have any plan to extend the scope of central procurement to other construction materials (e.g. concrete, aluminium formwork, prefabricated components)? If so, what is the timetable? If not, what are the reasons?
- (e) Will the central procurement model be applicable to private development projects? If so, what is the specific arrangement? If not, how does the Government ensure that there will be no huge disparity in procurement costs between public and private projects?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 56)

Reply:

The Government has been striving to uplift the performance of public works projects, in order to ensure quality of works, improve cost-effectiveness and enhance site safety performance. In view of the challenges of relatively high construction cost and the ageing construction labour force faced by Hong Kong in recent years, the Development Bureau (DEVB) has been implementing various strategic initiatives in recent years to enhance capabilities in cost surveillance and project governance.

To further enhance the effectiveness of works projects, the DEVB completed a strategic study on construction costs in late 2024. After identifying the main reasons for the relatively high construction costs in Hong Kong, we have established four major directions for measures to lower the construction costs of public works projects. At present, we are following the 4 major directions, i.e. optimising the project procurement model; reviewing the design standards and requirements; applying advanced technologies and construction methods; and streamlining the approval process; to progressively implement specific measures by launching them once they are ready, including central procurement, direct procurement, application of artificial intelligence, and introduction of cost-effective construction products and initiatives from the Mainland and overseas, so as to reduce construction costs and improve efficiency.

Our reply to the questions raised by the Member is as follows:

- (a)&(b) The DEVB has first adopted the direct procurement model in the second batch of Light Public Housing (LPH) projects and the “Relocation of Sha Tin Sewage Treatment Works (STSTW) to Caverns” project. The Government has procured Modular Integrated Construction (MiC) modules in LPH and large mechanical and electrical equipment for the STSTW directly from manufacturers or suppliers respectively. The amounts of relevant expenditures saved are as follows:

Project	Amount of savings related to the direct procurement model
Implementation of LPH - the Second Batch of Projects	approximately \$700 million
Relocation of STSTW to Caverns — Remaining Works	approximately \$1.7 billion

The rate of reduction, expressed as a percentage, is calculated as the amount saved divided by the original total estimated cost of the relevant construction contract.

- (c) The DEVB is finalising the specific details on the proposal to conduct central procurement of steel reinforcement and MiC modules, and has commissioned relevant departments to commence the preparatory work for open tender, targeting to launch the relevant tendering procedure in the middle of 2026.
- (d) The DEVB will assess the effectiveness of the central procurement strategy after implementation of the proposal to conduct central procurement of steel reinforcement and MiC modules. If the results are remarkable, we will consider expanding the application of the procurement strategy to other suitable construction materials.
- (e) The DEVB is adopting a progressive implementation approach to pilot the central procurement scheme for the procurement of steel reinforcement and MiC modules in public sector projects. Currently, the scheme mainly covers various public works projects and public housing developments. Following its implementation, we will assess the actual procurement costs and time saved for the projects, and share our

experiences with the industry to encourage the sector to consider adopting more innovative procurement models in private development projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)064

(Question Serial No. 2035)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget that the Government has required public works projects to adopt construction robots in suitable processes. To this end, the Construction Industry Council (CIC) will also provide relevant training to promote the effective use of robots in the industry. In this connection, please inform this Committee of:

1. the number and proportion of public works projects that adopted construction robots in the past 3 years;
2. the details of training provided by the CIC on construction robots in the past 3 years, and the number of participants in the training;
3. the number of training courses that the CIC expects to organise in the future and the expected number of trainees; and
4. how the Government will promote greater use of construction robots in private sector construction works to enhance the safety and efficiency of the entire construction industry.

Asked by: Hon WONG Kam-fai, William (LegCo internal reference no.: 27)

Reply:

The Government has been continuously investing resources for implementing infrastructure projects with a view to improving people's quality of living, enhancing the long-term competitiveness of Hong Kong and promoting its economic development. However, the construction industry in Hong Kong has been facing the challenges of increasing construction volume, declining productivity, relatively high construction costs and ageing workforce in recent years. To address these challenges, the Government has been supporting the industry in adopting innovation and technology (I&T) to uplift overall productivity and promote the sustainable development of the construction industry.

The Development Bureau (DEVB) is adopting a progressive implementation strategy to pilot innovative construction materials and technologies in public works projects. Furthermore, it subsidises the construction industry through the Construction Innovation and Technology Fund (CITF), and based on the effectiveness of the pilot projects, requires the adoption of

specified technologies in suitable processes in public works projects to enhance work efficiency, site safety and works quality.

Our reply to the Member's question is as follows:

1. Regarding construction robots, the DEVB and works departments have piloted different types of construction robots in over 30 public works projects in recent years. The application of robots in public works is diversified, including the use of (i) welding, drilling, painting and plastering robots to support construction processes; (ii) material delivery robots for transport and logistics; (iii) drones and robot dogs for monitoring and inspection; and (iv) remote control tower crane systems for remote operations.
- 2.&3. On construction technology training (including construction robots), the DEVB and the Construction Industry Council (CIC) regularly review the development of construction technology and changes in working modes to continuously optimise the strategic training matrix. In recent years, the CIC has actively provided systematic training courses on construction technologies to enhance the overall competencies of construction technology manpower in the industry. In the past 3 academic years (i.e. from the 2023/24 to 2025/26 academic years (as at 31 January 2026)), nearly 3 500 students have completed construction technology-related training provided by the CIC, including:
 - Incorporating elements related to the application of construction technologies into the full-time training courses for new entrants. Apart from basic skill training, the courses also introduce the fundamental theory and operating principle, construction safety and application simulation relating to construction robots, aiming to enhance young trainees' understanding of construction technologies. The tuition fees of the relevant full-time courses are fully funded and subsidies are provided by the CIC;
 - Introducing short-term courses on construction technologies commonly used in the sector, including relevant short-term certificate courses on construction robots including painting robots, welding robots, surveying and setting-out robots, and remote control tower cranes etc, with contents covering the fundamental theory and operation of robots, on-site practical training (e.g. application and set-up in different scenarios), quality control of works and emergency response. The CIC will provide subsidies of up to 50% to 80% of the tuition fees for students enrolled in robotics courses. Besides, the CIC is also collaborating with industry/suppliers to launch related courses on the hands-on practice of specific types of robots; and
 - Established in May 2025, the Centre for Future Construction (CFC) features 5 distinct zones, including the Robotic Hub, Digital Twin Hub, 4S Hub, AI Hub, and Immersive Cave, with a view to promoting construction technology development and application training. The CIC will utilise the CFC to provide construction technology training and exchange activities for the industry and above trainees.

In addition, Government subsidises suppliers to offer project management-based construction technology training through the CITF. Since its establishment in 2018,

the CITF has approved approximately 20 000 technology training places (including for construction robots).

The mode of training and number of training places will be adjusted in response to industry needs and the development of construction technology to ensure that the overall training strategy aligns with the development of construction workforce.

4. Regarding the promotion of the enhanced use of construction robots in private sector construction works, the DEVB issued a new technical circular in December 2025, requiring public works projects to adopt highly-effective construction robots in suitable processes. The first batch includes remote control tower crane systems, welding robots, drilling robots and progress-monitoring drones. The Government will continue to pilot different types of construction robots in public works projects and, based on their effectiveness, identify and specify their application in public works projects so as to gradually establish a healthy ecosystem for the development of construction robots, and promote wide application of I&T in the construction industry (including private sector construction projects) through the financial support provided to the sector by the CITF.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)065

(Question Serial No. 0146)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

The Government will allocate \$65 million to provide additional training places for the construction industry to cater for future manpower demand. What specific training programmes will this funding be used in? What are the training institutions and content of the courses involved? How will the Government evaluate the actual effectiveness of the relevant training in enhancing the professional qualifications and employment competitiveness of practitioners?

Asked by: Hon YAO Cho-fai, Andrew (LegCo internal reference no.:18)

Reply:

The Development Bureau (DEVB) and its departments have been implementing the Graduate Training Scheme (GTS) to provide training positions for graduates from construction-related university disciplines (including architecture, surveying, planning, landscape and engineering), with a view to helping them acquire sufficient training and work experience to meet the registration requirements of relevant statutory professional institutions. Although the volume of private construction works has declined in recent years, the situation has become most recently stabilised. As the planning and design for the Northern Metropolis and other development projects have commenced in phases, we anticipate a gradual resurgence of construction volume in the private sector. Since graduates in construction-related professions generally require several years (2 to 4 years) of industry experience before obtaining professional qualifications, it is essential that we continue to nurture construction professionals to meet future manpower demands. To this end, the government has proposed to allocate \$65 million to increase the number of training places under the GTS by 88 in 2026, bringing the total from the originally planned 172 to 260, so as to support construction graduates in obtaining professional qualifications. Upon completing the training scheme and attaining professional qualifications, graduates may either shift to the private sector or join the Government through open recruitment. We will continue to monitor the effectiveness of the scheme, including the graduate recruitment, their completion of training and attainment of professional qualifications.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)066

(Question Serial No. 0286)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (5) Project Strategy and Governance

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget Speech that the Government has required public works projects to adopt construction robots in suitable processes. To this end, the Construction Industry Council (CIC) will also provide relevant training to promote the effective use of robots in the industry. In this connection, will the Government inform this Committee of the following:

1. the specific areas or trades currently required by the Government to adopt construction robots in “suitable processes”; whether steel reinforcement fixing, concrete placing, wall plastering, paint spraying, welding, surveying and setting out, etc. are covered; how the Government defines the standards for “suitable processes”;
2. the number of government public works projects that have actually introduced and adopted construction robots so far; please provide the relevant statistics, including the types of robots, adoption rate and total value of projects covered; and
3. the details of the relevant training programme provided by the CIC, including the types of courses (e.g. certificate courses on operation, advanced application training), expected number of trainees, funding arrangement and training targets.

Asked by: Hon YIU Ming (LegCo internal reference no.: 10)

Reply:

The Government has been continuously investing resources for implementing infrastructure projects with a view to improving people's quality of living, enhancing the long-term competitiveness of Hong Kong and promoting its economic development. However, the construction industry in Hong Kong has been facing the challenges of increasing construction volume, declining productivity, relatively high construction costs and ageing workforce in recent years. To address these challenges, the Government has been supporting the industry in adopting innovation and technology (I&T) to uplift overall productivity and promote the sustainable development of the construction industry.

The Development Bureau (DEVB) is adopting a progressive implementation strategy to pilot innovative construction materials and technologies in public works projects. It subsidises the construction industry through the Construction Innovation and Technology Fund (CITF),

and based on the effectiveness of the pilot projects and with a relatively well-established supply chain, requires the adoption of specified technologies, including construction robots, in suitable processes in public works projects to enhance work efficiency, site safety and works quality. The Government will continue to pilot different types of construction robots in public works projects and, based on their effectiveness, identify and specify their application in public works projects so as to gradually establish a healthy ecosystem for the development of construction robots, thereby laying a solid foundation for the wider application of I&T in the construction industry.

Our reply to the Member's question is as follows:

1. Regarding construction robots, the DEVB issued a new technical circular in December 2025, requiring public works projects to adopt highly-effective construction robots in suitable processes. The first batch includes remote control tower crane systems, welding robots, drilling robots and progress-monitoring drones. "Suitable processes" means processes in which construction robots have been piloted and proven effective.
2. The DEVB and works departments have introduced and piloted different types of construction robots in over 30 public works projects in recent years, with total project value exceeding \$100 billion. The application of robots in public works is diversified, including the use of (i) welding, drilling, painting and plastering robots in construction processes; (ii) material delivery robots for transport and logistics; (iii) drones and robot dogs for monitoring and inspection; and (iv) remote control tower crane systems for remote operations, etc.
3. On construction technology training (including construction robots), the DEVB and the Construction Industry Council (CIC) regularly review the development of construction technology and changes in working modes to continuously optimise the strategic training matrix. In recent years, the CIC has actively provided systematic training courses on construction technologies to enhance the overall competencies of construction technology manpower in the industry. In the past 3 academic years (i.e. the 2023/24 academic year to the 2025/26 academic year (as at 31 January 2026)), nearly 3 500 people have completed construction technology-related training provided by the CIC, including:
 - Incorporating training elements on the application of relevant construction technologies into the full-time training courses for new entrants. Apart from basic skill training, the courses also introduce the fundamental theory and operating principle, construction safety and application simulation relating to the construction robots, aiming to enhance young trainees' understanding of construction technologies. The tuition fees of the relevant full-time courses are fully funded and subsidies are provided by the CIC;
 - Introducing short-term courses on construction technologies commonly used in the sector, including relevant short-term certificate courses on construction robots including painting robots, welding robots, surveying and setting-out robots, and remote control tower cranes etc, with contents covering the fundamental theory and operation of robots, on-site practical training (e.g. application and setup in different scenarios), quality control of works and emergency response. The CIC will provide subsidies of up to 50% to 80% of the tuition fees for students enrolled in robotics courses. Besides, the CIC is also collaborating with the industry/suppliers to launch related courses on the hands-on practice of specific types of robots; and
 - Established in May 2025, the Centre for Future Construction (CFC) features 5 distinct zones, including the Robotic Hub, Digital Twin Hub, 4S Hub, AI Hub, and Immersive

Hub, with a view to promoting construction technology development and application training. The CIC will utilise the CFC to provide construction technology training and exchange activities for the industry and above trainees.

In addition, the Government subsidises suppliers to offer project management-based construction technology training through the CITF. Since its establishment in 2018, the CITF has approved approximately 20 000 training places (including those relating to construction robots).

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)067

(Question Serial No. 0965)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

It is mentioned under the Programme that one of the Government's main responsibilities is to provide financial assistance on the maintenance of privately-owned graded historic buildings, and offer assistance and explore economic incentives as appropriate to facilitate conservation of privately-owned graded historic buildings. In this connection, will the Government inform this Committee of the following:

1. What is the current list of graded historic buildings located within the Northern Metropolis (NM)? Please provide a detailed list, including the grading, location, ownership status, and historical and cultural significance of each building. In addition, among the buildings on the list, please provide the number of buildings for which conservation funding has been applied for, the status of those buildings currently under construction or with conservation work completed, and a breakdown of related expenditures (including funding amounts, funding dates, and expenditure categories). Also, please specify how many of these buildings have incorporated in-depth tourism elements (such as guided tours, historical story exhibitions or interactive cultural experiences) to enhance the tourism appeal of the northern region of Hong Kong.

2. Further to the above question, do the Government and relevant policy bureaux have any plans to discuss with the owners of graded historic buildings within the NM exploring the revitalisation of their buildings into in-depth tourist attractions or for commercial uses (such as joining the Revitalising Historic Buildings Through Partnership Scheme, and incorporating their buildings into routes of guided tours, virtual reality (VR) tours or cultural and festive events), in order to increase the number of historical attractions in the area, attract both local and international visitors, and inject economic momentum into the NM? If so, please provide the details of the plan, implementation timetable, expected economic benefits (including projected growth in the number of visitors and related revenue), number of participating owners and specific design of in-depth tourism elements (such as cultural workshops in collaboration with local communities). If not, please specify whether relevant feasibility studies have been conducted, as well as future research directions and timetables, and how to align with Hong Kong's overall tourism development strategy.

3. What is the Government's total estimated provision earmarked for the conservation of privately-owned graded historic buildings within the NM for the 2026-27 financial year and

the coming years? Please provide a breakdown of the estimated provision (including maintenance grants, revitalisation projects, economic incentives, and newly added in-depth tourism promotion components such as funding for docent training or multimedia publicity), and compare it with those of the past 2 financial years to analyse the reasons for the changes and whether it is sufficient to meet the anticipated demand (special consideration should be given to the impact of climate change on buildings and the needs arising from tourism recovery).

Asked by: Hon YIU Ming (LegCo internal reference no.: 15)

Reply:

The consolidated reply to the Member's question is as follows:

Currently, there are a total of 31 declared monuments and 341 graded historic buildings located within the Northern Metropolis (NM), a summary of which is at **Annex I**. Detailed information about the declared monuments and graded historic buildings (including their gradings, locations, and historic building assessments of their historical and cultural significance) has been uploaded to the websites of the Antiquities and Monuments Office (AMO) and the Antiquities Advisory Board (AAB) for public reference.

The Commissioner for Heritage's Office (CHO) of the Development Bureau has been taking forward various initiatives related to the conservation of historic buildings through the Built Heritage Conservation Fund. The relevant schemes include the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme) and the Financial Assistance for Maintenance Scheme on Built Heritage (FAS).

The Revitalisation Scheme covers government-owned historic buildings. Currently, a total of 14 projects under the Revitalisation Scheme are in operation, including 4 projects located within the NM. The relevant details and breakdown of the expenditures are set out at **Annex II**.

As regards privately-owned graded historic buildings, the Government's policy objective is to strike a proper balance between respect for private property rights and heritage conservation. Providing appropriate economic incentives is conducive to encouraging private owners to preserve and revitalise their historic buildings. In this regard, the FAS provides assistance in the form of grants to the owners of privately-owned graded historic buildings and non-profit-making organisation tenants of government-owned declared monuments and graded historic buildings for them to carry out minor maintenance works. This helps preserve these historic buildings from deterioration due to lack of maintenance or weather changes. No specific provision is earmarked for individual districts under the FAS. Instead, a holistic approach is adopted for flexible allocation of resources in light of the specific circumstances and needs of individual applications. Private owners or operators participating in the FAS will allow reasonable public access to their buildings depending on their individual circumstances. Currently, a total of 36 graded historic buildings within the NM that have received subsidies are/will be open for public visit with the consent of the relevant private owners or operators. The detailed information and funding amounts are set out at **Annex III**.

The AMO has been actively promoting declared monuments and historic buildings, including those located within the NM. In this regard, the AMO will continue to encourage private

owners or operators participating in the FAS, as well as operators of revitalisation projects, to explore the possibility of further integrating in-depth tourism elements or commercial uses into the buildings. In fact, some of the graded historic buildings within the NM have already incorporated in-depth tourism elements to varying degrees, such as guided tours, historical and cultural exhibitions and other interactive experience, to enhance public understanding and interest in historic buildings. For instance, the AMO has set up 6 heritage trails so far. Related monuments are linked together with distinct themes and have been arranged for opening for public and tourists' visit. Three of them are either entirely or partially within the NM, including the Ping Shan Heritage Trail, the Greater Bay Area Education Heritage Trail (Hong Kong Section) and the Greater Bay Area Dongjiang Column Heritage Trail (Hong Kong Section). The latter two trails provide Cantonese, Putonghua and English audio guides, which are accessible to the public via the AMO website or by scanning the QR codes on site.

The AMO has also utilised technologies by uploading a series of virtual tours to its website. There are a total of 18 virtual tours that showcase the declared monuments and graded historic buildings in different areas of Hong Kong. Two of which are located within the NM. We will continue to identify suitable historic buildings within the NM for introducing heritage trails and virtual tours with different themes. In addition, the CHO will organise the Heritage Fiesta 2026 in the fourth quarter of 2026, which will focus on some declared monuments and graded historic buildings in the NM. During the Heritage Fiesta, free guided tours, roving exhibitions and stamp collection activities for the public and tourists, as well as a series of public engagement activities will also be organised to deepen public understanding of the history and culture of the areas within the NM.

**Declared monuments and graded historic buildings located within
the Northern Metropolis (Note)**

District	Name and Address	Grading	Ownership Status#
North	Liu Man Shek Tong Ancestral Hall, Mun Hau Tsuen, Sheung Shui, New Territories	Declared monument	On private lot and government land
North	Kun Lung Gate Tower, Kun Lung Wai (San Wai), Lung Yeuk Tau, Fanling, New Territories	Declared monument	On private lot and government land
North	Enclosing Walls and Corner Watch Towers of Kun Lung Wai (San Wai), Lung Yeuk Tau, Fanling, New Territories	Declared monument	On private lot and government land
North	Kang Yung Study Hall, Sheung Wo Hang, Sha Tau Kok, New Territories	Declared monument	On private lot
North	Entrance Tower of Ma Wat Wai, Lung Yeuk Tau, Fanling, New Territories	Declared monument	On government land
North	Entrance Tower and Enclosing Walls of Lo Wai, Lung Yeuk Tau, Fanling, New Territories	Declared monument	On government land
North	Tang Chung Ling Ancestral Hall, Lung Yeuk Tau, Fanling, New Territories	Declared monument	On private lot and government land
North	Cheung Shan Monastery, Ping Che, Fanling, New Territories	Declared monument	On private lot
North	Tin Hau Temple, Lung Yeuk Tau, Fanling, New Territories	Declared monument	On private lot and government land
North	Hau Ku Shek Ancestral Hall, Ho Sheung Heung, Sheung Shui, New Territories	Declared monument	On private lot
North	Residence of Ip Ting-sz, Lin Ma Hang Tsuen, Sha Tau Kok, New Territories	Declared monument	On private lot and government land
North	Fat Tat Tong, Ha Wo Hang, Sha Tau Kok, New Territories	Declared monument	On private lot and government land
North	Hau Mei Fung Ancestral Hall, Kam Tsin, Sheung Shui, New Territories	Declared monument	On private lot
North	Hip Tin Temple, Shan Tsui, Sha Tau Kok, New Territories	Declared monument	On private lot
North	Kin Tak Lau, Main Building, Nos. 15-16 Shung Him Tong Tsuen, Lung Yeuk Tau, Fanling, N.T.	Grade 1	On private lot
North	Hakka Wai, Residential Houses, Tsung Pak Long, Sheung Shui, N.T.	Grade 1	On private lot
North	Hakka Wai, Watchtower, Enclosing Walls together with Entrance Gate, Tsung Pak Long, Sheung Shui, N.T.	Grade 1	On private lot

District	Name and Address	Grading	Ownership Status#
North	Hakka Wai, Study Hall, Tsung Pak Long, Sheung Shui, N.T.	Grade 1	On private lot
North	Hakka Wai, Wong Shek Chung Ancestral Hall, Tsung Pak Long, Sheung Shui, N.T.	Grade 1	On private lot
North	Kin Tak Mun (Entrance Gate), Nos. 15-16 Shung Him Tong Tsuen, Lung Yeuk Tau, Fanling, N.T.	Grade 1	On private lot
North	Pang Ancestral Hall, Fanling Wai, Fanling, N.T.	Grade 1	On private lot
North	Nos. 1A, 1, 1B, 2 and 3 Heung Yuen Wai, Sha Tau Kok, N.T.	Grade 1	On private lot
North	Nos. 4 and 5 Heung Yuen Wai, Sha Tau Kok, N.T.	Grade 1	On private lot
North	Watchtower, No. 4 Heung Yuen Wai, Sha Tau Kok, N.T.	Grade 1	On private lot
North	Shek Lo, Main Building, Shung Him Tong Tsuen, Lung Yeuk Tau, Fanling, N.T.	Grade 1	On private lot
North	Shek Lo, Annex Block, Shung Him Tong Tsuen, Lung Yeuk Tau, Fanling, N.T.	Grade 1	On private lot
North	Shin Shut Study Hall, No. 20 San Uk Tsuen, Lung Yeuk Tau, Fanling	Grade 1	On private lot
North	Oi Yuen Villa, Lot No. SSL 2RP, Kwu Tung, Sheung Shui, N.T.	Grade 1	On private lot
North	Liu Ying Lung Study Hall, Po Sheung Tsuen, Sheung Shui Wai, Sheung Shui, N.T.	Grade 1	On private lot
North	Tung Kok Wai, Lung Yeuk Tau, Fanling, N.T.	Grade 1	On private lot and government land
North	Nos. 76-78 Heung Yuen Wai, Sha Tau Kok, N.T.	Grade 1	On private lot
North	Fanling Lodge, Kwu Tung, Sheung Shui, N.T.	Grade 1	On government land
North	No. 1 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 2 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 3 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 4 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 5 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 6 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot

District	Name and Address	Grading	Ownership Status#
North	No. 7 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 8 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 9 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 10 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 11 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 12 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 13 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 14 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 15 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 16 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 17 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 18 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 19 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 20 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 21 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	No. 22 San Lau Street, Sha Tau Kok, N.T.	Grade 2	On private lot
North	MacIntosh Fort (Kong Shan), Kong Shan, Sha Tau Kok, N.T.	Grade 2	On government land
North	MacIntosh Fort (Nam Hang), Nam Hang, Sha Tau Kok, N.T.	Grade 2	On government land
North	MacIntosh Fort (Nga Yiu), Nga Yiu, Sha Tau Kok, N.T.	Grade 2	On government land
North	MacIntosh Fort (Pak Fu Shan), Pak Fu Shan, Sha Tau Kok, N.T.	Grade 2	On government land
North	MacIntosh Fort (Pak Kung Au), Pak Kung Au, Sha Tau Kok, N.T.	Grade 2	On government land
North	MacIntosh Fort (Ma Tso Lung), Ma Tso Lung, Ta Kwu Ling, N.T.	Grade 2	On government land
North	Lady Ho Tung Welfare Centre, Main Block, No. 38 Kwu Tung Road, Sheung Shui, N.T.	Grade 2	On government land

District	Name and Address	Grading	Ownership Status#
North	Lady Ho Tung Welfare Centre, Bungalow, No. 38 Kwu Tung Road, Sheung Shui, N.T.	Grade 2	On government land
North	Sam Tung Uk, Kwan Tei North Tsuen, Fanling, N.T.	Grade 2	On private lot
North	Nos. 138-139 Ping Yeung, Ta Kwu Ling, N.T.	Grade 2	On private lot
North	Earth God Shrine of Kam Tsin, Sheung Shui, N.T.	Grade 2	On government land (Short Term Tenancy is granted to Village Representative)
North	Enchi Lodge, Main Building, Lots 717 & 718, 2158RP in DD92, Castle Peak Road, Kam Tsin, Sheung Shui, N.T.	Grade 2	On private lot
North	Enchi Lodge, Ancillary Block, Lots 717 & 718, 2158RP in DD92, Castle Peak Road, Kam Tsin Tsuen, Sheung Shui, N.T.	Grade 2	On private lot
North	Old Sheung Shui Police Station, Sheung Shui Heung, Sheung Shui, N.T.	Grade 2	On government land
North	Luk Keng Pillboxes and Observation Posts, N.T.	Grade 2	On government land
North	Tsing Kun Study Hall, No. 22 Lei Uk Tsuen, Nam Chung, Sha Tau Kok, N.T.	Grade 2	On private lot
North	Hau Chung Fuk Tong Communal Hall, Kam Tsin, Sheung Shui, N.T.	Grade 2	On private lot
North	Tsz Tak Study Hall, Fanling Wai, Fanling, N.T.	Grade 2	On private lot
North	Kam Tsin Lodge, No. 8 Kam Tsin South Road, Sheung Shui, N.T.	Grade 2	On private lot
North	Old Village Houses, Nos. 15, 16 & 17 Hok Tau Tsuen, Fanling, N.T.	Grade 2	On private lot
North	Watchtower, Attached to No. 15 Hok Tau Tsuen, Fanling, N.T.	Grade 2	On private lot and government land
North	Clubhouse, The Hong Kong Golf Club Fanling Golf Course, Fan Kam Road, Fanling, N.T.	Grade 2	On private lot
North	Tin Hau Temple, No. 72 Ping Che, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Manor House, Kwu Tung, Sheung Shui, N.T.	Grade 3	On private lot
North	Ng Ancestral Hall, Fung Wong Wu, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Yeung Ancestral Hall, Fung Wong Wu, Ta Kwu Ling, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
North	Yeung Yuen, Kwu Tung, Sheung Shui, N.T.	Grade 3	On government land
North	Village House, Nos. 1 & 2 Ko Po Tsuen, Fanling, N.T.	Grade 3	On private lot
North	Former Fanling Magistracy, No. 302 Jockey Club Road, Fanling, N.T.	Grade 3	On government land
North	Ta Kwu Ling Police Station, Ping Che Road, Ta Kwu Ling, N.T.	Grade 3	On government land
North	Wong Chun Yu Ancestral Hall, Luk Keng Wong Uk, Luk Keng, N.T.	Grade 3	On private lot
North	St. Joseph's Church, Church Building, No. 5 Wo Tai Street, Luen Wo Hui, Fanling, N.T.	Grade 3	On private lot
North	St. Joseph's Church, Activity Block, No. 5 Wo Tai Street, Luen Wo Hui, Fanling, N.T.	Grade 3	On private lot
North	St. Joseph's Church, Father's Residence, No. 5 Wo Tai Street, Luen Wo Hui, Fanling, N.T.	Grade 3	On private lot
North	Village House, No. 3 Ko Po Tsuen, Fanling, N.T.	Grade 3	On private lot
North	Entrance Hall of Nos. 4-7 Ko Po Tsuen, Fanling, N.T.	Grade 3	On private lot
North	Luen Wo Market, Luen Wo Hui, Fanling, N.T.	Grade 3	On government land
North	Old Bridge, Lin Ma Hang, Sha Tau Kok, N.T.	Grade 3	On government land
North	Sin Wai Nunnery, Ho Sheung Heung, Sheung Shui, N.T.	Grade 3	On private lot
North	Half-way House, The Hong Kong Golf Club Fanling Golf Course, Fan Kam Road, Fanling, N.T.	Grade 3	On private lot
North	Dun Hau Tong, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Chung Ancestral Hall, Ha Tam Shui Hang, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Entrance Gate of Wing Ning Wai, Lung Yeuk Tau, Fanling, N.T.	Grade 3	On government land
North	Ip Ancestral Hall, Lin Ma Hang Tsuen, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Hindu Temple, Burma Lines, Fanling, N.T.	Grade 3	On government land
North	Nos. 57, 58 & 59 Tsung Yuen Ha, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Kwan Ah School (formerly Pan Lam Study Hall), Sheung Tam Shui Hang Tsuen, Sha Tau Kok, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
North	Yan Wah Lo, Kwu Tung, Sheung Shui, N.T.	Grade 3	On government land
North	Tong Ancestral Hall, No. 18 Man Uk Pin, Fanling, N.T.	Grade 3	On private lot
North	Tin Hau Temple, Muk Wu Tsuen, Ta Kwu Ling, N.T.	Grade 3	On private lot and government land
North	Suen Shing Tong, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Lau Ancestral Hall, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Chan Ancestral Hall, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Law Uk, Shek Chung Au, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Law Uk, Ancillary Block, Shek Chung Au, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Tsung Kyam Church, No. 20 Shung Him Tong Tsuen, Lung Yeuk Tau, Fanling, N.T.	Grade 3	On private lot
North	Chan Study Hall, Entrance Gate, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Chan Study Hall, Main Building, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Man Ming Temple, Fu Tei Au Tsuen, Sheung Shui, N.T.	Grade 3	On government land
North	Hip Tin Temple and Hok Shan Monastery, No. 2 Lai Chi Wo, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Hung Shing Temple and Pai Fung Temple, Ho Sheung Heung, Sheung Shui, N.T.	Grade 3	On private lot
North	Wing Kit Study Hall, Nos. 12-13 Tong Fong, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Hung Leng Station, Fanling-Sha Tau Kok Branch Line, Sha Tau Kok Road, Hung Leng, N.T.	Grade 3	On government land
North	Tin Hau Temple, Sai O, Kat O, N.T.	Grade 3	On private lot
North	Fanling Wai, Entrance Tower, Fanling, N.T.	Grade 3	On government land
North	Watchtower (Southwest), Fanling Wai, Fanling, N.T.	Grade 3	On government land
North	Watchtower (Northwest), Fanling Wai, Fanling, N.T.	Grade 3	On government land
North	Sit Kin Ancestral Hall, Ping Yeung, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Koon Ancestral Hall, No. 149 Lin Ma Hang Tsuen, Sha Tau Kok, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
North	Bok Man School, Main Block, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	Yi Kung Lok Mansion, Kwan Tei, Fanling, N.T.	Grade 3	On private lot
North	ELCHK Gloria Lutheran Church, No. 270 Jockey Club Road, Fanling, N.T.	Grade 3	On private lot
North	Kiu Fong Ancestral Hall, Tsung Yuen Ha, Ta Kwu Ling, N.T.	Grade 3	On government land
North	Hung Shing Temple, Hung Leng, Fanling, N.T.	Grade 3	On private lot
North	Bok Man School, School Building, Tsung Pak Long, Sheung Shui, N.T.	Grade 3	On private lot
North	No. 5 Ng Uk Tsuen, Sheung Shui, N.T.	Grade 3	On private lot
North	Chan Nam Tak Ancestral Hall, Luk Keng Wong Uk, Luk Keng, N.T.	Grade 3	On private lot
North	Sam Shing Temple, Fanling Wai (near Jockey Club Road), Fanling, N.T.	Grade 3	On private lot and government land
North	No. 9, 2nd Lane, Chung Sum Tsuen, Sheung Shui Wai, Sheung Shui, N.T.	Grade 3	On private lot
North	No. 11, 1st Lane, Chung Sum Tsuen, Sheung Shui Wai, Sheung Shui, N.T.	Grade 3	On private lot and government land
North	Kai Choi School and Hip Tin Temple, Kuk Po, Luk Keng, N.T.	Grade 3	On private lot and government land
North	Yeung Ancestral Hall, Kuk Po Lo Wai, Luk Keng, N.T.	Grade 3	On private lot and government land
North	Lap Wo Sai Kui, Entrance Gate, Nos. 4A, 4 & 5 Lap Wo Tsuen, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Lap Wo Sai Kui, Nos. 4A, 4 & 5 Lap Wo Tsuen, Sha Tau Kok, N.T.	Grade 3	On private lot
North	Entrance Gate, Muk Wu Wai, Ta Kwu Ling, N.T.	Grade 3	On government land
North	Li Ancestral Hall, Kuk Po Lo Wai, Luk Keng, N.T.	Grade 3	On private lot
North	Chan Ancestral Hall (Sit Wan Tso), Ping Yeung, Ta Kwu Ling, N.T.	Grade 3	On private lot and government land
North	Wong Tak Ching Ancestral Hall, No. 92 Shan Tsui, Sha Tau Kok, N.T.	Grade 3	On private lot and government land
North	Village house, No. 34 Lin Ma Hang, Sha Tau Kok, N.T.	Grade 3	On private lot and government land
North	Village house, No. 19 Muk Wu, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Village houses, Nos. 24-25 Fung Wong Wu, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	Village houses, Nos. 35-37, Fung Wong Wu, Ta Kwu Ling, N.T.	Grade 3	On private lot
North	“The Nest”, No. 21 Ling Shan Road, Fanling, N.T.	Grade 3	On government land

District	Name and Address	Grading	Ownership Status#
North	Lo Ancestral Hall, Wo Hop Shek Village, Fanling, N.T.	Grade 3	On private lot
North	Watchtower, Muk Wu Nga Yiu, Man Kam To, N.T.	Grade 3	On private lot
Yuen Long	Chik Kwai Study Hall, Sheung Tsuen, Pat Heung, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Leung Ancestral Hall, Yuen Kong Tsuen, Pat Heung, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Fortified Structure at Ha Pak Nai, No. 55 Ha Pak Nai, Yuen Long, New Territories	Declared monument	On government land
Yuen Long	Cheung Ancestral Hall, Shan Ha Tsuen, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Yan Tun Kong Study Hall, Hang Tau Tsuen, Ping Shan, Yuen Long, New Territories	Declared monument	On private lot and government land
Yuen Long	Yu Kiu Ancestral Hall, Ping Shan, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Tat Tak Communal Hall, Ping Shan, Yuen Long, New Territories	Declared monument	On private lot and government land
Yuen Long	Tsui Sing Lau Pagoda, Ping Shan, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Tang Ancestral Hall, Ping Shan, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Yeung Hau Temple, Tung Tau Tsuen, Ha Tsuen, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Tang Ancestral Hall, Ha Tsuen, Yuen Long, New Territories	Declared monument	On private lot and government land
Yuen Long	Tai Fu Tai, Wing Ping Tsuen, San Tin, Yuen Long, New Territories	Declared monument	On government land
Yuen Long	Man Lun Fung Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, New Territories	Declared monument	On private lot and government land
Yuen Long	I Shing Temple, Wang Chau, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Yi Tai Study Hall, Shui Tau Tsuen, Kam Tin, Yuen Long, New Territories	Declared monument	On private lot and government land
Yuen Long	Residence of Tang Pak Kau, No. 20 Tsz Tong Tsuen, Kam Tin, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Tang Kwong U Ancestral Hall, No. 32 Shui Tau, Kam Tin, Yuen Long, New Territories	Declared monument	On private lot
Yuen Long	Kat Hing Wai, Shrine, Kam Tin, Yuen Long, N.T.	Grade 1	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	Kat Hing Wai, Entrance Gate, Kam Tin, Yuen Long, N.T.	Grade 1	On government land
Yuen Long	Kat Hing Wai, Watchtower (northwest) and Enclosing Walls, Kam Tin, Yuen Long, N.T.	Grade 1	On government land
Yuen Long	Kat Hing Wai, Watchtower (northeast) and Enclosing Walls, Kam Tin, Yuen Long, N.T.	Grade 1	On government land
Yuen Long	Kat Hing Wai, Watchtower (southeast) and Enclosing Walls, Kam Tin, Yuen Long, N.T.	Grade 1	On government land
Yuen Long	Kat Hing Wai, Watchtower (southwest) and Enclosing Walls, Kam Tin, Yuen Long, N.T.	Grade 1	On government land
Yuen Long	Ching Shu Hin, Nos. 104 & 109 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Kun Ting Study Hall, Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Tung Yick Store, Nos. 20A and 21 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Chun Yuen Pawn House, No. 72 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Pun Uk, Au Tau, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Man Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, N.T.	Grade 1	On private lot and government land
Yuen Long	Entrance Hall, Shut Hing Study Hall, Tong Fong Tsuen, Ping Shan, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Tin Hau Temple, Fung Chi Tsuen, Ping Shan, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Cheung Chun Yuen, No. 82 Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 1	On private lot and government land
Yuen Long	Tang Tsing Lok Ancestral Hall, No. 297 Shui Mei Tsuen, Kam Tin, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Tai Wong Temple, No. 26C Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Yuen Kwan Yi Tai Temple, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Shun Tak Kui, No. 171 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 1	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	Lik Wing Tong Study Hall, No. 85 Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Yuen Kwan Tai Temple, Mong Tseng Wai, Ping Shan, Yuen Long, N.T.	Grade 1	On private lot
Yuen Long	Chou Wong Yi Kung Study Hall, Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Nos. 89 and 124 Hang Tau Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	No. 12 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	MacIntosh Fort (Pak Hok Chau), Pak Hok Chau, Mai Po, N.T.	Grade 2	On government land
Yuen Long	General House, Main Building, Fung Kat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Bin Mo Bridge, Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	Gate Tower, Ha Tsuen Shi, Ha Tsuen, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	Man San Ye Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Pat Heung Temple, No. 87 Sheung Tsuen, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	General House, Hip Wai House, Fung Kat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Old Ping Shan Police Station, Ping Shan, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	No. 57 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Yu Yuen, Tung Tau Wai, Wang Chau, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	General House, Shum Ancestral Hall, Fung Kat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Ming Yuen Tong Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Nos. 109-112 Lin Fa Tei, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Ling Mui Chong, No. 110 Shui Tsan Tin, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Tang Kwok Mou Ancestral Hall, No. 56 Shui Lau Tin, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Ching Chun Fong Ancestral Hall, No. 9 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Kong Ha Tin Lo, Nos. 198-199 Tai Kong Po, Kam Tin, Yuen Long, N.T.	Grade 2	On private lot and government land

District	Name and Address	Grading	Ownership Status#
Yuen Long	No. 24 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Lok Ma Chau Police Station, No. 100 Lok Ma Chau Road, Lok Ma Chau, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	Entrance Gate, Wing Lung Wai, Kam Tin, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Sik Lo, Main Building, Nos. 131-132A Yeung Ka Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Sik Lo, Ancillary Block, Nos. 131-132A Yeung Ka Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Sik Lo, Entrance Gate, Nos. 131-132A Yeung Ka Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	St. John's Chapel, No. 2 Cheung Po, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Tung Yik School, No. 199 Lin Fa Tei, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Hung Shing Temple, Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Sing Hin Kung Study Hall, Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Tat Yan Study Hall, No. 226 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Entrance Gate, Tai Tseng Ng Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	No. 329 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 330 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 331 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 332 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Lai Mansion, No. 485 Lai Uk Tsuen, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Kwan Tai Temple, Ha Tsuen Shi, Ha Tsuen, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Mi Tak Study Hall, Main Block, Lok Ma Chau, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Mi Tak Study Hall, Ancillary Building, Lok Ma Chau, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Ping Shan House, Richmond Fellowship of Hong Kong, No. 10 Ping Shan Lane, Ping Shan, Yuen Long, N.T.	Grade 2	On government land

District	Name and Address	Grading	Ownership Status#
Yuen Long	Lung Tin Study Hall, Lung Tin Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 176 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 64 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Tin Hau Temple, Nga Yiu Tau, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Yeung Ancestral Hall, Yuen Kong San Tsuen, Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 47 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	No. 14 Tung Mun Hau (East Entrance Gate), Yuen Long Kau Hui, Yuen Long, N.T.	Grade 2	On private lot and government land
Yuen Long	Former Yuen Long Public Middle School, No. 3 Yau Shin Street, Au Tau, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	Entrance Gate, San Wai, Ha Tsuen, Yuen Long, N.T.	Grade 2	On government land
Yuen Long	Nos. 25-26 Tsz Tong Tsuen, Kam Tin, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Nos. 11-12 Nga Yiu Tau, Shap Pat Heung, Yuen Long, N.T.	Grade 2	On private lot
Yuen Long	Entrance Gate, Tai Hong Wai, Kam Tin, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 50 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lau Village House, Hak Sut Tong, No. 68 Tung Shing Lei, Au Tau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 39 Shing Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 40 Shing Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 41 Shing Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 42 Shing Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	No. 43 Shing Uk Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 51 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lan Fong Study Hall, Chuk Hang, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tang Hung Tat Ancestral Hall, Wang Toi Shan Wing Ning Lei, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	Lau Village House, No. 65 Tung Shing Lei, Au Tau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lau Village House, No. 66 Tung Shing Lei, Au Tau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lau Village House, No. 67 Tung Shing Lei, Au Tau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 75 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lau Village House, No. 63 Tung Shing Lei, Au Tau, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	No. 35 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 36 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tang Ting Kwai Ancestral Hall, Wang Toi Shan Wing Ning Lei, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 14 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Fuk Hing Tong (Shrine), No. 121 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 40 Fuk Hing Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Residence of Lee Jim Hung, No. 164 Ngau Keng, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 34 Nam Mun Hau, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 33 Nam Mun Hau, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 35 Nam Mun Hau, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, No. 273 Wang Toi Shan Wing Ning Lei, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, Lam Hau Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lee Tat Bridge, Shui Tsan Tin, Pat Heung, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Nos. 4 & 7A, & Lot WCL 132 in DD123, Sai Tau Wai, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kam On Lo, No. 68 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 4 Ng Ka Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	No. 5 Ng Ka Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Shrine, Lam Hau Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Tang Lung Yau Wan Tsuen Um Ancestral Hall, No. 57 Tsz Tong Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Miu Kok Yuen, No. 136 Fung Kat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	No. 71 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 87 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Choi Yi Wah Ancestral Hall, No. 27 Shui Lau Tin, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Nos. 191-197 Shan Pui, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Ng Fui Study Hall, No. 116 Pak Sha Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 6 Ng Ka Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Nos. 223-226 Shan Pui, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, Muk Kiu Tau Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 41 Fuk Hing Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lung Wah Yuen, No. 83 Fung Chi Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kong Ha Wai, Main Building, near Kam Tsin Wai, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tang Chan Yui Kuen Ancestral Hall, No. 201 Shui Mei Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 70 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 45 Tai Kei Leng, Main Building, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Jun Wah Study Hall, No. 130 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Tin Hau Temple, No. 62 Shui Mei Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 23 Lung Tin Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	No. 99 Hang Tau Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Shi Wang Study Hall, No. 124 San Wai, Ha Tsuen, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 5 Nam Hang Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 21 Lung Tin Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 22 Lung Tin Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Chung Shing Temple, Wing Lung Wai, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	No. 45 Tai Kei Leng, Entrance Gates and Enclosing Wall, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kong Ha Wai, Entrance Gate, near Kam Tsin Wai, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tin Hau Temple, Sha Kong Tsuen, Ha Tsuen, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Yeung Hau Temple, Sheung Cheung Wai, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Watchtower (northwest), No. 9F Tai Hong Wai, Kam Tin, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 37 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tang Yu Kai Study Hall, No. 1 Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kwun Yam Temple, Tung Tau Tsuen, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Chi Hong Po Jai, Sha Kong Wai, Ha Tsuen, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Shrine, Tin Sam Tsuen, Hung Shui Kiu, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, No. 7 Tin Liu Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Wui Sin Bridge, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 148 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 22 San Lung Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 173 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 21 San Lung Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Main Shrine, No. 73 Tin Liu Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land

District	Name and Address	Grading	Ownership Status#
Yuen Long	Siu Lo, No. 643 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tung Shan Temple, Wing Ping Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lam Ancestral Hall, No. 16 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 119 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 158 Shan Pui, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	So Lau Yuen, No. 25 Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 27 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Old House, No. 57 Shui Lau Tin, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Hing Po Study Hall, No. 162 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Nos. 212-224 Shui Lau Tin, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Hon Lo, No. 61 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kang Sam Tong, No. 64 Wing Lung Wai, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 26 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Yeuk Hui Study Hall, No. 95 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 62 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Cheung Ancestral Hall, No. 74 Shui Tsan Tin, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Tower, Tai Kiu Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Nos. 13-19, Ha Mei San Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Yan Shau Tong, No. 150 Lam Hau Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Yeung Hau Temple, Tong Yan San Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Hung Shing Temple, No. 31 Shui Tau Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, Mong Tseng Wai, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 66 Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	On Ding Ancestral Hall, Ma On Kong, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Lam Chun Fung Ancestral Hall, No. 8 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Villa of Tsan San, Pak Sha Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Chung Shing Temple, No. 136 Yuen Kong Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Entrance Gate of Shek Po Wai, Shek Po Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Shrine, Shui Pin Tsuen, Wang Chau, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Ling To Monastery, Ha Tsuen, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Ling Wan Monastery, Kwun Yam Shan, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Yik Ting Study Hall, No. 152 Ngau Keng, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Nos. 12-14 Wong Nai Tun Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kok Man Study Hall, Shui Tsiu Lo Wai, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Ji Yeung Study Hall, No. 23 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Entrance Gate, Sha Kong Wai, Ha Tsuen, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 112 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Nos. 186 & 188 Tai Kei Leng, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Cheng Ancestral Hall, No. 120 Ngau Keng, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Fuk Wah Study Hall, No. 121 Shui Tsiu San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tai Kei Study Hall, Tin Sam San Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Kong Ha Wai, Servants' Quarters, near Kam Tsin Wai, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Ss. Peter and Paul Church, No. 201 Castle Peak Road, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Tin Hau Temple, Tung Tau Tsuen, Yuen Long, N.T.	Grade 3	On private lot

District	Name and Address	Grading	Ownership Status#
Yuen Long	Cheng Hon Pang Ancestral Hall, Kam Tsin Wai, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Wong Yun Wui Ancestral Hall, No. 9 San Hing Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Fan Ancestral Hall, No. 13 Ho Pui Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Former Lau Fau Shan Police Station, No. 1 Shan Tung Street, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	Entrance Gate, Enclosing Walls and Shrine, Yan Shau Wai, San Tin, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Kung Um Temple, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	No. 4 Cheung Shing Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On government land
Yuen Long	No. 1A Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	No. 30 Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Remnant of Nam Mun Hau (South Entrance Gate), Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot and government land
Yuen Long	Nos. 36A, 36B, 36C and 38 Nam Mun Hau (South Entrance Gate), Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Old village school, No. 1 Tung Tau Tsuen, Ha Tsuen, Yuen Long, N.T.	Grade 3	On private lot
Yuen Long	Leung Ancestral Hall, No. 11 Cheung Kong Tsuen, Pat Heung, Yuen Long, N.T.	Grade 3	On private lot

Note: Please refer to the historic building assessments for the historical and cultural significance (websites: <https://www.amo.gov.hk/en/historic-buildings/monuments/index.html> and <https://www.aab.gov.hk/en/historic-buildings/search-for-information-on-individual-buildings/index.html>).

Ownership status is based on the information shown on the Geospatial Information Hub of the Lands Department.

Revitalisation Scheme projects located within the Northern Metropolis

Historic building	Project name	Declared monument/ Grading	Subsidy granted		Commencement date of operation
			Capital cost (\$M)	Operation subsidy (\$M)	
Former Fanling Magistracy	Hong Kong Federation of Youth Groups Leadership Institute	Grade 3	120.5	3.1	December 2018
Lady Ho Tung Welfare Centre	Sik Sik Yuen Lady Ho Tung Welfare Centre Eco-Learn Institute	Grade 2	57.8	3.7	April 2023
Luen Wo Market	Luen Wo Market - House of Urban and Rural Living	Grade 3	75.1	4.1	March 2024
The Former Lau Fau Shan Police Station	Former Lau Fau Shan Police Station - Hong Kong Guide Dogs Academy	Grade 3	106.2	4.9	April 2025

Graded historic buildings located within the Northern Metropolis with approval under the Financial Assistance for Maintenance Scheme on Built Heritage and related expenditures

Name and Address	Declared monument/ Grading	Year of approval/ Grant approved	Progress of conservation work
Hau Mei Fung Ancestral Hall, Kam Tsin, Sheung Shui, N.T.	Declared monument *	2018/1.08 million	completed
Hip Tin Temple, Shan Tsui, Sha Tau Kok, N.T.	Declared monument *	2021/1.93 million	completed
Yuen Kwan Tai Temple, Mong Tseng Wai, Ping Shan, Yuen Long, N.T.	Grade 1	2013/1 million 2021/3.04 million	completed
Tin Hau Temple, Fung Chi Tsuen, Ping Shan, Yuen Long, N.T.	Grade 1	2013/1 million 2018/2 million	completed
Man Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, N.T.	Grade 1	2021/3.7 million	completed
Liu Ying Lung Study Hall, Po Sheung Tsuen, Sheung Shui Wai, Sheung Shui, N.T.	Grade 1	2023/3.14 million	completed
Hung Shing Temple, Hang Mei Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	2010/1 million 2012/1 million	completed
No. 176 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	2011/1 million	completed
Tat Yan Study Hall, No. 226 Shan Ha Tsuen, Ping Shan, Yuen Long, N.T.	Grade 2	2011/1 million 2014/0.81 million 2020/1.1 million	completed
Earth God Shrine of Kam Tsin, Sheung Shui, N.T.	Grade 2	2011/0.39 million 2022/0.3 million	completed
No. 8 San Lau Street, Sha Tau Kok, N.T.	Grade 2	2012/1 million	completed
Lai Mansion, No. 485 Lai Uk Tsuen, Pat Heung, Yuen Long, N.T.	Grade 2	2014/1 million	completed
Sik Lo, Nos. 131-132A Yeung Ka Tsuen, Shap Pat Heung, Yuen Long, N.T.	Grade 2	2015/2 million	completed
No. 139 Ping Yeung, Ta Kwu Ling, N.T.	Grade 2	2019/2 million	completed
Mi Tak Study Hall, Main Block and Ancillary Building, Lok Ma Chau, Yuen Long, N.T.	Grade 2	2020/2.37 million	completed

* Being Grade 1 historic building when the application was submitted.

Name and Address	Declared monument/ Grading	Year of approval/ Funding amount	Progress of conservation work
Ming Yuen Tong Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, N.T.	Grade 2	2023/3.72 million	completed
St. John's Chapel, No. 2 Cheung Po, Pat Heung, Yuen Long, N.T.	Grade 2	2025/4 million	works in progress
Hung Shing Temple, Hung Leng, Fanling, N.T.	Grade 3	2009/0.88 million	completed
Tin Hau Temple, No. 62 Shui Mei Tsuen, Kam Tin, Yuen Long, N.T.	Grade 3	2009/0.99 million 2012/0.98 million	completed
Ip Ancestral Hall, Lin Ma Hang Tsuen, Sha Tau Kok, N.T.	Grade 3	2012/1 million 2025/1.94 million	completed
Entrance Gate, Mong Tseng Wai, Ping Shan, Yuen Long, N.T.	Grade 3	2013/0.79 million	completed
No. 71 San Wai Tsuen, San Tin, Yuen Long, N.T.	Grade 3	2013/0.9 million	completed
No. 21 San Lung Tsuen, San Tin, Yuen Long, N.T.	Grade 3	2014/0.97 million	completed
No. 22 San Lung Tsuen, San Tin, Yuen Long, N.T.	Grade 3	2014/1 million	completed
Shrine, Tin Sam Tsuen, Hung Shui Kiu, Yuen Long, N.T.	Grade 3	2014/1 million	completed
Tin Hau Temple, Sha Kong Tsuen, Ha Tsuen, Yuen Long, N.T.	Grade 3	2015/0.93 million	completed
Ling Wan Monastery, Kwun Yam Shan, Pat Heung, Yuen Long, N.T.	Grade 3	2015/1.86 million	completed
Yeung Hau Temple, Sheung Cheung Wai, Ping Shan, Yuen Long, N.T.	Grade 3	2019/0.9 million	completed
Old village school, No. 1 Tung Tau Tsuen, Ha Tsuen, Yuen Long, N.T.	Grade 3	2019/2.64 million	completed
Ng Ancestral Hall, Fung Wong Wu, Ta Kwu Ling, N.T.	Grade 3	2020/1.24 million	completed
Law Uk and Ancillary Block, Shek Chung Au, Sha Tau Kok, N.T.	Grade 3	2021/1.91 million	completed
Tin Hau Temple, Sai O, Kat O, N.T.	Grade 3	2021/2 million	completed
Entrance Gate of Shek Po Wai, Shek Po Tsuen, Ping Shan, Yuen Long, N.T.	Grade 3	2022/1.21 million	completed
No. 1A Lee Yick Street, Yuen Long Kau Hui, Yuen Long, N.T.	Grade 3	2024/1.31 million	works in progress
Tong Ancestral Hall, No. 18 Man Uk Pin, Fanling, N.T.	Grade 3	2024/1.41 million	works in progress
Lan Fong Study Hall, Chuk Hang, Pat Heung, Yuen Long, N.T.	Grade 3	2025/5.27 million	works in progress

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)068

(Question Serial No. 0733)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

1. Please provide the establishment and estimates (please provide the revised estimates if available) of the Antiquities and Monuments Office (AMO) for 2025-26 and 2026-27, as well as the projects related to publicity, promotion and education, and the expenditures involved.
2. Please provide in a table the declared monuments and historic buildings managed by the AMO that were open for public visits in 2025, including:
 - a. the number of visitors each month (if available, please provide a breakdown of the numbers of local and non-local visitors);
 - b. please tabulate the monuments that provided docent services, as well as the quota for the guided tours and the number of people on the waiting list;
 - c. whether these monuments accepted bookings for visit made by travel agents; if they were accepted, please provide the number of visitors who had made their bookings through travel agents; and
 - d. the Government's estimated financial provision for providing docent services in these monuments, and whether the Government will increase the quota for guided tours in response to the popularity of the docent services in these monuments.
3. Please list the privately owned or managed declared monuments and graded historic buildings that were open for public visits in 2025, with the number of visitors each month (if available, please provide a breakdown of the numbers of local and non-local visitors). Will docent services be provided in these monuments and are bookings for visit made by travel agents accepted?
4. What mechanism does the Government have in place during the assessment process of the Revitalising Historic Buildings Through Partnership Scheme to encourage operators to make good use of the monuments for tourism purposes, so as to realise the motif of "tourism is everywhere"?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.:17)

Reply:

1. The establishment and estimates of the Antiquities and Monuments Office (AMO) for 2025-26 and 2026-27 are set out in the table below:

	2025-26	2026-27
Civil servant posts	128	126
Financial provision#	\$215.8 million (revised estimate)	\$211.8 million (estimate)

Including the AMO's staff costs, operational expenses (covering the costs of promotion and publicity, public education, management and maintenance of venues, and research and support), as well as plant, equipment and works expenses.

The AMO attaches great importance to education, promotion and publicity. To enhance public awareness of and interest in heritage conservation, the AMO organises various activities such as free exhibitions, workshops, lectures, symposiums, guided tours, fun days and the Cultural Heritage Summer Courses etc. In addition, the Development Bureau (DEVB) promotes and publicises heritage conversation through media interviews, newspaper articles/online feature articles and social media platforms such as Instagram and YouTube.

In 2026-27, the AMO will continue collaborating with the National Cultural Heritage Administration, and museums and institutions in the Mainland to present large-scale heritage exhibitions at the Hong Kong Heritage Discovery Centre, showcasing important excavated artefacts from Mainland museums and institutions and Hong Kong, while deepening and promoting the research, conservation, revitalisation, exhibitions and educational activities on archaeology and historic buildings. Guided tours and audio guides for key exhibits will be provided in Cantonese, Putonghua and English to facilitate visits by tourists. The AMO will also continue organising a wide range of heritage education activities such as a series of talks on historic buildings in Hong Kong to tie in with large-scale exhibitions.

The AMO's publicity and public education efforts are diverse and implemented through collaboration with different sections. These efforts involve expenses related to venue management and maintenance, administrative costs for organising the events, and research and support etc. The costs for these initiatives are included in the overall budget of the AMO and no separate breakdown of expenses for promotion and education programmes is available.

- 2&3. In 2025, the AMO managed or assisted in opening 41 declared monuments and historic buildings for public visits. The monthly numbers of visitors are at **Annex 1**. AMO offers free docent services for 16 of these buildings catering to the general public as well as to local registered charitable organisations, non-profit-making organisations and schools. Public guided tours are generally limited to 20 persons on a first-come, first-served basis. For group visits booked by locally registered charitable organisations, non-profit-making organisations and schools, there is generally no limit on the number of groups, and arrangements will be made depending on the visitor flow at the venue. The AMO also welcomes tour groups. At present, tour groups are not required to make any reservation to visit the buildings during opening hours. The AMO does not maintain separate breakdown of the numbers of local and non-local visitors.

A total of 137 applications has been approved under the Financial Assistance for Maintenance Scheme on Built Heritage of the DEVB, with maintenance works for 81 buildings in these applications completed. A total of 79 declared monuments or historic buildings have completed maintenance works, and are open for public visit with the consent of the owners or operators, as set out in **Annex 2**. Private owners or operators will allow reasonable public access to their buildings depending on their individual circumstances. The DEVB does not have a breakdown of the monthly numbers of visitors or the breakdown of local and non-local visitors to these buildings.

Under the Revitalising Historic Buildings Through Partnership Scheme (Revitalisation Scheme) of the DEVB and other revitalisation/restoration projects, the 18 declared monuments and historic buildings providing docent services are listed in **Annex 3**. We, together with the non-profit-making organisations operating the projects, will make flexible arrangements based on the operational situation to provide appropriate facilitation measures for groups, including tour groups, to make bookings for visits, such as encouraging the relevant groups to make prior appointment for group guided tours, or to conduct their own visits and guided tours within the premises, with a view to providing a better visitor experience. Regarding King Yin Lei, of which free guided tours available for public booking have recently been held on Saturdays and Sundays since December 2025, the DEVB is currently preparing for the arrangements of group visits. The relevant details will be announced in due course.

4. The Advisory Committee on Built Heritage Conservation (ACBHC) is responsible for assessing applications received under the Revitalisation Scheme. Members are from various fields and professions including tourism, social enterprises, heritage conservation and community arts and culture. When considering the applications, the ACBHC will take into account the resulting benefits to the revitalisation of the historic buildings and the community in various aspects. These include the promotion of conservation of revitalised buildings and tourism services, etc. Hence allowing enjoyment of members of the public and tourists to these buildings after revitalisation.

Under the Revitalisation Scheme, there are currently 14 projects in operation across various districts in Hong Kong. These projects serve a wide range of purposes and help promote the development of culture, arts and tourism, having attracted over 12.8 million visitors so far. The revitalised buildings can feature exhibitions cum guided tours. Through collaborations among projects under the Revitalisation Scheme and with other historic buildings, it achieves diversified outcomes in terms of community inclusion and economic revitalisation. It also enhances the understanding of Hong Kong's history and cultural heritage among the public and tourists.

Annex 1

Declared monuments and historic buildings open to the public under the management of or with assistance of the Antiquities and Monuments Office (AMO)

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
	Declared monuments and historic buildings open for public visits under the management of the AMO															
1.	Tai Fu Tai Mansion	Declared Monument	✓	1 895	2 310	2 113	1 829	1 630	1 143	1 092	1 234	953	1 599	1 744	1 698	19 240
2.	Tung Lung Fort and Information Centre	Declared Monument		1 100	956	1 381	1 205	1 251	407	413	529	329	1 233	2 051	1 342	12 197
3.	Tung Chung Fort and Information Centre	Declared Monument		1 114	1 541	1 339	719	1 055	929	467	420	301	1 141	1 494	1 135	11 655
4.	The Old House at Wong Uk Village	Declared Monument		1 116	1 433	1 457	1 274	996	655	532	714	567	879	1 146	1 165	11 934
5.	Fortified Structure at Ha Pak Nai ¹	Declared Monument		292	363	340	399	263	166	183	144	132	179	0	0	2 461
6.	Hong Kong Heritage Discovery Centre	Grade 1	✓	28 784	27 138	25 269	24 972	23 706	17 970	22 842	23 924	14 363	26 140	27 862	35 379	298 349
7.	Haw Par Mansion ²	Grade 1	✓	713	796	916	923	1 026	851	814	1 025	694	1 087	1 169		10 014

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
8.	Old House, No. 10 Wong Chuk Hang San Wai	Grade 2		53	42	83	112	76	71	60	80	65	81	124	71	918
9.	Ping Shan Tang Clan Gallery cum Heritage Trail Visitors Centre	Grade 2	✓	2 297	2 103	3 038	2 599	1 977	1 493	1 328	1 392	1 072	2 433	2 579	2 041	24 352
10.	Fong Yuen Study Hall ³	Grade 3		429	516	1 270	1 691	1 519	855	409						6 689
	Privately-owned declared monuments and historic buildings which are open to the public with the assistance from the AMO															
11.	Yu Kiu Ancestral Hall	Declared Monument	✓	2 501	3 232	3 330	3 392	2 060	1 462	1 085	979	938	2 051	2 998	2 377	26 405
12.	Tang Ancestral Hall, Ping Shan	Declared Monument	✓	5 072	6 402	7 017	5 555	3 675	3 090	2 244	2 051	2 709	4 108	4 926	4 786	51 635
13.	Tang Chung Ling Ancestral Hall	Declared Monument	✓	1 614	1 628	1 640	1 651	1 202	494	469	662	493	696	1 602	850	13 001
14.	Yi Tai Study Hall	Declared Monument	✓	1 076	1 729	1 976	476	536	548	376	477	446	724	2 057	3 072	13 493

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
15.	Tang Kwong U Ancestral Hall	Declared Monument	✓	1 279	1 507	1 707	534	516	391	350	356	366	481	1 344	1 439	10 270
16.	Liu Man Shek Tong Ancestral Hall	Declared Monument		481	856	977	486	496	357	351	364	295	655	604	1 082	7 004
17.	Hau Ku Shek Ancestral Hall	Declared Monument		407	840	736	720	686	338	235	285	272	474	754	420	6 167
18.	Kang Yung Study Hall	Declared Monument		683	1 435	1 173	715	446	579	454	453	301	709	1 807	904	9 659
19.	Cheung Shan Monastery ⁴	Declared Monument		623	597	1 019	386	0	94	395	280	369	521	648	481	5 413
20.	Man Lun Fung Ancestral Hall ⁵	Declared Monument		0	0	0	0	0	0	0	156	223	609	632	484	2 104
21.	Cheung Ancestral Hall, Shan Ha Tsuen	Declared Monument		413	424	419	275	368	295	241	227	395	655	523	374	4 609
22.	King Law Ka Shuk	Declared Monument		399	687	459	385	346	267	392	354	293	396	570	319	4 867
23.	Fan Sin Temple	Declared Monument	✓	395	629	654	370	720	699	662	806	234	704	659	489	7 021
24.	Leung Ancestral Hall, Pat Heung	Declared Monument		135	155	139	136	134	140	140	150	125	215	207	138	1 814

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
25.	Tsui Sing Lau Pagoda	Declared Monument	✓	2 720	4 256	4 739	3 586	2 589	1 895	1 510	1 202	1 152	3 048	3 609	2 318	32 624
26.	I Shing Temple	Declared Monument		1 449	1 764	1 525	840	885	736	747	494	421	637	647	935	11 080
27.	Chik Kwai Study Hall	Declared Monument		153	169	191	163	157	116	123	147	92	203	206	154	1 874
28.	The Residence of Ip Ting-sz	Declared Monument		534	774	794	612	547	210	176	204	154	365	450	399	5 219
29.	Tang Ancestral Hall, Ha Tsuen	Declared Monument		1 329	1 706	1 602	1 533	1 350	1 100	1 150	1 262	1 385	1 619	1 535	1 907	17 478
30.	Yan Tun Kong Study Hall ⁶	Declared Monument		0	0	542	1 492	747	869	481	465	434	1 664	1 456	992	9 142
31.	Race Course Fire Memorial	Declared Monument		138	145	191	200	176	137	122	105	111	211	250	179	1 965
32.	Tat Tak Communal Hall	Declared Monument	✓	1 323	1 930	1 898	1 650	946	1 107	608	712	575	1 185	1 474	1 036	14 444
33.	Hau Mei Fung Ancestral Hall	Declared Monument		179	308	240	233	228	221	161	152	149	201	193	182	2 447

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
34.	Yeung Hau Temple, Ha Tsuen	Declared Monument		202	190	144	172	127	122	104	122	111	157	181	168	1 800
35.	Tin Hau Temple, Lung Yeuk Tau	Declared Monument	✓	1 412	1 271	1 544	1 737	1 095	475	550	561	515	661	1 212	648	11 681
36.	Lo Pan Temple	Declared Monument	✓	619	577	992	977	793	655	988	605	413	599	667	634	8 519
37. - 38.	Kun Ting Study Hall and Ching Shu Hin ⁷	Grade 1	✓	3 023	3 756	3 731	3 536	2 391	2 022	1 241	825	995	2 973	3 611	4 096	32 200
39.	Cheung Chun Yuen	Grade 1	✓	737	775	586	317	238	43	78	166	75	168	151	430	3 764
40.	Lik Wing Tong Study Hall	Grade 1		453	493	571	224	219	176	166	197	100	183	332	351	3 465
41.	Liu Ying Lung Study Hall ⁸	Grade 1					531	435	309	257	317	249	626	592	979	4 295
Total:				67 142	75 433	77 742	68 607	57 607	43 487	43 996	44 598	32 866	62 270	74 066	75 454	723 268

Note:¹ Fortified Structure at Ha Pak Nai has been temporarily closed to the public from 22 October 2025 to 12 April 2026 for maintenance.

² Haw Par Mansion was open for free public visits through guided tours organised by the AMO by appointment. It has been closed since 1 December 2025, and therefore, the number of visitors of Haw Par Mansion is only available up to 30 November 2025. The mansion was handed over by the Development Bureau to the Culture, Sports and Tourism Bureau on 5 December 2025 for non-profit-making

cultural and arts purposes. As the relevant operator is currently carrying out revitalisation and related preparatory work, the mansion is closed to the public.

³ Fong Yuen Study Hall has been included in Batch VI of the Revitalising Historic Buildings Through Partnership Scheme. The selected non-profit-making organisation, the Boys' Brigade, Hong Kong, will revitalise Fong Yuen Study Hall into "Fong Yuen Study Hall – Experiential Learning Centre". The Fong Yuen Study Hall has been closed to the public from 22 July 2025. The revitalisation works is anticipated to be completed in the second half of 2026.

⁴ Cheung Shan Monastery was temporarily closed to the public on 13, 14 (am) and 20 February 2025, and from 22 April to 20 June 2025 for maintenance.

⁵ Man Lun Fung Ancestral Hall was temporarily closed to the public from 19 February 2024 until 12 August 2025 for maintenance.

⁶ Yan Tun Kong Study Hall was closed temporarily from 12 August 2024 until 26 March 2025 for maintenance.

⁷ Kun Ting Study Hall and Ching Shu Hin are located next to each other, so visitors will be able to visit both buildings at the same time.

⁸ Starting from 1 April 2025, the AMO provides security and cleaning services for the Liu Ying Lung Study Hall.

Privately-owned or managed declared monuments and historic buildings that have completed maintenance works and are open for public visits with the consent of the owners/operators under the Financial Assistance for Maintenance Scheme on Built Heritage of the Development Bureau

	Name of Building	Declared Monument/ Grading
1	Kowloon Union Church, No. 4 Jordan Road, Yau Ma Tei, Kowloon	Declared monument
2	Hau Mei Fung Ancestral Hall, Kam Tsin, Sheung Shui, New Territories	Declared monument
3	Hip Tin Temple, Shan Tsui, Sha Tau Kok, New Territories	Declared monument
4	Island House, Yuen Chau Tsai, Tai Po, New Territories	Declared monument
5	Jamia Mosque, No. 30 Shelley Street, Central, Hong Kong	Declared monument
6	Main Building, The Helena May, No. 35 Garden Road, Central, Hong Kong	Declared monument
7	Old District Office (North), Wan Tau Kok Lane, Tai Po, New Territories	Declared monument
8	Chinese YMCA of Hong Kong, No. 51 Bridges Street, Sheung Wan, Hong Kong	Declared monument
9	Lo Pan Temple, No. 15 Ching Lin Terrace, Kennedy Town, Hong Kong	Declared monument
10	Tung Lin Kok Yuen, No. 15 Shan Kwong Road, Happy Valley, Hong Kong	Declared monument
11	Old Pathological Institute (Hong Kong Museum of Medical Sciences) – Main Building, Caine Lane, Sheung Wan, Hong Kong	Declared monument
12	Old Pathological Institute (Hong Kong Museum of Medical Sciences) – Annex, Caine Lane, Sheung Wan, Hong Kong	Declared monument
13	Ancestral Hall of Tsang Tai Uk, Sha Tin, New Territories	Grade 1
14	Northwest Watch Tower of Tsang Tai Uk, Sha Tin, New Territories	Grade 1
15	Tsung Tsin Mission of Hong Kong Kau Yan Church, No. 97A High Street, Sai Ying Pun, Hong Kong	Grade 1
16	Yuen Kwan Tai Temple, Mong Tseng Wai, Ping Shan, Yuen Long, New Territories	Grade 1
17	Tin Hau Temple, Fung Chi Tsuen, Ping Shan, Yuen Long, New Territories	Grade 1
18	St. Andrew's Church Compound, No. 138 Nathan Road, Tsim Sha Tsui, Kowloon	Grade 1
19	Man Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, New Territories	Grade 1

	Name of Building	Declared Monument/ Grading
20	Po Leung Kuk - Main Building, No. 66 Leighton Road, Causeway Bay, Hong Kong	Grade 1
21	Liu Ying Lung Study Hall, Po Sheung Tsuen, Sheung Shui Wai, Sheung Shui, New Territories	Grade 1
22	Hong Kong Red Swastika Society Building, No. 25 Dragon Road, Causeway Bay, Hong Kong	Grade 1
23	Former Explosives Magazine of the Old Victoria Barracks, Justice Drive, Central, Hong Kong	Grade 1
24	Tao Fong Shan Christian Centre (Pilgrim's Hall and Conference Hall), No. 33 To Fung Shan Road, Sha Tin, New Territories	Grade 2
25	St. Stephen's College, Bungalow No. 3, No. 22 Tung Tau Wan Road, Stanley, Hong Kong	Grade 2
26	Hung Shing Temple, Hang Mei Tsuen, Ping Shan, Yuen Long, New Territories	Grade 2
27	Tao Fong Shan Christian Centre (Side Chapel), No. 33 To Fung Shan Road, Sha Tin, New Territories	Grade 2
28	Tat Yan Study Hall, No. 226 Shan Ha Tsuen, Ping Shan, Yuen Long, New Territories	Grade 2
29	No. 176 Shung Ching San Tsuen, Shap Pat Heung, Yuen Long, New Territories	Grade 2
30	S.K.H. Holy Trinity Cathedral, No. 135 Ma Tau Chung Road, Kowloon	Grade 2
31	No. 8 San Lau Street, Sha Tau Kok, New Territories	Grade 2
32	Tin Hau Temple, Fong Ma Po, Lam Tsuen, Tai Po, New Territories	Grade 2
33	First Church of Christ Scientist, No. 31 MacDonnell Road, Central, Hong Kong	Grade 2
34	Tao Fong Shan Christian Centre (Christ Temple), No. 33 To Fung Shan Road, Sha Tin, New Territories	Grade 2
35	Lai Mansion, No. 485 Lai Uk Tsuen, Pat Heung, Yuen Long, New Territories	Grade 2
36	No. 14 Tai O Market Street, Tai O, Lantau Island	Grade 2
37	Sik Lo, Nos. 131-132A Yeung Ka Tsuen, Shap Pat Heung, Yuen Long, New Territories	Grade 2
38	Kwan Tai Temple, Kat Hing Back Street, Tai O, Lantau Island	Grade 2
39	Tao Fong Shan Christian Centre (Thelle House), No. 33 To Fung Shan Road, Sha Tin, New Territories	Grade 2
40	No. 7 Tai O Market Street, Tai O, Lantau Island	Grade 2
41	Administration Block, Hong Kong Adventist College, No. 1111 Clear Water Bay Road, Sheung Yeung, Sai Kung, New Territories	Grade 2
42	No. 139 Ping Yeung, Ta Kwu Ling, New Territories	Grade 2
43	Kowloon Cricket Club, No. 10 Cox's Road, Tsim Sha Tsui, Kowloon	Grade 2

	Name of Building	Declared Monument/ Grading
44	Mi Tak Study Hall, Main Block and Ancillary Building, Lok Ma Chau, Yuen Long, New Territories	Grade 2
45	No. 11 Tai O Market Street, Tai O, Lantau Island	Grade 2
46	St. Joseph's Chapel, Yim Tin Tsai, Sai Kung, New Territories	Grade 2
47	Earth God Shrine of Kam Tsin, Sheung Shui, New Territories	Grade 2
48	High Rock Christian Camp, No. 102 Sha Tin Tau Village, Sha Tin, New Territories	Grade 2
49	Tao Fong Shan Christian Centre (Reichelt House), No. 33 To Fung Shan Road, Sha Tin, New Territories	Grade 2
50	Ming Yuen Tong Ancestral Hall, Fan Tin Tsuen, San Tin, Yuen Long, New Territories	Grade 2
51	Block GG of the Old Victoria Barracks, Justice Drive, Central, Hong Kong	Grade 2
52	Tin Hau Temple, No. 62 Shui Mei Tsuen, Kam Tin, Yuen Long, New Territories	Grade 3
53	Hung Shing Temple, Hung Leng, Fanling, New Territories	Grade 3
54	Leung Ancestral Hall, Ma Po Mei, Tai Po, New Territories	Grade 3
55	Tsang Ancestral Hall, Chuen Lung, Tsuen Wan, New Territories	Grade 3
56	Holy Spirit Seminary, Chapel, No. 6 Welfare Road, Wong Chuk Hang, Hong Kong	Grade 3
57	Entrance Gate, Mong Tseng Wai, Ping Shan, Yuen Long, New Territories	Grade 3
58	No. 71 San Wai Tsuen, San Tin, Yuen Long, New Territories	Grade 3
59	Municipal Services Staff Recreation Club, No. 4 Wylie Path, Yau Ma Tei, Kowloon	Grade 3
60	Kwong Yuet Tong Public Office, Nos. 16-17 Ching Lin Terrace, Kennedy Town, Hong Kong	Grade 3
61	Tin Hau Temple, Sai O, Kat O, New Territories	Grade 3
62	No. 21 San Lung Tsuen, San Tin, Yuen Long, New Territories	Grade 3
63	No. 22 San Lung Tsuen, San Tin, Yuen Long, New Territories	Grade 3
64	Shrine, Tin Sam Tsuen, Hung Shui Kiu, Yuen Long, New Territories	Grade 3
65	Ling Wan Monastery, Kwun Yam Shan, Pat Heung, Yuen Long, New Territories	Grade 3
66	Tin Hau Temple, Sha Kong Tsuen, Ha Tsuen, Yuen Long, New Territories	Grade 3
67	St. Stephen's College, St. Stephen's Chapel, No. 22 Tung Tau Wan Road, Stanley, Hong Kong	Grade 3

	Name of Building	Declared Monument/ Grading
68	Law Ancestral Hall, Po Sam Pai, Tai Po, New Territories	Grade 3
69	Tin Hau Temple, Kat Hing Back Street, Tai O, Lantau Island	Grade 3
70	Ng Ancestral Hall, Fung Wong Wu, Ta Kwu Ling, New Territories	Grade 3
71	Old village school, No. 1 Tung Tau Tsuen, Ha Tsuen, Yuen Long, New Territories	Grade 3
72	Yeung Hau Temple, Sheung Cheung Wai, Ping Shan, Yuen Long, New Territories	Grade 3
73	Nos. 1 & 3 Playing Field Road, Mong Kok, Kowloon	Grade 3
74	Law Uk and Ancillary Block, Shek Chung Au, Sha Tau Kok, New Territories	Grade 3
75	Entrance Gate of Shek Po Wai, Shek Po Tsuen, Ping Shan, Yuen Long, New Territories	Grade 3
76	Lutheran Yan Kwong Church (Church Building), Ma On Shan Tsuen Road, Sha Tin, New Territories	Grade 3
77	Lutheran Yan Kwong Church (Former Kindergarten), Ma On Shan Tsuen Road, Sha Tin, New Territories	Grade 3
78	Lutheran Yan Kwong Church (Former Primary School), Ma On Shan Tsuen Road, Sha Tin, New Territories	Grade 3
79	Chung Ancestral Hall, No. 21 Ping Long, Tai Po, New Territories	Grade 3

Declared monuments and historic buildings open to the public and managed by the Development Bureau/ non-profit-making organisations under the “Revitalising Historic Buildings Through Partnership Scheme” and other revitalisation/ restoration projects under the Development Bureau

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Declared monuments and historic buildings under the “Revitalising Historic Buildings Through Partnership Scheme”																
1.	Lui Seng Chun	Declared monument	✓	2 980	2 380	3 478	2 818	3 221	3 569	3 330	3 505	3 168	3 484	3 306	1 749	36 988
2.	Old Tai Po Police Station	Declared monument	✓	4 472	3 612	5 492	3 582	3 583	2 691	2 098	2 383	1 591	3 490	3 638	4 308	40 940
3.	The Blue House Cluster	Grade 1	✓	6 324	6 184	7 091	6 261	6 935	5 156	6 658	7 310	5 477	10 219	7 506	7 508	82 629
4.	Old Dairy Farm Senior Staff Quarters	Grade 1	✓	1 143	1 197	1 637	1 314	980	693	642	901	891	1 154	1 291	1 872	13 715
5.	Old Tai O Police Station	Grade 2	✓	7 084	8 811	6 107	6 159	5 063	3 494	3 586	3 600	2 209	4 944	5 414	6 632	63 103
6.	Lady Ho Tung Welfare Centre	Grade 2	✓	413	627	325	626	558	373	195	125	18	359	394	655	4 668
7.	Mei Ho House	Grade 2	✓	18 209	17 355	20 940	21 689	21 531	16 886	18 827	18 702	15 776	20 822	19 566	18 215	228 518
8.	Former Lai Chi Kok Hospital	Grade 3	✓	27 274	12 722	13 308	13 224	13 270	9 824	10 213	10 454	9 020	27 176	13 286	13 481	173 252

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
9.	Stone Houses at Junction Road in Kowloon	Grade 3	✓	12 111	9 493	12 308	10 869	13 621	8 656	9 804	10 464	8 768	12 096	14 797	11 869	134 856
10.	Bridges Street Market	Grade 3	✓	3 097	3 016	3 283	3 529	3 914	3 236	4 022	3 878	2 382	3 618	2 860	2 945	39 780
11.	Former Fanling Magistracy	Grade 3	✓	6 314	5 185	6 715	5 807	6 128	5 438	6 385	6 371	4 569	6 158	7 787	8 310	75 167
12.	No. 12 School Street	Grade 3	✓	3 889	4 218	6 550	3 508	3 297	2 801	2 052	2 364	2 018	3 686	2 354	1 511	38 248
13.	Luen Wo Market	Grade 3	✓	65 535	57 001	57 854	51 192	68 221	62 334	51 383	54 902	50 486	50 605	52 728	57 279	679 520
14.	Former Lau Fau Shan Police Station ¹	Grade 3	✓					500	84	62	145	30	447	84	109	1 461
Total:				158 845	131 801	145 088	130 578	150 822	125 235	119 257	125 104	106 403	148 258	135 011	136 4443	1 612 845
Other revitalisation/ restoration projects																
15.	Central Police Station compound (comprises the former Central Police Station, Central Magistracy and Victoria Prison) (“Tai Kwun”)	Declared monument	✓	483 783	441 785	462 841	463 490	441 222	358 465	361 278	446 108	326 190	459 998	445 619	554 202	5 244 981

No.	Name	Declared monument / Grading	Docent service	Monthly number of visitors (January to December 2025)												
				Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
16.	Cattle Depot Artist Village ²	Grade 2		6 925	6 863	7 315	6 287	6 621	6 502	5 447	5 370	5 030	5 707	5 522	6 108	73 697
17.	Former Police Married Quarters on Hollywood Road	Grade 3	✓	206 432	182 533	228 338	216 374	212 168	186 503	185 663	195 786	172 784	213 571	207 336	228 379	2 435 867
18.	King Yin Lei ³	Declared monument	✓												579	579

Note: ¹ The Former Lau Fau Shan Police Station has been revitalised as the Former Lau Fau Shan Police Station - Hong Kong Guide Dogs Academy, which has commenced operation since 1 April 2025.

² Guided tours are held on an irregular basis.

³ Starting from 6 December 2025, the Commissioner for Heritage's Office has been organising free guided tours on Saturdays and Sundays for members of the public to visit King Yin Lei by appointment. At the present stage, there are 4 tours per day with a quota of 30 persons per tour. King Yin Lei has been included in Batch VI of the Revitalisation Scheme, and pre-construction work is currently underway.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)069

(Question Serial No. 0907)

Head: (25) Architectural Services Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Architectural Services (Michael LI Kiu-yin)

Director of Bureau: Secretary for Development

Question:

1. There will be a decrease of 51 non-directorate posts in 2026-27. What are the reasons for that? Is it related to the 21% drop in the proposed allocation over the previous year for the 3 subheads under Head 703 – “Buildings” within the block allocation under the Capital Works Reserve Fund for 2026-27? What are the posts and the job nature involved? Under Programme (3) Facilities Development, in particular, there will be a decrease of 30 posts. What will be the impact on the future work?
2. In addition, there will be 42 directorate posts in 2026-27. What is the increase in the number of posts as compared to last year? What are the posts and the expenditure involved?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 9)

Reply:

1. There will be a net decrease of 51 posts in the Architectural Services Department (ArchSD) in 2026-27, including 23 posts of professional staff (Architect/Building Services Engineer/Maintenance Surveyor/Quantity Surveyor/Structural Engineer), 7 posts of technical staff (Technical Officer (Architectural/Structural)/Survey Officer (Quantity)), 3 posts of site supervisory staff (Clerk of Works/Works Supervisor (Building)/Works Supervisor (Building Services)), 17 posts of clerical and secretarial staff and 1 post of Supplies Attendant.

These adjustments to the establishment are irrelevant to the allocation for the 3 subheads under Head 703 – Buildings under the Capital Works Reserve Fund that involve block allocation. The allocation for these 3 subheads is to be used for expenditure on works and consultants' fees respectively. As regards the 2026-27 estimates for the 3 subheads, there is an increase in one of them over its revised estimate for 2025-26 while there is a decrease in the other two. These changes reflect the cash flow needs of the relevant subheads.

To optimise resource utilisation and boost efficacy, the ArchSD will aim at achieving better efficiency through re-prioritisation of work, re-engineering of business processes and eliminating non-essential ones, as well as streamlining of workflow. The ArchSD will also capitalise on innovation and technology for enhancement of efficacy and quality in certain work processes such as project design and monitoring of work progress, improvement in site safety, site inspection and relevant documentation, and provision of maintenance services, with a view to raising service standards.

2. In 2026-27, there are 42 directorate posts in the ArchSD. The number remains the same when compared with 2025-26. The estimated expenditure on these posts for 2026-27 is about \$93 million in total.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)070****(Question Serial No. 1555)**Head: (25) Architectural Services DepartmentSubhead (No. & title): (-) Not SpecifiedProgramme: (-) Not SpecifiedControlling Officer: Director of Architectural Services (Michael LI Kiu-yin)Director of Bureau: Secretary for DevelopmentQuestion:

In 2026-27, there will be a net decrease of 51 non-directorate posts in the Architectural Services Department (ArchSD).

1. What grades and programmes are mainly involved in the deletion of posts?
2. While the Government is making ongoing efforts in public works projects and facilities upkeep, how does the ArchSD ensure that the reduction in manpower will not affect the vetting progress, the quality of supervision and the safe use of equipment for the works projects?
3. Does the ArchSD have plans to outsource more of its services in a bid to offset the reduction in manpower?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 10)Reply:

1. There will be a net decrease of 51 non-directorate posts in the Architectural Services Department (ArchSD) in 2026-27, including 23 posts of professional staff (Architect/Building Services Engineer/Maintenance Surveyor/Quantity Surveyor/Structural Engineer), 7 posts of technical staff (Technical Officer (Architectural/Structural)/Survey Officer (Quantity)), 3 posts of site supervisory staff (Clerk of Works/Works Supervisor (Building)/Works Supervisor (Building Services)), 17 posts of clerical and secretarial staff and 1 post of Supplies Attendant. The net decreases in the number of posts under various Programmes are as follows:

Programme	Net decrease in number of posts
Programme (1) Monitoring and Advisory Services	3
Programme (2) Facilities Upkeep	18
Programme (3) Facilities Development	30

2. and 3.

To optimise resource utilisation and boost efficacy, the ArchSD will aim at achieving better efficiency through reprioritisation of work, reengineering of business processes and eliminating non-essential ones, as well as streamlining of workflow. On ongoing efforts in public works projects and facilities upkeep, the ArchSD will remain stringent in vetting and approving works projects and conducting the supervision procedures thereof as well as quality monitoring and audit, whilst closely monitoring the performance of contractors to ensure that the quality of the works projects meets the contractual requirements and standards. The ArchSD will also capitalise on innovation and technology for enhancement of efficacy and quality in certain work processes such as the design, vetting, approval and progress monitoring of works projects, improvement in site safety, site inspection and relevant documentation, upkeep inspection of existing government facilities and provision of maintenance services, with a view to maintaining service standards in all aspects.

Through implementation of the above measures, the ArchSD will strive to enhance the overall operational efficacy, with improvement in speed and quality, so that various work plans are executed with greater effectiveness. The ArchSD will deploy existing manpower where necessary and consider various arrangements, including engaging consultants to handle some short-term tasks having regard to the circumstances, in order to optimise the utilisation of resources.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)071

(Question Serial No. 1556)

Head: (25) Architectural Services Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Architectural Services (Michael LI Kiu-yin)

Director of Bureau: Secretary for Development

Question:

The Government has been active in promoting the application of Building Information Modelling (BIM) technology among relevant sectors in recent years. However, there will be a decrease of 14.6% in the provision for procurement and replacement of hardware for the BIM System under Subhead 661.

1. Has the demand for BIM hardware equipment of the Architectural Services Department reached saturation?
2. What are the amounts of recurrent expenditure and dedicated resources earmarked for training internal staff on the use of BIM and relevant innovative building technologies (e.g. artificial intelligence and robots) for the coming year?
3. How will the Department assess the actual effectiveness of these technologies in enhancing the efficiency of works delivery?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 11)

Reply:

1. To support project development, the Architectural Services Department (ArchSD) regularly set asides resources for procurement and replacement of the Building Information Modelling (BIM) system and hardware to meet the requirements for upgrading of equipment. The revised estimate for the item in 2025-26 is \$4.199 million, a 16.6% increase against that in 2024-25. The estimated expenditure on the item in 2026-27 is \$3.584 million, a 14.6% decrease against the revised estimate for 2025-26. Due to the ongoing development of BIM technology, the requirements for hardware upgrade and compatibility will be subject to project scope, model complexity, software support and other factors. The annual provision will therefore be adjusted according to actual needs.
2. As for staff training, the attendance of ArchSD staff in training on BIM technology and relevant innovative building technologies in 2025-26 was over 550, with participants covering professional and technical staff of all ranks. These training programmes were organised by various professional institutes, trade associations and training institutes,

involving an expenditure of about \$370,000. To facilitate the wider adoption of BIM technology in its construction projects, the ArchSD will continue to set aside resources for the relevant training in 2026-27, with the estimate rising to \$400,000 (an increase of about 8%). In addition, the ArchSD will also arrange for its staff's participation in the BIM technology-related training specially designed for works departments by the Development Bureau (DEVB), such as the application of openBIM technology, so that staff members may learn about the latest BIM technology and development.

3. Through BIM technology, members of the construction industry can carry out design work and perform simulations of construction in a virtual environment. Three-dimensional in appearance, the model provides various data about the subject building for query, extraction and analysis by users. In addition, the model enables the performance of clash analysis before construction so that any potential clash issues with the design can be identified effectively and tackled early, thereby lowering costs and potential risks of construction delays. Apart from the design process, professional project teams can also manage the construction and building maintenance in the virtual environment, achieving smart construction which is conducive to fully enhancing productivity, construction quality, environmental performance and site safety, and effective in cost control. The ArchSD will continue to enhance the application of innovative technologies in construction works while exploring further application in this area with professional institutes and scientific and research institutions.

The DEVB is adopting a progressive implementation strategy in piloting the use of innovative construction materials and technologies in public works projects, with subsidies for the construction sector through the Construction Innovation and Technology Fund. Subject to the effectiveness of the pilot projects and the presence of relatively sound supply chains, the DEVB will also require the adoption of specified technologies, including construction robots and artificial intelligence (AI), in suitable work processes of public works projects in order to enhance efficiency, site safety and construction quality. The Government will continue with the trial use of various types of construction robots and AI in public works projects, and upon evaluation of their effectiveness, identify and specify their application in public works projects. This will gradually establish a robust ecosystem for the development of construction robots and AI, thus laying a solid foundation for the wider adoption of innovative technologies within the sector.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)072

(Question Serial No. 1558)

Head: (25) Architectural Services Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Architectural Services (Michael LI Kiu-yin)

Director of Bureau: Secretary for Development

Question:

1. On promoting rooftop and vertical greening, what is the amount of dedicated funding the Architectural Services Department has earmarked for 2026-27?
2. What are the estimated numbers of new government building projects and refurbishment projects for existing government buildings in which rooftop or vertical greening design will be incorporated in the coming year?
3. How will the Department monitor the maintenance quality and actual energy saving performance of these greening facilities upon their completion?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 13)

Reply:

Urban greening is one of the important design elements in building a livable city. Rooftop and vertical greening can reflect solar radiation and reduce heat in the process of evapotranspiration, achieving the effect of thermal insulation. These plantings can effectively moderate air temperature and humidity and help mitigate urban heat island effect.

The Architectural Services Department (ArchSD) has been promoting greening works in government projects in accordance with the guidelines promulgated by the Government. Through rigorous design and planning, various greening measures, including rooftop and vertical greening, are incorporated into newly-developed government facilities and buildings as far as practicable so as to improve the community environment and enhance people's quality of life. Taking recently completed projects, i.e. the Inland Revenue Centre in Kai Tak and the Administration Tower at the Immigration Headquarters in Tseung Kwan O as examples, the rooftop and vertical greening facilities provided therein, which are complementary to the architectural designs, help enhance the effect of thermal insulation as a whole.

Upon project completion, routine maintenance of greening facilities in government buildings is carried out by departments responsible for managing such buildings, while the ArchSD provides technical support on a need basis. Besides, in cases where major refurbishment is required in buildings, the ArchSD will discuss with the departments responsible for managing

such buildings the viability of incorporating greening facilities (including rooftop or vertical greening) into the projects, subject to the location and structure of existing buildings under actual circumstances.

Among the ArchSD's new building projects and refurbishment projects of existing government buildings in 2026-27, the estimated expenditure and projected number of projects involving rooftop and vertical greening are as follows:

	Relevant estimated expenditure in 2026-27 (\$ million) (Note)	Projected number of projects in 2026-27
(A) Rooftop greening		
- New buildings	6.9	8
- Refurbishment projects	-	-
Sub-total (A)	6.9	8
(B) Vertical greening		
- New buildings	4.8	5
- Refurbishment projects	0.3	2
Sub-total (B)	5.1	7

Note: The estimated expenditure involving greening facilities does not include the expenditure on structural works.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)073

(Question Serial No. 0100)

Head: (33) Civil Engineering and Development Department

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

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

1. One of the important tasks of the Civil Engineering and Development Department is to ensure the safety of natural hillside catchments. Over the past 2 years, mitigation measures were implemented for 37 and 46 natural hillside catchments respectively. Please provide the total number of natural hillside catchments where mitigation measures have yet to be implemented, and outline the current policy. Furthermore, will a timetable for implementing these measures be established, and what are the estimated budget and human resources required?

2. Regarding “man-made slopes”, what is the current total number, and what are the respective figures for those where maintenance measures have and have not been implemented? What is the current policy in this regard? Furthermore, will a timetable for implementing these measures be established, and what are the estimated budget and human resources required?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 15)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong's capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

The numbers of man-made slopes and natural hillside catchments, and the arrangements for their treatment under the LPMitP, are as follows:

Man-made slopes: According to the GEO's Catalogue of Slopes, there are currently about 61 000 registered man-made slopes across Hong Kong, of which about 39 000 are government man-made slopes, about 16 000 are private man-made slopes, and about 6 000 involve mixed responsibilities. All man-made slopes recorded in the Catalogue of Slopes that were assessed as having relatively high potential impact (e.g. those located near residential areas, hospitals, schools, etc.) and some with moderate potential impact (e.g. those located near major infrastructures, frequently used roads, footpaths, etc.) were upgraded in earlier years. The current focus of the LPMitP is to continue addressing the remaining man-made slopes with moderate potential impact. As at 31 December 2025, the GEO has upgraded over approximately 6 900 government man-made slopes and completed safety-screening studies for approximately 6 700 private man-made slopes.

Natural hillside catchments: The GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works.

In response to major landslides triggered by extreme rainstorms in recent years, the GEO has enhanced the LPMitP based on the findings from systematic investigations and studies. The enhancement measures include:

- Placing emphasis on assessing landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people's livelihood. Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.
- In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
- Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

The upgraded government man-made slopes and the measures implemented for natural hillside catchments upon completion of risk mitigation works will be handed over to other government departments for management and regular maintenance. The overall increase in the newly revised annual output targets is nearly 33%. The average annual expenditure will be progressively increased from about \$1,100 million to about \$1,500 million, reflecting the Government's corresponding increase in resources allocated to meet the higher workload and enhanced works standards.

The LPMitP is mainly implemented by the Landslip Preventive Measures Branch of the GEO. Its staff establishment comprises 1 Government Geotechnical Engineer, 3 Chief Geotechnical Engineers, approximately 50 professional staff, and 100 technical and clerical staff. The estimated works expenditure for the LPMitP in 2026-27 is \$1,388.86 million. In addition to the Landslip Preventive Measures Branch, staff from other divisions of the GEO are also involved in duties related to slope safety management. Since the staff concerned are concurrently responsible for other duties, the Government has not separately calculated the manpower, salaries, and other expenditures associated with slope safety management. The relevant manpower and resource arrangements can ensure the smooth implementation of the enhanced LPMitP and the continuous reduction of overall landslide risk according to the revised annual output targets, thereby responding to public concerns over slope safety under extreme weather conditions.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0430)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

1. Regarding the development of the Northern Metropolis, given that the Civil Engineering and Development Department still has a significant number of ongoing development and construction projects, it is expected that the estimated expenditure would increase. However, why do the expenses and provisions for both 2025 and 2026 show a downward trend? In particular, the projected 7% decrease in 2026 compared to 2025 appears unreasonable. Please provide a detailed breakdown and explanation for this reduction.

2. It is stated in the Estimates that the Government's work includes continuing the planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area. However, these studies are not highlighted under the "Matters Requiring Special Attention in 2026-27". Please provide a detailed explanation for this omission and provide the project's implementation timetable. Given that the project is an important source of land for promoting high-end modern industrial development and accommodating public fill materials, the Government should expedite its commencement.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 46)

Reply:

1. The estimated expenditure of the Civil Engineering and Development Department under Programme (3) "Provision of Land and Infrastructure" for 2026-27 is lower than the revised estimate for 2025-26 by approximately 7% (about \$71 million). This is mainly due to (i) savings of approximately \$44 million in the estimated personal emoluments resulting from the reduction of 60 civil service posts; and (ii) the decrease of approximately \$27 million in other estimated operating expenses. The aforementioned changes mainly involve the lapsing of time-limited posts and internal redeployment of resources, and will not undermine the Department's capacity to take forward the Northern Metropolis and other land supply initiatives. Under the "Productivity Enhancement Programme", the Department will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation,

internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness, including projects related to the Northern Metropolis.

2. In view of the large number of projects undertaken by the Civil Engineering and Development Department, we have not listed all of them in the “Matters Requiring Special Attention in 2026–27”.

The planning and engineering study for Lung Kwu Tan reclamation and the re-planning of Tuen Mun West area is underway. We plan to commence the detailed design of Lung Kwu Tan reclamation project in 2026-2027.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)075

(Question Serial No. 0910)

Head: (33) Civil Engineering and Development Department

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

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Environment and Ecology, Secretary for Development

Question:

It is observed that the public fill delivered to Taishan has increased substantially from 2024 to 2026, rising from 6.2 million tonnes to 12.5 million tonnes and 16 million tonnes as estimated. The Government has attributed this increase to the completion of major reclamation works in Hong Kong.

1. Please provide the details of major projects to be commenced in the next 3 years that can absorb fill materials, including their project names, implementation timetables and absorption capacities, so as to effectively reduce the amount of fill materials delivered to Taishan.

2. Has the Government implemented effective measures to increase the amount of useful public fill materials retained in Hong Kong for local reclamation? For instance, will the Government consider commencing some of the reclamation works for the Kau Yi Chau Artificial Islands to provide a long-term land reserve. In the past, Stage 2 of the Penny's Bay Reclamation utilised public fill materials, which obviated the need to expend substantial resources and expenses to purchase new land and achieved cost-effectiveness.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 47)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of these materials, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earthworks, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials, which not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development.

The Government will continue to create land in a resolute and persistent manner, so that a steady and continuous land supply for Hong Kong can be maintained to meet future economic and social development needs. Looking ahead to the coming years, the Government will progressively implement various projects, including the site formation works for San Tin Technopole that commenced in December 2024, the reclamation works at Area 132 in Tseung Kwan O for which funding approval from the Legislative Council is expected to be sought later in 2026, and the reclamation works at Area 137 in Tseung Kwan O and Lung Kwu Tan that are under planning, to increase land supply and thereby absorb substantial quantities of public fill. In alignment with the implementation schedules of various projects, the Government will actively utilise public fill in reclamation, site formation and earth filling projects. However, as the implementation programmes and construction arrangements of various projects will be continuously optimised as they progress, the demand for public fill will be adjusted subject to design and construction progress. It is therefore difficult to provide precise figures on the absorption capacity at this stage.

Overall, the Government always supports the reuse of public fill in suitable reclamation and mega development projects so as to enhancing the beneficial use of resources and cost effectiveness. The Government will also reduce generation through resource management measures and reuse public fill in suitable local projects. The surplus public fill will be delivered to the Mainland for reuse only when it cannot be absorbed locally.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)076

(Question Serial No. 0911)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Environment and Ecology, Secretary for Development

Question:

According to the Estimates, the Civil Engineering and Development Department (CEDD)'s estimated expenditure for 2026-27 is approximately 7% lower than the revised estimate for 2025-26. In this connection, will the Government inform this Committee:

1. Regarding the decrease in the 2026-27 estimate compared to the 2025-26 revised estimate, what are the major projects or work areas where expenditure has been reduced? Has this affected the Department's work in areas such as slope safety, geotechnical standards, marine works and land formation?
2. Please provide the number of CEDD projects undertaken by consultancy firms at the planning study, design, and construction stages for the past 3 years and the coming 2 years (estimated), to indicate whether there is a downward trend. If yes, has there been an assessment of the impact of the reduction in consultancy projects on the employment and operational pressures within the local engineering consultancy industry (especially for small and medium-sized consultancy firms)? Will measures be introduced in 2026-27 to support the consultancy industry, such as reviewing procurement policies to prevent unhealthy cut-throat competition (which may ultimately affect quality) arising from a shortage of projects relative to the number of firms, increasing the number of tenders for consultancy services, or expediting the payment process for consultancy fees?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 47)

Reply:

1. The estimated expenditure of the Civil Engineering and Development Department under Programme (3) "Provision of Land and Infrastructure" for 2026-27 is lower than the revised estimate for 2025-26 by approximately 7% (about \$71 million). This is mainly due to (i) savings of approximately \$44 million in the estimated personal emoluments resulting from the reduction of 60 civil service posts; and (ii) the decrease of approximately \$27 million in the estimated other operating expenses. The aforementioned changes mainly involve the lapsing of time-limited posts and internal redeployment of resources, and will not undermine the Department's capacity to

implement its various initiatives. Under the “Productivity Enhancement Programme”, the Department will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness, including slope safety, geotechnical works, marine works and land formation, etc.

2. The number of consultancy agreements awarded to consultancy firms by the Civil Engineering and Development Department for projects at the investigation/planning, design and construction stages over the past 3 years is tabulated below and categorised into 2 stages, namely the “Investigation/Planning Stage” and the “Design and Construction Stage”:

Year	The number of on-going consultancy agreements (By the 4th Quarter of the respective year)		
	Investigation/ Planning Stage	Design and Construction Stage	Total
2023	92	227	319
2024	80	233	313
2025	78	238	316

We expect that the total number of consultancy agreements in each of the coming 2 years will be comparable to the current level.

Regarding project allocation, to assist small and medium-sized consultancy firms and optimise the use of human resources in the market, we will unbundle larger consultancy agreements as appropriate where feasible to provide more opportunities for them. We have also introduced a bonus score system in the tendering mechanism for suitable consultancy agreements to attract large companies to bid for relevant agreements in partnership with small and medium-sized firms, thereby increasing the opportunities for small and medium-sized consultancy firms to participate in major public works projects.

Regarding tender evaluation, we do not adopt “the lowest bid wins” as the assessment criterion. Apart from considering the tender prices, we will also examine tenderers’ technical competence and past performance. In general, tender evaluation of consultancy agreements comprises 2 parts. We will first assess the technical standard of consultancy proposals, then consider the tender prices submitted by tenderers. The weighting for the technical score generally accounts for more than 60% of the overall score. The consultancy firm with the highest combined score in technical and price assessments will be recommended for appointment. To prevent tenderers from winning the bids through submitting unreasonably low bids, we have put in place a mechanism and clear guidelines to evaluate and exclude unreasonably low bids, avoiding breaches of agreements and other risks resulting from insufficient project pricing.

Regarding the disbursement of consulting fees, at the initial stage of a consultancy agreement, we will make an advance payment equivalent to 10% of the total agreement value to the consultancy firms to help alleviate their cash flow pressure during the early phase of the agreement.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)077

(Question Serial No. 1354)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Programme mentions that technical advice and support will be provided to the West Kowloon Cultural District Authority (WKCD) on the phased implementation of the West Kowloon Cultural District (WKCD) development. In this connection, please inform this Committee:

1. Of the specific matters and scope of support expected in the Department's collaboration with the WKCD; and the estimated expenditure as well as the manpower establishment involved in the relevant work;
2. Regarding the remaining section of the WKCD waterfront promenade of approximately 800 metres, whether the Department has discussed the commencement of access connection works with the WKCD; if yes, what are the specific scope of works, the construction costs involved, and the estimated completion timetable; and
3. Given that the WestK Quay was commissioned by the Department to be designed and constructed by the WKCD, featuring the first public pier design in Hong Kong to adopt a mechanical lifting platform and telescopic gangway, whether the Government has considered applying the aforementioned new technology or design to the improvement works or future designs of other public piers; if yes, what are the details and the estimated expenditure?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 9)

Reply:

1. The Civil Engineering and Development Department (CEDD) is responsible for taking forward and implementing the public works projects in the West Kowloon Cultural District (WKCD), including the integrated basement and public infrastructure works entrusted to the West Kowloon Cultural District Authority (WKCD), to tie in with the phased development of the WKCD. The CEDD has been working in close collaboration and communication with the WKCD to monitor and review the implementation status of the entrusted works, covering progress, quality, site safety and contract administration, throughout the planning, design and construction stages. In addition, the CEDD is also responsible for conducting public consultation and statutory

procedures, as well as coordinating with various bureaux/departments, the WKCDA, interfacing parties, etc. Given the complexity and diversity of the projects involved, the above tasks are currently undertaken primarily by 19 multi-disciplinary professional/technical staff (Note 1). In terms of notional annual mid-point salary value (Note 2), the annual staff cost for the 19 posts is approximately \$24.3 million.

Note 1: Including 1 directorate officer, 17 professional grade officers and 1 technical officer. All the posts concerned are time-limited civil service posts. Among them, 3 professional grade posts are created up to March 2026.

Note 2: Operational expense refers to the annual staff cost in terms of notional annual mid-point salary value.

2. The remaining section of the waterfront promenade, measuring about 800 metres, has yet to be opened. About 140 metres of this section fall within the construction site of the WestK Performing Arts Centre, which the WKCDA expects to complete and open by 2027 in conjunction with the construction of the WestK Performing Arts Centre. The remaining 660 metres lie within the construction site of the integrated basement located between the WestK Performing Arts Centre and the Xiqu Centre, where the WKCDA's contractor is carrying out excavation works and has set up facilities at the waterfront for transporting the excavated soil by sea. Considering factors including the operation of construction site and public safety, it is not feasible to open this section of the promenade in advance. Nevertheless, the WKCDA has indicated that it will provide the timetable for opening the remaining 660 metres of promenade according to the progress of works and its development plan by the end of 2026.
3. The WestK Quay is located adjacent to the navigation route of high-speed crafts travelling to and from the China Ferry Terminal in Tsim Sha Tsui. Therefore, it is necessary to take effective measures to manage vessel berthing and passenger embarkation/disembarkation to prevent unregistered vessels from entering or remaining in the waters surrounding the WestK Quay, thereby ensuring the order of marine traffic and safety of passengers. In view of the above demands, the WestK Quay is currently managed and operated by a dedicated operation team, which assigns specific deckmen to operate the mechanical platform and retractable gangplank in alignment with the vessel berthing booking system. This facilitates effective management of vessel berthing and passenger embarkation/disembarkation, enhances pier operational efficiency and ensures the safety and smooth flow of marine traffic in the adjacent waterways. Whether the aforesaid design can be applied to other public piers depends primarily on the operational needs and considerations of the respective pier managing departments.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)078

(Question Serial No. 1298)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Civil Engineering and Development Department has commenced the detailed technical study for initiatives under the South Lantau Eco-recreation Corridor and continued the feasibility study on road network enhancement to South Lantau. In this connection, will the Government inform this Committee:

- (a) of the specific details;
- (b) of the respective estimated expenditures for the technical study on the South Lantau Eco-recreation Corridor and the feasibility study on the road network to South Lantau;
- (c) whether the Government has accessed the feasibility of developing high-end tourism; if yes, the details; if not, the reasons;
- (d) whether the Government has accessed the feasibility of introducing paragliding or ziplining; if yes, the details; if not, the reasons.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 32)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Civil Engineering and Development Department (CEDD) is studying the development of the "South Lantau Eco-recreation Corridor" (the Corridor), which aims to enhance the eco-recreation potential of the coastline areas of South Lantau (covering Cheung Sha, Shui Hau, Shek Pik and Pui O). Leveraging the rich natural ecological, historical and cultural resources in South Lantau, the Corridor aims to develop eco-recreation tourism and promote local economy. The CEDD is currently reviewing and analysing the suggestions and comments received from the market during the Expression of Interest exercise conducted between April and July last year, and is undertaking various thematic and technical studies based on the distinctiveness of each geographical condition and different development needs of Cheung Sha, Shui Hau, Shek Pik and Pui O. Subject to the nature and scale of the studies, the estimated expenditure for each study ranges from about \$8 million to \$25 million. The CEDD will take into account factors such as natural ecology, cultural conservation and local

characteristics in carrying out technical assessments to determine the overall direction of tourism development, assess the feasibility of individual project, and refine and enhance the development proposal for the Corridor. We plan to report on the study progress of the Corridor to the Legislative Council (LegCo) in the financial year of 2026-27.

In addition, the CEDD commenced the “Feasibility Study on Road Network Enhancement to South Lantau” in March 2023. The study examines ways to enhance traffic infrastructure to improve the connection between North and South Lantau, with a view to enhancing the resilience of the road network in South Lantau against emergencies. The approved project estimate for the study is approximately \$21.89 million. The study is in its final stage, and the Government will report the study progress to the LegCo in due course. Subject to the study findings, the Government will also commence the next stage of work as appropriate.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)079

(Question Serial No. 3244)

Head: (33) Civil Engineering and Development Department

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

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The amount of public fill to be delivered to the Mainland (Taishan) for beneficial reuse in 2026-27 is estimated to reach 16 million tonnes, representing an increase of 28% over 2025-26, and nearly a 1.6-fold increase compared to 2024-25. The Department explained that this is due to the substantial completion of major reclamation works in Hong Kong, leading to a reduction in the stockpiled capacities of existing fill banks. In this connection, will the Government inform this Committee:

1. What are the actual/estimated expenditures for delivering surplus fill to Taishan in 2024-25, 2025-26, and 2026-27? Is this the major reason for the sharp increase of 23.9% in the estimated expenditure under Programme (7) compared to the previous year? Is it expected that such expenditure will continue to rise in the coming years?
2. On the premise that the reclamation works for the Kau Yi Chau Artificial Islands will not commence for the time being, has the Government explored any innovative methods to better utilise surplus fill and reduce the relevant expenditures?

Asked by: Hon FOK Kai-kong, Kenneth (LegCo internal reference no.: 39)

Reply:

1. In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of public fill, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-

and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earth filling, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation of resources.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials. We maintain close collaboration with local universities to keep abreast of developments in frontier technologies and to undertake a range of research and development projects. One such project involves recycling suitable hard materials from public fill into manufactured sand. This approach not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse.

The Government has been increasing land supply through reclamation, site formation or earth filling projects etc., which serve as the main outlets for absorbing a large amount of public fill. As many of Hong Kong's large-scale reclamation projects have largely been completed, and the capacity of existing fill banks is nearly saturated, coupled with the gradual release of land from the fill bank at Area 137 in Tseung Kwan O for long-term development, we anticipate that the quantity of surplus public fill requiring transportation to the Mainland for reuse will increase from 12.5 million tonnes in 2025 to 16 million tonnes in 2026, and the corresponding estimated expenditure will increase accordingly.

The expenditure on the management of construction and demolition materials for 2024-25 to 2026-27 is as follows:

Year	Expenditure (\$ billion)
2024-25	1.15 (Actual)
2025-26	1.69 (Revised Estimate)
2026-27	2.09 (Estimate)

The expenditure on the management of construction and demolition materials mainly includes the operation and maintenance costs of public fill reception facilities, the costs of transporting surplus public fill to the Mainland (Taishan, Guangdong Province) and supplying public fill stockpiled in fill banks for reuse in local projects, the relevant staff and administrative expenses, and the costs of providing required facilities for disposal of public fill at the disposal ground in the Mainland. The increase in the quantity of surplus fill transported to the Mainland is the main reason for the increase in the estimated expenditure for 2026-27 compared to the revised estimate for 2025-26.

The Government will continue to create land in a resolute and persistent manner, so that a steady and continuous land supply for Hong Kong can be maintained to meet future economic and social development needs. Looking ahead to the coming years, the Government will progressively implement various projects, including the site formation works for the San Tin Technopole that commenced in December 2024, the reclamation works at Area 132 in Tseung Kwan O for which funding approval will be sought from the Legislative Council later in 2026, as well as the proposed reclamation works at

Area 137 in Tseung Kwan O and Lung Kwu Tan etc., to increase land supply and thereby absorb substantial quantities of public fill. In alignment with the implementation schedules of various projects, the Government will actively utilise public fill in reclamation, site formation or earthworks projects. This will not only reduce the quantity of surplus public fill to be transported to the Mainland, but also help lower the expenditure on the management of construction and demolition materials. However, the actual quantity and the expenditure involved will depend on the progress of local projects.

2. The Government has been supporting innovative development, continuously collaborating with local universities on multiple research and development projects to explore recycling public fill into useful construction materials. These initiatives include sorting and recycling suitable hard materials from public fill into manufactured sand for reclamation, studying the use of public fill as final cover for landfills, and implementing a pilot scheme to produce eco-bricks using public fill. The Government will continue to monitor advancements in frontier technology, maintain close communication with university research teams, and continuously explore other feasible options for recycling public fill.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)080

(Question Serial No. 0305)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Development Bureau has been implementing the “Pier Improvement Programme” (PIP) since 2017. Regarding the progress of the Programme, please inform the Committee of the following:

- (a) As of the end of February 2026, which pier improvement works have been completed? Please tabulate the names of the projects, the estimated expenditures, the actual expenditures incurred, the estimated duration of works, the actual duration of works, and the details of the enhancements;
- (b) Please tabulate the names of the PIP projects to be completed, the commencement dates of the planning and design work, the latest progress of the works, the scheduled completion dates, the estimated expenditures, and the details of the pier enhancements;
- (c) Has the Government estimated which projects will need or are expected to apply for funding from the Legislative Council, and what is the relevant timetable?
- (d) Given the increasing popularity of the “Visiting Scheme to Outlying Islands” and the limited capacity of some piers, does the Government have any plans to set up a third phase of the Programme to further improve pier facilities in the rural areas so as to provide better ancillary tourist facilities? If yes, what are the details? If not, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 13)

Reply:

The Government launched the policy initiative of “Pier Improvement Programme” (PIP) in 2017, aiming to upgrade the structural safety and facilities of a number of existing public piers at remote areas in the New Territories and outlying islands, with a view to enhancing accessibility of some outing destination and natural heritage and meeting the basic needs of local villagers relying on boats as their main transportation mode and fishermen’s operation. The enhancements mainly include provision of berthing spaces with sufficient length and water depth, provision of barrier-free facilities such as floating platforms or ramps to facilitate boarding and alighting of passengers in need, provision of ancillary facilities such as roof covers, lighting systems, solar panels, and Wi-Fi devices, and improvement to the structural condition of piers.

- (a) As at the end of February 2026, the expenditure and duration of works of the completed pier improvement projects are tabulated below:

Completed Pier Improvement Project	Estimated and Actual Expenditure (\$ million)	Estimated and Actual Duration of Works
Pak Kok Pier on Lamma Island	72.4 (Approved estimate) 62.4 (Actual expenditure)	30 months (Estimated) 30 months (Actual)
Kau Sai Village Pier	77.8 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 36 months (Actual)
Lai Chi Chong Pier	108.8 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 46 months (Actual)
Sham Chung Pier	111.9 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Leung Shuen Wan Pier	88.3 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Yi O Pier	128.5 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 36 months (Actual)
Shek Tsai Wan Pier at Ma Wan	57.5 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 34 months (Actual)
Sam Mun Tsai Village Pier	110.8 (Approved estimate) (Actual expenditure to be confirmed)	42 months (Estimated) 39 months (Actual)
Ma Wan Chung Pier	45.8 (Approved estimate) (Actual expenditure to be confirmed)	36 months (Estimated) 40 months (Actual)
Ma Liu Shui Ferry Pier	40.3 (Approved estimate) (Actual expenditure to be confirmed)	18 months (Estimated) 18 months (Actual)

Note: The actual expenditures for some of the completed projects are yet to be confirmed, mainly because the relevant works contracts are still at the finalisation stage, pending the completion of final account settlement procedures.

- (b) The works progress, expected completion dates and estimated expenditures of PIP projects to be completed are tabulated below:

Pier Improvement Project	Commencement Date of the Planning and Design Work	Latest Works Progress and Expected Completion Date	Estimated Expenditure (\$ million)
Yung Shue Wan Public Pier	November 2017	Under construction, expected to be completed in 2026	157.40 (Approved estimate) (Actual expenditure to be confirmed)
Tai O Public Pier	May 2021		15.72 (Approved estimate) (Actual expenditure to be confirmed)
Sai Wan Jetty on Cheung Chau			30.85 (Approved estimate) (Actual expenditure to be confirmed)
Ma Nam Wat Pier	February 2022	Under construction, expected to be completed in 2027	45.97 (Approved estimate) (Actual expenditure to be confirmed)
Yung Shue O Jetty			31.20 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Wo Pier	June 2018	Detailed design completed	Pending (Note 1)
Tung Ping Chau Public Pier			
Yim Tin Tsai Pier	February 2022	Detailed design in progress	Pending (Note 2)
Ap Chau Public Pier	May 2021		
Peng Chau Public Pier			
Sok Kwu Wan Pier No. 2			
Man Kok Tsui Pier			
Tap Mun Pier	August 2023	Investigation and preliminary design in progress	

Note 1: The implementation schedule will be subject to the priority and overall deployment of the Government's various public works projects. There is no specific timetable at this moment, and the project cost estimate cannot be provided.

Note 2: These piers are still under investigation and preliminary/detailed design.

- (c) & (d) Since the launch of the PIP, among the 23 public piers under Phases 1 and 2 of the PIP, 10 piers have been completed and opened for public use. For the 5 piers currently under construction, works are expected to be completed progressively from 2026 to 2027. The remaining 8 piers are currently at the investigation and design stage. Subject to the priority and overall deployment of various government public works projects, the Government will submit funding application to the Legislative Council for individual pier projects as needed in a timely manner and will strive to complete the remaining piers under Phases 1 and 2 of the PIP. There is no plan to implement new projects in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0650)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the matter of “overseeing the implementation of improvement and expansion of mountain bike trail networks in South Lantau and the cycle track network in the New Territories”, will the Government inform this Committee:

- (1) Regarding the Tuen Mun to So Kwun Wat and So Kwun Wat to Ting Kau sections of the cycle track project, the Government has adjusted the project progress due to policy developments and public finance considerations. What is the latest estimated implementation programme of the relevant project?
- (2) When does the Government expect to complete and link up the entire 82-kilometre cycle track network in the New Territories?

Asked by: Hon LAM Chun-sing (LegCo internal reference no.: 11)

Reply:

The consolidated reply to the question raised by the Member is as follows:

The Government has been implementing the cycle track network in the New Territories in phases to provide a cycle track connecting New Territories East and New Territories West for leisure and recreational purposes. The cycle track spans approximately 63-kilometre, including the section between Ma On Shan and Tuen Mun, the Tsuen Wan waterfront section and the Sam Mun Tsai waterfront section in Tai Po, which have been opened for public use by phases.

The Government is committed to ensuring that its expenditure on infrastructure works remains at a financially sustainable level and will continuously review the priority of works projects under planning to adjust the works schedules in a timely manner for more effective use of public resources. Regarding the cycle track section between Tsuen Wan and Tuen Mun, the Government has suspended the implementation of its related projects at this stage and will review the implementation timetables of these projects in a timely manner.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)082

(Question Serial No. 0061)

Head: (33) Civil Engineering and Development Department

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

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

The Estimates of the Budget mentioned that the Civil Engineering and Development Department will continue to explore ways to use technology to improve risk assessment capabilities and conduct systematic investigations on major landslide incidents triggered by extreme rainstorms. The provision for this Programme in 2026-27 is approximately \$468 million. Please inform this Committee:

- (1) How much funding has the Government earmarked for the research and development or procurement of new slope monitoring technologies in 2026-27?
- (2) Regarding the frequent occurrence of extreme rainstorms in recent years, will the Government raise the standard of works under the existing Landslip Prevention and Mitigation Programme? If yes, what is the expected increase in the cost of works? If not, what are the reasons?
- (3) Currently, how many natural hillside catchments in Hong Kong have been identified as high-risk but have yet to undergo mitigation measures? How will the Government prevent accidents on high-risk hillside catchments?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 29)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety management system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for

natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

(1) For 2026-27, we have earmarked approximately \$11.4 million from the Capital Works Reserve Fund Block Allocations specifically for the research and development, testing, and procurement of new technologies for slope monitoring and risk assessment. The key focus of the relevant works is to enhance the capabilities in rapid inspection and early warning over large areas, particularly before and after adverse weather events. The major tasks include:

- Wider application of automated drone technology: This entails the wider use of automated drone systems equipped with Light Detection and Ranging scanners and high-resolution cameras for asset monitoring and emergency management, such as conducting large-scale inspections on natural hillside catchments after heavy rainfall, assisting in routine maintenance and inspections of man-made slopes, and enabling safer and faster inspections of slope conditions before and after adverse weather events. This technology also enables us to collect data from remote or affected locations and identify new landslide locations more rapidly through utilising artificial intelligence to compare images, thereby supporting the planning of necessary responses.
- Research and development of remote sensing technology for slope deformation monitoring: This entails the trial use of remote sensing technology for monitoring and data collection, enabling round-the-clock real-time surveillance and data updates. This facilitates faster detection and assessment of unusual conditions of natural hillside catchments, thereby supporting early identification of potential risks and the planning of necessary responses.

The above innovative technologies will be used in conjunction with existing inspection and maintenance systems to enhance overall response and early warning capabilities.

(2) The GEO has been reviewing the prevailing standard for slope works to continuously strengthen slope resilience against adverse weather. For instance, the design requirements for drainage systems for man-made slopes have been optimised to minimise the impact of significant rainfall on slopes during extreme rainfall events. In addition, the GEO has enhanced the LPMitP based on findings from systematic investigations and studies. The enhancement measures include:

- Placing emphasis on assessing landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people’s livelihood.

Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.

- In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
- Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

The overall increase in the newly revised annual output targets is nearly 33%. The average annual expenditure will be progressively increased from about \$1,100 million to about \$1,500 million, reflecting the Government's corresponding increase in resources allocated to meet the increased workload and enhanced works standards.

- (3) Natural hillside catchments posing potential impacts refer to those that could affect nearby existing facilities should a landslide occur. However, this does not imply that the natural hillside catchments are inherently unstable or would pose immediate danger. At present, the GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works under the LPMitP. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works. As mentioned in (2), the GEO has also enhanced the LPMitP and revised its annual output targets, including further addressing landslide risks on natural hillside catchments. The GEO will continue to leverage technology and explore the use of remote sensing and drone technologies for extensive monitoring of natural hillside catchments, with the aim of keeping landslide risks at a controlled level.

CONTROLLING OFFICER'S REPLY

DEVB(W)083

(Question Serial No. 0214)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure
(7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Not specified

Question:

It is expected that there will be a net decrease of 84 posts in the Civil Engineering and Development Department in 2026-27, 60 of which fall under Programme (3). However, several indicators relevant to infrastructure works show notable growth. Will the Government please inform this Committee:

1. The indicator for “road constructed/widened for development” under Programme (3) is projected to increase by 65% from the actual 9 757 metres in 2025 to the estimated 16 157 metres in 2026. Despite this substantial increase in workload, why is there a net reduction of 60 posts under this Programme? Will such a reduction affect the monitoring quality of works contracts and site safety?
2. Given the reduction in internal staffing and the simultaneous surge in expenses on contract maintenance by over \$400 million, is the Department shifting monitoring and management functions, which were originally handled internally, to external consultants or contractors? Please provide a breakdown of the specific allocation of the \$400 million increase.

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 4)

Reply:

1. The length of “road constructed/widened for development” in a particular year represents the actual amount of road works completed in various projects during that year. The length of roads completed varies each year depending on the phasing arrangements and the actual progress of different projects during the construction period, and does not necessarily have a direct correlation with the number of posts under the establishment for that year.

Regarding the difference in the length of roads completed in 2025 and the estimated length of roads to be completed in 2026, the estimated length of “road constructed/widened for development” in 2026 is approximately 16 157 metres,

exceeding the 9 757 metres in 2025. This is mainly due to the fact that approximately 4 000 metres of road works under Fanling North New Development Area project and approximately 3 400 metres of major road works under Trunk Road T2 project are scheduled for progressive completion in 2026. The relevant projects are major infrastructure projects that commenced years ago. Their construction peaks and completion dates depend on the project programmes, which are separate considerations from the establishment adjustments for 2026-27. In view of the above arrangements and measures, the Department expects that the establishment adjustments will not affect the overall progress, monitoring quality, or site safety of the projects.

Among the net decrease of 84 posts in 2026-27, 60 posts fall under Programme (3). Most of them are time-limited posts to be deleted upon expiry of the duration for which the posts are created or upon completion of the development or infrastructure projects concerned. The remaining posts are streamlined through internal redeployment of resources and optimisation of workflow after internal review of distribution of responsibilities and service demand. The Civil Engineering and Development Department (CEDD) will continue to adopt management measures and digitalisation with a view to enhancing efficiency through reprioritisation, internal redeployment, streamlining of work processes and application of technology. While the civil service is being further streamlined, the Department will continue to implement its various policies and initiatives under relevant programmes with better cost-effectiveness. The CEDD will also actively adopt innovative technologies and digital applications, such as the “Digital Works Supervision System”, “Smart Site Safety System” and “Integrated Capital Works Platform” to handle site inspection records, site safety and quality monitoring data, and project progress reports in an electronic and real-time manner. This will shorten the time required for data integration and follow-up actions, thereby enhancing the planning and supervision efficiency of public works projects.

2. The increase in the CEDD’s estimate for contract maintenance in 2026-27 is primarily for handling surplus public fill, rather than shifting the Department’s monitoring and management functions, which were originally handled internally, to external consultants or contractors. In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of these materials, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse.

The Government has been increasing land supply through reclamation, site formation or earth filling projects etc., which serve as the main outlets for absorbing a large amount of public fill. As many of Hong Kong’s large-scale reclamation projects have largely been completed, and the capacity of existing fill banks is nearly saturated, coupled with the gradual release of land from the fill bank at Area 137 in Tseung Kwan O for long-term development, we anticipate that the quantity of surplus public fill requiring transportation to the Mainland for reuse will increase from 12.5 million tonnes in 2025 to 16 million tonnes in 2026. To meet the relevant needs, the estimated expenditure is expected to increase by approximately \$400 million, mainly for the following aspects:

- Shipping and logistics costs for transporting surplus public fill to the Mainland; and
- Construction and management expenses related to setting up disposal facilities in the Mainland.

The relevant supervision and management will continue to be undertaken by the Department. The Department will continuously review and adjust the relevant estimates and contractual arrangements based on actual amount of public fill generated, the operational condition of fill banks, and arrangements for the reuse of public fill to ensure proper handling of public fill and prudent use of public funds.

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 0215)

Head: (33) Civil Engineering and Development Department

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

Programme: (7) Management of Construction and Demolition Materials

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Environment and Ecology, Secretary for Development

Question:

With regard to Programme (7) Management of Construction and Demolition Materials, the provision for 2026-27 is considerably higher than the revised provision for the previous year by \$403.2 million (+23.9%). This is mainly due to the increase in fill materials delivered to the Mainland for reuse from 12.5 million tonnes to 16 million tonnes. In view of the saturation of local fill banks and high cross-boundary delivery costs, will the Government inform this Committee whether dedicated funds have been earmarked in 2026-27 to support the innovation and technology sector in researching the upcycling of public fill materials into high-value construction materials, thereby realising “waste-to-energy” and reducing disposal expenses paid to the Mainland?

Asked by: Hon LAMPORT Jonathan Stuart (LegCo internal reference no.: 5)

Reply:

In recent years, the construction industry has generated an average of about 15 million tonnes of public fill annually. The Government has been adopting a multi-pronged strategy to ensure the proper management of public fill, with a view to making the best use of resources, reducing waste and alleviating the pressure on the environment. This work is primarily driven by 3 directions, namely reduction at source, beneficial reuse and recycling.

On the aspect of reduction, we request the construction industry to enhance the planning, design and management of various engineering projects, striving to achieve on-site cut-and-fill balance as far as practicable to minimise the generation of public fill at source, thereby alleviating the pressure on existing public fill reception facilities.

Regarding beneficial reuse, suitable public fill is either directly reused in earth filling, reclamation projects, or transported to the 2 local fill banks for temporary storage for future reuse in suitable projects, thereby enabling the resources circulation.

With respect to recycling, we actively promote the reprocessing of suitable materials into usable construction materials, which not only enhances resource utilisation efficiency but also helps drive the industry towards sustainable development.

In fact, the Government has been increasing land supply through reclamation, site formation or earth filling projects, which serve as the main outlets for absorbing a large amount of public fill. Only the portion that cannot be absorbed locally after the implementation of the above resource management measures would be transported to the Mainland for reuse. Looking ahead, we will continue to reduce generation through management and control measures and reuse public fill in suitable local projects, including the timely implementation of reclamation projects.

The Government has also been supporting innovative development, continuously collaborating with local universities on multiple research and development projects to explore recycling public fill into useful construction materials. These initiatives include sorting and recycling suitable hard materials from public fill into manufactured sand for reclamation, studying the use of public fill as final cover for landfills, and implementing a pilot scheme to produce eco-bricks using public fill etc. The relevant expenditure has been included in the estimate for the management of construction and demolition materials. The Government will continue to monitor advancements in frontier technology, maintain close communication with university research teams, and continuously explore other feasible options for recycling public fill.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)085

(Question Serial No. 0504)

Head: (33) Civil Engineering and Development Department

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

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In September 2023, a severe landslide occurred on Yiu Hing Road in Shau Kei Wan. In addition to affecting residential premises, the road was closed for several months for slope restoration works. In January this year, the Office of The Ombudsman (the Office) issued a direct investigation operation report on the Government's work on landslide prevention and mitigation and management of government slopes, proposing several recommendations to relevant departments, including the Civil Engineering and Development Department (CEDD). In this regard, will the Government inform this Committee:

- (a) The current number of man-made slopes, upgraded natural hillside catchments and natural hillside catchments yet to be upgraded in Hong Kong that are managed by the CEDD and other government departments (with a breakdown by District Council district);
- (b) The staff establishment for slope management within the Department, and the respective expenditures on salaries, operation, equipment, and materials in the past 3 years and 2026-27 as projected;
- (c) The number of operations and locations involved in the 24-hour landslide emergency services provided by the Department over the past 3 years (with a breakdown by District Council district);
- (d) According to the Government press release on 8 January this year, the Ombudsman stated that during the Office's investigation, the CEDD proactively proposed improvement measures, including increasing the annual targets of the Landslip Prevention and Mitigation Programme (LPMitP) progressively within 3 years from 2025 (the number of natural hillside catchments for risk mitigation works increased from 30 to 40 and that of government man-made slopes for upgrading works increased from 150 to 200). The CEDD has also identified 3 natural hillside catchments with similar geological conditions as Yiu Hing Road, Shau Kei Wan, for assessment and risk mitigation works. In addition, the Department will prioritise man-made slopes with greater potential impact on people's livelihood and include them in the LPMitP for upgrading works. However, according to the figures currently provided by the Department, only 156 slope features are planned to be upgraded and landscaped in 2026, an approximately 3% increase from the 151 slope features in 2025. What are the reasons? What is the geographical distribution of these 156 slope features (with a breakdown by District Council district)? What are the plans to increase the number of upgraded government man-made slopes?

- (e) Regarding the improvement measures mentioned in (d), what is the geographical distribution of the 3 natural hillside catchments with similar geological conditions as Yiu Hing Road, Shau Kei Wan?
- (f) Regarding the improvement measures mentioned in (d), how many “man-made slopes with greater potential impact on people’s livelihood” does the Department plan to include in the LPMitP each year? Apart from the sole vehicular access, what other factors will be considered?
- (g) the CEDD plans to fully roll out the Smart Slope Catalogue and commission the AI Landslip Warning System within this year. What are the estimated additional staff establishment involved in the management of these systems, and the respective expenditures on salaries, operation and equipment in 2026-27?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 28)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to enhance slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

- (a) According to the GEO’s Catalogue of Slopes, there are currently about 61 000 registered man-made slopes across Hong Kong, of which about 39 000 are government man-made slopes, about 16 000 are private man-made slopes, and about 6 000 involve mixed responsibilities.

Regarding natural hillside catchments, the GEO has identified about 3 300 natural hillside catchments with higher potential impacts should a landslide occur (e.g. those located near existing buildings or important transport corridors) and followed a risk-based approach to systematically implement the relevant risk mitigation works. Since 2010, the GEO has implemented risk mitigation works for about 520 natural hillside catchments under the LPMitP. The natural hillside catchments that have yet to implement risk mitigation works have also been prioritised based on their risk levels. The GEO will systematically commence the relevant works.

The breakdown of government man-made slopes, natural hillside catchments with risk mitigation works implemented and natural hillside catchments pending risk mitigation works, by District Council district, is tabulated below:

District Council	Man-made slopes managed by government departments	Natural hillside catchments with risk mitigation measures implemented	Natural hillside catchments pending risk mitigation measures
Central and Western	2 093	36	84
Wan Chai	1 479	20	91
Eastern	1 314	34	54
Southern	2 743	82	178
Yau Tsim Mong	302	3	1
Sham Shui Po	802	1	16
Kowloon City	544	1	10
Wong Tai Sin	593	6	22
Kwun Tong	1 067	4	35
Tsuen Wan	3 533	28	178
Kwai Tsing	2 047	34	104
Tuen Mun	3 632	20	172
Yuen Long	3 408	8	355
North	4 266	20	218
Tai Po	3 155	25	273
Sha Tin	4 263	37	271
Sai Kung	4 690	37	187
Islands	4 620	125	488
Total	44 551	521	2 737

- (b) The LPMitP is mainly implemented by the Landslip Preventive Measures Branch of the GEO. Its staff establishment comprises 1 Government Geotechnical Engineer, 3 Chief Geotechnical Engineers, approximately 50 professional staff, and 100 technical and clerical staff. The works expenditures on the LPMitP in the past 3 years were \$1,056.58 million in 2023-24, \$1,320.2 million in 2024-25, and \$1,338.31 million in 2025-26. The estimated works expenditure for 2026-27 is \$1,388.86 million. In addition to the Landslip Preventive Measures Branch, staff from other divisions of the GEO are also involved in duties related to slope safety management. Since the staff concerned are concurrently responsible for other duties, the Government has not separately calculated the manpower, salaries and other expenditures associated with slope safety management.

- (c) The GEO provides a year-round 24-hour landslide emergency service that offers immediate professional geotechnical advice to rescue teams, slope maintenance departments, and other relevant government departments, assisting them in formulating emergency action plans. The number of operations and the distribution of locations involved in the Department's landslide emergency service over the past 3 years are tabulated below:

Table (1): Number of operations and distribution of locations involved in the landslide emergency service (by District Council district)

	District Council district	2023	2024	2025
1	Central and Western	17	6	12
2	Wan Chai	30	8	15
3	Eastern	37	6	12
4	Southern	69	17	23
5	Yau Tsim Mong	1	0	0
6	Sham Shui Po	8	0	5
7	Kowloon City	4	2	0
8	Wong Tai Sin	6	1	2
9	Kwun Tong	5	4	9
10	Tsuen Wan	17	6	14
11	Tuen Mun	2	5	11
12	Yuen Long	15	7	7
13	North	55	7	15
14	Tai Po	31	12	16
15	Sai Kung	26	52	28
16	Sha Tin	68	5	18
17	Kwai Tsing	9	2	2
18	Islands	66	15	57
Total		466	155	246

- (d) In response to major landslides triggered by extreme rainstorms in recent years, the GEO has enhanced the LPMitP based on the findings from systematic investigations and studies. The enhancement measures include:
- Placing emphasis on assessing the landslide risks on slopes adjacent to sole vehicular access roads that have greater potential impacts on people's livelihood. Following a risk-based approach, these slopes will be systematically included in the LPMitP for study and upgrading works.
 - In light of the potential downstream landslides arising from catchwater overflow during extreme rainfall events, particular attention will be given to man-made slopes adjacent to catchwaters that may pose risks to public safety.
 - Identifying natural hillside catchments with geological and hydrological characteristics similar to those of the hillside above Yiu Hing Road in Shau Kei Wan, where a major landslide incident occurred in September 2023, and including them in the LPMitP for detailed investigation and follow-up actions.

To expedite the progress of the LPMitP and to align with the above enhancement measures, the GEO has revised its annual output targets. Starting in 2025, the new targets will be gradually increased over a 3-year period:

- (i) the number of government man-made slopes to be upgraded will increase from about 150 to about 200 per year;
- (ii) the number of private man-made slopes subject to safety-screening studies will increase from about 100 to about 130 per year; and
- (iii) the number of natural hillside catchments to implement risk mitigation works will increase from about 30 to about 40 per year.

Regarding government man-made slopes, in view of the increased annual output targets of the LPMitP, the GEO has correspondingly increased the number of government man-made slopes to be included in the LPMitP for study and upgrading works since 2025. The relevant works require completion of investigation and design before commencement, and investigation, design and construction typically take about 3 to 5 years. Therefore, the projects scheduled for completion in 2026 mainly reflect those that commenced studies at an earlier stage. With the projects added in recent years progressively completing investigation and design and entering the construction stage, the CEDD expects to increase the annual number of government man-made slopes upgraded to about 200 by 2028 as planned.

The distribution of government man-made slopes expected to complete upgrading works in 2026 is tabulated below:

District Council	Number of Slopes
Central and Western	6
Wan Chai	4
Eastern	4
Southern	16
Yau Tsim Mong	5
Sham Shui Po	1
Kowloon City	2
Wong Tai Sin	2
Kwun Tong	5
Tsuen Wan	14
Kwai Tsing	18
Tuen Mun	3
Yuen Long	4
North	11
Tai Po	10
Sha Tin	21
Sai Kung	15
Islands	15
Total	156

- (e) During the extreme rainstorm in September 2023, the stream course and catchwater above the natural hillside catchment on Yiu Hing Road in Shau Kei Wan overflowed. As a

result, a large volume of rainwater surged into the downstream channel and infiltrated the hillside along its distinctive rock joints, leading to a continuous build-up of water pressure within the hillside, progressively reducing its stability and eventually triggering a landslide. The GEO has identified 3 other natural hillside catchments with geological features and hydrological conditions similar to those of the hillside above Yiu Hing Road in Shau Kei Wan. These natural hillside catchments are located near Jardine's Lookout and Violet Hill in Tai Tam Country Park, and on Beacon Hill near Tai Wo Ping. The GEO has included these 3 natural hillside catchments in the LPMitP for further action.

- (f) The CEDD expects that, of the about 200 government man-made slopes to be upgraded each year under the LPMitP, about 50 are slopes with higher potential impact on people's livelihood. In selecting these slopes and setting priorities, in addition to considering whether the slopes are adjacent to sole vehicular access roads, an integrated assessment will be conducted taking into account factors such as the current condition of the slopes and the impact on daily commute of the public should a landslide occur (e.g. traffic obstruction, estimated time required for repair works, and affected population). This enables resources to be concentrated on slopes where landslides would have a greater impact on people's livelihood.
- (g) The GEO will progressively implement the Smart Slope Catalogue (SSC) in 2026, extending the existing Catalogue of Slopes to cover natural hillside catchments that may affect existing facilities. The database will be expanded by systematically integrating data such as records of prevention and mitigation works, maintenance, rainfall, landslides and related complaints. The GEO will also leverage artificial intelligence and big data analytics to enhance the efficiency of slope safety management and monitoring, including determining the priority of prevention and mitigation works, selecting slopes for maintenance audits, and optimising the landslide warning system. The total development cost of the SSC is about \$5 million. The SSC will be developed on the foundation of the existing IT system. The completed system will be operated by existing government staff, with the additional duties absorbed through reorganising and optimising current workflows, thereby incurring no additional staff establishment or recurrent expenditure.

In addition, the GEO has accurately identified the key attributes resulting in landslides through integrating the rainfall data, man-made slope information, and landslide records in Hong Kong from past years and applying machine learning and big data analytics. Through model training and data optimisation, the accuracy of predicting the number of reported landslides during heavy rainstorms has been enhanced, thereby improving the accuracy of risk assessment, enabling real-time and dynamic risk monitoring, and optimising the issuance mechanism of Landslip Warnings. The GEO tested the landslide prediction model in the 2025 wet season, and plans to fully adopt the AI-Landslip Warning System (AI-LWS) in the 2026 wet season. The AI-LWS is entirely developed and managed by the GEO's in-house team, incurring no additional staff establishment or expenditures on salaries, operation and equipment.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)086

(Question Serial No. 1490)

Head: (33) Civil Engineering and Development Department

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

Programme: (4) Slope Safety and Geotechnical Standards

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Extreme high temperature and rainfall events are becoming increasingly frequent. It is mentioned in the “Matters Requiring Special Attention” that the Department will “continue to explore ways to use technology to improve risk assessment capabilities, conduct systematic investigations and studies on major landslide incidents triggered by extreme rainstorms”, and “continue to build community resilience against landslide disasters”. In this connection, please inform this Committee:

- a) How does the Bureau use the latest technologies, including AI technologies, to improve risk assessment capabilities in relevant aspects?
- b) Of the expenditures or costs incurred in the application of relevant technologies in recent years?
- c) Of the number of systematic investigations and studies mentioned; and the key findings or research outcomes of the investigations conducted in recent years;
- d) Community resilience against landslide disasters is believed to encompass public crisis awareness and ability to identify potential problems. What are the Government's specific publicity and educational initiatives in this regard? Has the Government established corresponding KPIs to evaluate the effectiveness of these initiatives?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 33)

Reply:

The Geotechnical Engineering Office (GEO) of the Civil Engineering and Development Department (CEDD) has been implementing an effective slope safety system to improve slope safety in Hong Kong. The landslide risk of man-made slopes and natural hillside catchments depends on a number of factors, and the key consideration is the potential impact should a landslide occur. By focusing on slopes with higher potential impacts, the overall landslide risk can be significantly reduced. To this end, in addition to ensuring slope safety through regular inspections and maintenance, the CEDD has been following a risk-based approach to systematically upgrade government man-made slopes, conduct safety-screening studies for private man-made slopes, and implement risk mitigation works for natural hillside

catchments. These measures continuously maintain landslide risks at an “As Low As Reasonably Practicable” (ALARP) level.

In response to major landslide incidents triggered by extreme rainstorms in recent years, the GEO has formulated a series of pre-emptive and strategic planning measures based on findings from systematic investigations and studies, with the aim of strengthening Hong Kong’s capability in coping with extreme weather in terms of slope safety. These measures include enhancing the Landslip Prevention and Mitigation Programme (LPMitP) under a risk-based approach and actively introducing innovative and smart technologies to improve the efficiency of monitoring, maintenance, and emergency management, thereby minimising the impacts of extreme weather.

- a) The GEO has accurately identified the key attributes resulting in landslides through integrating the rainfall data, man-made slope information, and landslide records in Hong Kong from past years and applying machine learning and big data analytics. Through model training and data optimisation, the accuracy of predicting the number of reported landslides during heavy rainstorms has been enhanced, thereby improving the accuracy of risk assessment, enabling real-time and dynamic risk monitoring, and optimising the issuance mechanism of Landslip Warnings. The GEO tested the landslide prediction model in the 2025 wet season, and plans to fully adopt the AI-Landslip Warning System (AI-LWS) in the 2026 wet season.

In addition, the GEO will progressively implement the Smart Slope Catalogue (SSC) in 2026, extending the existing Catalogue of Slopes to cover natural hillside catchments that affect existing facilities. The database will be expanded by systematically integrating data such as records of prevention and mitigation works, maintenance, rainfall, landslides and related complaints. The GEO will also leverage artificial intelligence and big data analytics to enhance the efficiency of slope safety management and monitoring, including determining the priority of prevention and mitigation works, selecting slopes for maintenance audits, and optimising the landslip warning system.

- b) The AI-LWS is entirely developed and managed by the GEO’s in-house team, incurring no additional staff establishment or expenditures on salaries, operation and equipment. The total development cost of the SSC is about \$5 million. The SSC will be developed on the foundation of the existing IT system. The completed system will be operated by existing government staff, with the additional duties absorbed through reorganising and optimising current workflows, thereby incurring no additional staff establishment or recurrent expenditure.
- c) The “systematic landslide investigation” is a core component of the LPMitP. The scope of the investigation includes examining and screening the reported landslides each year to select cases requiring follow-up actions for in-depth studies, so as to document the failure and relevant background information, establish the probable causes, and identify the necessary follow-up actions. The investigation also continuously reviews the performance of the Government’s slope safety system to enhance the understanding of the causes and mechanisms of landslides in Hong Kong.

The systematic investigations conducted by the GEO on major landslide incidents triggered by heavy rainstorms in recent years revealed that many landslides were caused by overflow from streams, catchwaters, or drainage channels. In light of these findings,

the CEDD has formulated enhancement measures to continuously strengthen slope resilience against extreme weather. These measures include placing greater emphasis on the analysis of upstream catchments and overflow paths in the relevant design guidelines, as well as refining the design, construction and maintenance practices for slope and associated drainage facilities, with particular attention to addressing overflow from catchwaters and channels.

The findings of investigations and studies over the years have been compiled into GEO Reports and Publications, which are uploaded to the CEDD website in a timely manner for public access.

- d) To raise public awareness of disaster prevention and risk mitigation, the GEO carries out various publicity and educational campaigns, such as talks, roving exhibitions, community visits and TV Announcements in the Public Interest (APIs), to help the public understand the signs of landslide and landslide self-help tips. During heavy rainfalls, the GEO, in conjunction with the Hong Kong Observatory, will issue Landslip Warnings or Special Landslip Advisories when necessary to remind the public of the landslide risks and to advise them to stay away from slopes.

The GEO has been conducting an annual territory-wide survey since 1997 to review public awareness of disaster prevention and risk mitigation regarding landslide. Results from surveys conducted in recent years indicate that over 95% of respondents are aware of the Landslip Warning, with most understanding the necessary precautionary measures to be taken when the warning is in force. Furthermore, about 80% of respondents were satisfied with Hong Kong's slope safety performance.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)087

(Question Serial No. 0776)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development
(Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the implementation of improvement and expansion of the cycle track network in the New Territories, please inform this Committee:

1. Please provide the total length of cycle tracks in Yuen Long District over the past 3 years (i.e. 2023 to 2025, or based on the latest available data) with a breakdown by District Council district. Does the Government have plans to carry out expansion works for the cycle track network in the district to facilitate commuting by residents? If yes, please provide the details (including the scope of works and the estimated timetable) and the budget involved in the project. If not, has the Government conducted or planned to conduct studies on such expansion works? If yes, please provide the details and the expenditures involved;

2. Has the Government planned to conduct or conducted studies on increasing public bicycle parking spaces (such as smart parking spaces or designated parking areas for shared bicycles) in Yuen Long town centre, Tin Shui Wai, the vicinity of Yuen Long/Tin Shui Wai MTR stations, and Hung Shui Kui/Yuen Long South New Development Areas? If yes, please provide the estimated increase in number, the priority locations, the timetable, and the budget. If not, please explain the reasons and indicate whether the Government has collected data on citizens' demand for parking spaces through the "HKeMobility" mobile application or other mechanisms to dynamically optimise the layout of parking spaces and promote relevant progress; and

3. Given that Hung Shui Kui/Ha Tsuen and Yuen Long South New Development Areas are proactively implementing the smart and green mass transit system (including the Green Transit Corridor integrated with cycle tracks), does the Government have plans to add or expand designated cycle tracks/shared cycling paths within the system? If yes, please provide details on the length of the relevant sections, the estimated timetable, the connection details with the existing cycle track network in the New Territories, and details of the estimated budget and expenditure involved. If not, please explain the reasons and indicate whether there are alternative measures to enhance cycling accessibility within the district.

Asked by: Hon YIU Ming (LegCo internal reference no.: 17)

Reply:

In consultation with the Transport and Logistics Bureau, the Transport Department (TD) and other relevant departments, the reply is as follows:

- (1) and (3) It is the Government's policy to foster a "bicycle-friendly" environment where road safety considerations and circumstances permit by adding cycle tracks and related facilities in new development areas (NDAs) and new towns as well as improving existing facilities, with a view to facilitating the public use of bicycles for recreational or short-distance commuting purposes, thereby reducing the use of mechanised transport.

Over the past 3 years (from 2023 to 2025), the total length of cycle tracks in the Yuen Long District remained at about 55 kilometres (km). Under the NDA projects of the District, the Government has planned to extend the cycle track network, including cycle tracks designed in conjunction with the Green Transit Corridor [Note 1]. The relevant details are as follows:

Project [Note 2]	Length of Cycle Track	Current Status	Anticipated Timetable for Completion
Development of the Loop – Western Connection Road	about 2 km	Under construction	2027
First Phase Development of Yuen Long South NDA	about 2.2 km	Under construction	2028
Second Phase Development of Yuen Long South NDA	about 9.9 km	Partly under construction / partly at tendering stage	2032
Second Phase Development of Hung Shui Kiu/Ha Tsuen NDA	about 15 km	Under construction	2030
San Tin Technopole Phase 1 Stage 1 [Note 3]	about 8 km	Under construction	2031

- (2) Regarding bicycle parking spaces, to tie in with the planning of NDAs and new towns, in addition to providing an appropriate number of public bicycle parking spaces alongside cycle tracks, the TD is studying to include bicycle parking spaces as ancillary facilities within land uses and require suitable new development projects to provide sufficient bicycle parking spaces according to their land use and scale, further fostering a "bicycle-friendly" environment. The TD will also maintain communication with relevant local stakeholders (including the District Council) to understand the local demand for bicycle parking spaces.

At present, the design of “HKeMobility” does not feature a function to collect data regarding user demand for bicycle parking spaces. The TD plans to provide about 160 additional public bicycle parking spaces in Yuen Long Town Centre, Tin Shui Wai, and near the railway stations in the Yuen Long District in the coming years. The estimates and expenditures will be included in the relevant project estimates under respective departments.

Regarding the NDAs in the Yuen Long District, the planned number of bicycle parking spaces and the anticipated timetable for completion are as follows:

Project [Note 2]	Number of Bicycle Parking Spaces	Anticipated Timetable for Completion
First Phase Development of Yuen Long South NDA	about 200	2028
Second Phase Development of Yuen Long South NDA	about 1 000	2032
Second Phase Development of Hung Shui Kiu/Ha Tsuen NDA	about 2 200	2030
San Tin Technopole Phase 1 Stage 1 [Note 3]	about 500	2031

The Government will continue to monitor the usage of bicycle parking spaces, and conduct reviews and provide additional bicycle parking spaces in a timely manner.

Note 1: The Hung Shui Kiu/Ha Tsuen NDA has planned a Green Transit Corridor comprising a mass transit system, pedestrian walkways and cycle tracks to promote green mobility and low-carbon commuting.

Note 2: There is no separate breakdown for the estimates and expenditures of the relevant works. The relevant expenditures have been included in the overall estimates on infrastructure works projects.

Note 3: Regarding San Tin Technopole Phase 1 Stage 1, 3 works contracts have already commenced, while the remaining contracts will commence progressively.

- End -

CONTROLLING OFFICER'S REPLY**DEVB(W)088****(Question Serial No. 0739)**Head: (33) Civil Engineering and Development DepartmentSubhead (No. & title): (-) Not specifiedProgramme: (3) Provision of Land and InfrastructureControlling Officer: Director of Civil Engineering and Development (Michael H S FONG)Director of Bureau: Secretary for DevelopmentQuestion:

The main responsibilities of the Development Bureau in the current year include “steering the implementation of the Pier Improvement Programme (PIP)”. In this connection, please inform this Committee:

1. Please tabulate the names of the Phase 1 and Phase 2 PIP projects that are under construction or at the planning/design stage, the commencement dates of the planning and design work, the latest progress of the works, the estimated expenditure and the actual expenditure incurred;

Names of the Pier Projects	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditures

2. What is the composition of the Committee on Piers in terms of bureaux and departments? Has the Committee reviewed and planned the implementation strategy for the next phase? If yes, what are the details? If not, what are the reasons?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 26)

Reply:

1. The works progress of PIP projects that are under construction or at the planning/design stage are tabulated below:

Pier Improvement Project	Commencement Date of the Planning and Design Work	Latest Works Progress	Estimated and Actual Expenditures (\$ million)
Yung Shue Wan Public Pier	November 2017	Under construction, expected to be completed in 2026	157.40 (Approved estimate) (Actual expenditure to be confirmed)
Tai O Public Pier	May 2021		15.72 (Approved estimate) (Actual expenditure to be confirmed)
Sai Wan Jetty on Cheung Chau			30.85 (Approved estimate) (Actual expenditure to be confirmed)
Ma Nam Wat Pier	February 2022	Under construction, expected to be completed in 2027	45.97 (Approved estimate) (Actual expenditure to be confirmed)
Yung Shue O Jetty			31.20 (Approved estimate) (Actual expenditure to be confirmed)
Lai Chi Wo Pier	June 2018	Detailed design completed	Pending (Note 1)
Tung Ping Chau Public Pier			
Yim Tin Tsai Pier	February 2022	Detailed design in progress	Pending (Note 2)
Ap Chau Public Pier	May 2021		
Peng Chau Public Pier			
Sok Kwu Wan Pier No. 2			
Man Kok Tsui Pier			
Tap Mun Pier	August 2023	Investigation and preliminary design in progress	

Note 1: The implementation schedule will be subject to the priority and overall deployment of the Government's various public works projects. There is no specific timetable at this moment, and the project cost estimate cannot be provided.

Note 2: These piers are still under investigation and preliminary/detailed design.

2. The Committee on Piers is an inter-bureau and inter-departmental committee established and spearheaded by the Development Bureau (DEVB). In addition to the DEVB, committee members comprise the Agriculture, Fisheries and Conservation Department, the Environment and Ecology Bureau, the Environmental Protection Department, the Home

Affairs Department, the Civil Engineering and Development Department, the Tourism Commission, and the Transport Department. Representatives from the Transport and Logistics Bureau, the Financial Services and the Treasury Bureau, the Planning Department, and the Marine Department will also be invited to advise the Committee on an ad hoc basis when needed.

Since the launch of the PIP, among the 23 public piers under Phases 1 and 2 of the PIP, 10 piers have been completed and opened for public use. For the 5 piers currently under construction, works are expected to be completed progressively from 2026 to 2027. The remaining 8 piers are currently at the investigation and design stage. Subject to the priority and overall deployment of various government public works projects, the Government will submit funding application to the Legislative Council for individual pier projects as needed in a timely manner and will strive to complete the remaining piers under Phases 1 and 2 of the PIP. There is no plan to implement new projects in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)089

(Question Serial No. 1562)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

Despite a net decrease of 45 posts in the overall staff establishment, the estimate for “Salaries” under Subhead 000 Operational expenses has increased from the revised estimate of \$1.11 billion for the previous year to the estimate of \$1.138 billion for the coming year.

1. What are the specific reasons for such an increase in salary provision of nearly \$28 million?
2. In the context of a significant reduction in manpower (particularly under Stormwater Drainage), how much additional recurrent provision has the Department earmarked for outsourced cleansing and maintenance contracts in the coming year to maintain day-to-day flood prevention and drainage operations?

Asked by: Hon CHAN Han-pan (LegCo internal reference no.: 17)

Reply:

1. It is anticipated that the establishment of the Drainage Services Department (DSD) will decrease by 45 posts, from 2 028 posts as at 31 March 2026 to 1 983 posts as at 31 March 2027, thereby achieving a reduction in the relevant manpower expenditure. Nevertheless, the DSD will also need to meet additional manpower expenditure arising from other aspects in 2026-27, including the salary expenses for vacancies filled in 2026-27, the full-year effect in 2026-27 for vacancies filled in the preceding year, and salary increments for existing staff. After offsetting the savings achieved in the manpower expenditure due to post reduction, additional provision is still required. The estimate for salary expenses in 2026-27 is hence approximately \$28 million higher than the revised estimate for 2025-26.
2. The DSD has earmarked additional recurrent provision in 2026-27 for contract maintenance, including inspection, clearance and maintenance of additional drainage systems and flood prevention facilities, which represents an increase of approximately \$25 million over the revised estimate for 2025-26, to meet the growing demand for flood prevention and drainage operations in the coming year. Such expenditure is not related to the projected decrease of 45 posts in the DSD in 2026-27.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)090

(Question Serial No. 0382)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

It is stated under “Matters Requiring Special Attention in 2026-27” that the Government will continue to steer the implementation of the concept of “Rivers in the City” through river revitalisation projects and introduction of water bodies rejuvenation facilities. In this connection, would the Government inform this Committee of the following:

1. Please set out the projects on river revitalisation and water bodies rejuvenation facilities that the Government plans to launch or further advance in 2026-27, including the number of projects already commenced or expected to commence, their major scope of works, the latest timetable, and the financial provision involved;
2. What elements are generally included in river revitalisation works and water bodies rejuvenation facilities, such as engineered wetlands, landscaped decks, water-friendly walking tracks, cross-river pedestrian walkways, ecological walls, tidal pools, bird perches, water features, and intelligent water gates; and through these facilities, how will the Government address ecological restoration, improve water quality, and meet local residents' need for leisure and water-friendly activities, while maintaining or enhancing flood control and drainage capabilities; and
3. To tie in with the implementation of the concept of “Rivers in the City”, what specific measures will the Government adopt to further improve the water quality of rivers, address odour nuisance and reduce sewage discharge problems; (whether existing and new measures such as dry weather flow interception system, pollutant interception projects, ecological riverbed design, and artificial intelligence (AI) water level monitoring are implemented) if yes, what are the details?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 24)

Reply:

The Drainage Services Department (DSD) is committed to enhancing the flood control capabilities of drainage facilities, while proactively embracing the “Rivers in the City” concept to carry out river revitalisation works aimed at enhancing the ecological value of rivers, promoting water-friendly activities, improving the community environment, and increasing the connectivity between rivers and their surrounding environment for better integration.

1. In 2026-27, the DSD will continue with the following river revitalisation projects:

River revitalisation project	Scope of works	Commence-ment date of works	Anticipated completion date of river revitalisation works	Approved estimate for related river revitalisation works (\$ million)
Yuen Long Barrage Scheme	Implementation of a barrage scheme at the downstream of the Yuen Long Nullah, and revitalisation of a section of about 1 km of the Yuen Long Nullah between the Long Ping Station and the location of the barrage. Revitalisation works include renovating part of the nullah surface, introducing aquatic plants and landscape elements, and adding featured railings and viewing decks.	In 2023	In 2030	349.3
Improvement of Yuen Long Town Nullah (Town Centre Section)	Construction of a dry weather flow interception system, and revitalisation of a section of the Yuen Long Nullah of about 1 km between the Long Ping Station and the Shap Pat Heung Road. Revitalisation works include renovating part of the nullah surface, introducing aquatic plants and landscape elements, and adding featured railings and a viewing deck.	In 2023	In 2030	215.3
Revitalisation of Shek Sheung River near Ng Tung River	Revitalisation of a river section of about 480 m, which includes reconstruction of the river banks and embankments, resurfacing of the river bed, and associated landscaping and greening works.	In 2026	In 2027	28.6
Revitalisation of lower Lam Tsuen River near Kam Wo Bridge	Revitalisation of a river section of about 350 m, which includes construction of a viewing deck, and associated landscaping and greening works.	In 2026	In 2027	28.0

In addition, the DSD will carry out the design of revitalisation works for Tai Wai Nullah, Fo Tan Nullah, Middle Tuen Mun River Channel, and a section of Lam Tsuen River near Mui Shue Hang Playground (located at the midstream of Lam Tsuen River near the Tai Po Tau area). The estimated costs and implementation timetable of the relevant projects can only be provided upon completion of the detailed design.

2. In taking forward river revitalisation works, the DSD actively adopts the design concept of revitalising water bodies under “Blue-Green Drainage Infrastructure”. “Blue” broadly refers to rivers and water bodies while “Green” represents landscape greening. “Blue-Green Drainage Infrastructure” is an urban drainage system that interweaves the natural environment with community characteristics and modern functions. Through improvement works, the drainage capacity of rivers is enhanced, while environmental, ecological and landscaping elements are incorporated to inject vigour and vitality into rivers and the community. Such works include the addition of viewing decks, landscaping plants, pavilions and seats along rivers to create quality riverside public spaces for members of the public; the introduction of ecological installations in rivers such as ecological walls, tidal pools and bird perches to create favourable conditions for the river ecosystem and promote biodiversity; and the provision of cross-river pedestrian walkways and riverside promenades to enhance connectivity and accessibility of the pedestrian network within the area. By adopting the concept of “Blue-Green Drainage Infrastructure”, the DSD has realised the value of multi-functionality of rivers and water bodies, and enhanced the living environment of the community.
3. To further improve the water quality of rivers, the Government has been implementing various measures to reduce the discharge of pollution source into the stormwater drainage system, including tackling the problem at source by rectifying sewer misconnections, installing dry weather flow interception systems at suitable locations, and regulating improper discharge of polluted water at roadside. The DSD has also carried out regular clearance of rivers to reduce sludge accumulation and improve water quality. In addition, the DSD has applied Malodour Control Hydrogel to stormwater outfalls with odour problems as a temporary measure to mitigate odour.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)091

(Question Serial No. 0383)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

It is stated under “Matters Requiring Special Attention in 2026-27” that the Government will continue with the planning and upgrading of the stormwater drainage systems and implement by stages the proposed improvement works, and at the same time commence the design and construction of drainage improvement works for various districts. In this connection, would the Government inform this Committee of:

1. the implementation stages, the expected commencement and completion dates of works, with a breakdown by district/project, and the corresponding financial provision for each drainage improvement project scheduled for commencement in 2026-27 involving various districts such as North District, Ta Kwu Ling, Mong Kok and Kwun Tong;
2. the specific measures to be adopted at locations with high flooding risk across various districts to enhance flood prevention and drainage capabilities, and the expected level of reduced flood risk in the relevant districts; and
3. how the impact of the drainage improvement works on surrounding traffic conditions, commercial activities and residents' daily lives will be reduced during the construction period in urban Kowloon areas with a dense population such as Mong Kok and Kwun Tong?

Asked by: Hon CHEUNG Pui-kong (LegCo internal reference no.: 25)

Reply:

Our reply to the Member's question is as follows:

To combat extreme rainfall, the Drainage Services Department (DSD) has reviewed and formulated a territory-wide Drainage Master Plan in a timely and orderly manner to systematically examine the stormwater drainage facilities throughout the territory. Taking into account the topographical characteristics and constraints of different areas, the DSD has implemented the “three-pronged flood prevention strategy”, i.e. “stormwater interception in the upstream”, “flood storage in the midstream”, and “drainage improvement in the downstream”, which has proven to be effective in reducing the risk of flooding arising from heavy rainstorms. The DSD has also adopted a progressive adaptive approach with integrated strategies of “Adaptation”, “Resilience” and “Management” to cope with the potentially increasing flood risks under the impacts of climate change. For Adaptation, the

DSD will complete in phases from 2026 to 2030 the 14 drainage improvement projects currently under construction. For Resilience, the DSD will actively promote different types of flood barriers and assist property management companies of private premises in maintaining their drainage systems. For Management, the DSD will optimise the operation of the Emergency Control Centre, increase the number of emergency response teams to 200 with 32 emergency operation stations, and introduce powerful pumping robots to expedite the handling of flooding incidents, with a target completion time of 1 to 2 hours.

1&2. The DSD is currently carrying out 14 drainage improvement projects to enhance flood prevention and drainage capabilities:

Project no.		Project	Anticipated completion date	Specific measures
1	4190CD	Drainage improvement in Southern Hong Kong Island – package 2B	2026	Stormwater drains / drainage channels
2	4191CD	Drainage improvement works at Yuen Long – stage 2	2027	
3	4175CD	Drainage improvement works in Tsim Sha Tsui	2027	Stormwater drains / drainage channels and flood storage tanks
4	4192CD	Drainage improvement works in Kwun Tong – phase 1	2028	
5	4199CD	Drainage improvement works in Eastern District – phase 1	2028	Stormwater drains / drainage channels
6	4196CD	Drainage improvement works at North District – phase 1	2028	Stormwater drains / drainage channels, flood walls and flood storage tanks
7	4200CD	Drainage improvement works in Sha Tin and Sai Kung – phase 1	2029	
8	4201CD	Drainage improvement works in Tai Po – phase 1	2029	
9	4176CD	Drainage improvement works in Wong Tai Sin	2029	Stormwater drains / drainage channels and flood storage tanks
10	4197CD	Drainage improvement works in Mong Kok – phase 1	2029	
11	4198CD	Drainage improvement works in Kwun Tong – phase 2	2029	
12	4179CD	Drainage improvement works in Kowloon City	2030	Stormwater drains / drainage channels
13	4161CD	Improvement of Yuen Long Town Nullah (Town Centre Section)	2030	

Project no.		Project	Anticipated completion date	Specific measures
14	4178CD	Yuen Long Barrage Scheme	2030	Stormwater drains / drainage channels and flood walls

In addition, the DSD proposes to commence the “Drainage improvement works in Eastern District – remaining works” in 2026-27, including the construction of a drainage tunnel of about 3.6 kilometres in length and about 5 metres in diameter at the upstream areas of Shau Kei Wan and Chai Wan. The tunnel will intercept and divert stormwater runoff from the upstream areas directly to the sea, hence reducing stormwater inflow into the downstream areas of Shau Kei Wan and Chai Wan, and effectively mitigating the flooding risk in those districts. At present, the DSD is inviting tenders for the project in parallel, and the returned tender price will be reflected in the estimated cost of the project. The DSD plans to submit a funding application to the Finance Committee (FC) of the Legislative Council in 2026. Subject to the approval of the application by the FC, the DSD will commence the works as soon as possible for target completion in around 5 years.

The DSD will also continue with the design of drainage improvement works in North District, Ta Kwu Ling, Tai Po, Yuen Long, Tuen Mun, Tsuen Wan, Kwai Tsing, Sha Tin and Sai Kung, Mong Kok, Kwun Tong and Mui Wo. Upon completion of the design for the relevant projects, the DSD will estimate the project costs and formulate the implementation timetables, and implement the projects concerned in due course. The Government will continue to take forward various projects in a steady and prudent manner, and will formulate the project implementation strategies and timetables in light of the progress of the projects and people’s livelihood needs, as well as the priority and overall plan of the Government’s various land development and infrastructure projects.

- Due to the dense population and heavy traffic in urban Kowloon areas such as Mong Kok and Kwun Tong, the DSD has set up Traffic Management Liaison Groups to maintain close communication with relevant departments and formulate temporary traffic management measures. The DSD will also conduct traffic impact assessments for the drainage improvement works and adopt trenchless method on the appropriate road sections, such as Cornwall Street in Kowloon Tong and Wai Yip Street in Kwun Tong, to minimise traffic impacts during construction. In addition, in order to minimise the impact on nearby commercial activities and residents’ daily lives during the construction period, the DSD will implement appropriate environmental mitigation measures under the works contracts. The specific measures include the use of temporary noise barriers, silencers and low-noise construction equipment for noise reduction; frequent cleaning and water spraying at the sites, and the provision of wheel-washing facilities for dust control; and the use of temporary drains to collect site runoff for on-site treatment. Furthermore, the DSD will carry out regular site inspections to ensure the proper implementation of the above mitigation measures and the adoption of appropriate construction methods at the sites.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)092

(Question Serial No. 1218)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

The Drainage Services Department (DSD) has been formulating drainage master plans for rural areas and addressing flood risks in the New Territories in the long term through river training works, village flood protection schemes and drainage improvement works. In this connection, would the Government inform this Committee:

1. of the annual expenditures incurred by the DSD on implementing river training works in flood-prone areas in the northern New Territories in each of the past 3 years; the overall completion progress of such works as at end-February 2026; the number of projects yet to be completed; and the anticipated completion date of all projects;
2. in respect of the village flood protection schemes for safeguarding low-lying villages, of the expenditures involved in the past 3 years; the number of villages covered by the schemes; the number of villages where flood protection works have been completed to date; the number of villages where works are still underway or pending; and the anticipated date for all the schemes to be fully completed; and
3. of the annual expenditures incurred by the DSD on implementing drainage improvement works in the New Territories in the past 3 years; the number of projects completed in 2025-26; the number of projects currently under construction; and the anticipated completion date for all such projects?

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 32)

Reply:

Since its establishment in 1989, the Drainage Services Department (DSD) has been formulating drainage master plans for the northern New Territories and rural areas and implementing long-term improvement measures including, inter alia, river training works, in particular those targeting the districts prone to flooding in the northern New Territories, and village flood protection schemes aimed at protecting low-lying villages. So far, in the New Territories, the DSD has not only completed river training works involving some 110 kilometres of channels, but also implemented 27 village flood protection schemes for low-lying villages. Through the implementation of these projects, the flood risk of the districts concerned has been significantly reduced. The DSD has been monitoring the drainage

performance of these river channels and the drainage systems in low-lying villages, with a view to taking forward the necessary flood control works and safeguarding public safety.

- 1.- 3. In the past 3 years, the DSD proactively carried out 6 drainage improvement projects in the New Territories (including the northern New Territories and rural areas), and the details are as follows:

District	Project	Main scope of works	Progress	Annual expenditure (\$ million)		
				2023-24	2024-25	2025-26 (Revised Estimate)
North	Drainage improvement works at North District – phase 1	A flood storage tank, a stormwater pumping station, flood walls, drainage channels and stormwater drains	Works commenced in August 2023 and are anticipated to be completed in 2028	20.5	82.9	228.1
Yuen Long	Drainage improvement works at Yuen Long – stage 1	Drainage channels and stormwater drains	Works commenced in October 2020 and completed in March 2023	22.1	10.5	1.2
	Drainage improvement works at Yuen Long – stage 2	Drainage channels and stormwater drains	Works commenced in May 2023 and are anticipated to be completed in 2027	40.0	145.6	203.8
	Yuen Long Barrage Scheme	A barrage, a stormwater pumping station, flood walls and drainage channels	Works commenced in May 2023 and are anticipated to be completed in 2030	157.9	535.8	688.7

District	Project	Main scope of works	Progress	Annual expenditure (\$ million)		
				2023-24	2024-25	2025-26 (Revised Estimate)
Tai Po	Drainage improvement works in Tai Po – phase 1	A flood storage tank, a stormwater pumping station, flood walls, drainage channels and stormwater drains	Works commenced in August 2024 and are anticipated to be completed in 2029	-	26.0	156.6
Sha Tin and Sai Kung	Drainage improvement works in Sha Tin and Sai Kung – phase 1	A flood storage tank, a stormwater pumping station, flood walls, drainage channels and stormwater drains	Works commenced in August 2024 and are anticipated to be completed in 2029	-	16.8	95.6

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)093

(Question Serial No. 1219)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

It is stated in the 2026-27 Budget that the Drainage Services Department (DSD) will enhance its smart flood forecast and alert system. In addition, the DSD will develop an artificial intelligence (AI) large vision-language model to analyse the images captured by street cameras, thereby speeding up emergency response. The Government has also set up the AI Efficacy Enhancement Team, and allocated \$100 million for introducing leading technologies from the industry so as to accelerate digital intelligence transformation of the Government. In this connection, would the Government inform this Committee of:

1. the full list of AI flood forecasting and monitoring systems currently being used or developed by the DSD (including those developed in collaboration with local and Mainland scientific research institutions);
2. the total expenditures on the research and development (R&D) of each of the above-mentioned systems (inclusive of the costs paid to universities for R&D work), with a breakdown by system name and R&D stage;
3. the amounts of provision earmarked in the past year by the DSD for the estimated expenditure on system optimisation and maintenance of each of the above-mentioned systems; and
4. the actual amount allocated to the DSD for strengthening its existing flood forecast and alert system, out of the above-mentioned \$100 million provision for “digital intelligence transformation”?

Asked by: Hon FAN Hoi-kit, Alex (LegCo internal reference no.: 33)

Reply:

Our reply to the Member's question is as follows:

To cope with the flooding threats brought by extreme weather, the Drainage Services Department (DSD) has proactively applied innovative technologies in drainage works in recent years to implement the just-in-time clearance arrangement to reduce flood risk. The DSD has proactively developed various Artificial Intelligence (AI) systems. Currently, systems that are being used or developed by the DSD include the AI Flood Monitoring System and the Smart Flood Forecast and Alert System. Details of the two systems, including

partner organisations, expenditures on research and development, as well as system optimisation and maintenance, are set out as follows:

Smart Flood Forecast and Alert System

To break through the limitations of traditional hydraulic models that requiring a long time for computation, the DSD's in-house team developed the Mosaic Model Map (M³), a real-time territorial flood risk system, in 2024. Since 2025, the system has been adopted for flood risk assessments, enabling forecasts of flood risks in coastal low-lying or windy residential areas ahead of Severe or Super Typhoons, thereby facilitating advance preparations. As the system was developed and is operated by departmental staff under internal staff establishment, no additional costs are involved. To further enhance flood forecast and alert capabilities, the DSD is now collaborating with the South China University of Technology to develop the Smart Flood Forecast and Alert System, which integrates big data and advanced AI technologies to support the DSD in taking specific preventive measures and planning emergency response actions. The system is scheduled for trials in mid-2026 at 3 locations, including Lam Tsuen River in Tai Po, Wan Chai, and Tsui Ping River in Kwun Tong, enabling pre-emptive prevention and strategic emergency response to possible flooding. The development cost is estimated at around \$1.3 million, which covers the operational expenditure at the 3 trial locations in 2026-27.

AI Flood Monitoring System

The DSD, in collaboration with The Hong Kong University of Science and Technology, successfully developed the AI Flood Monitoring System in 2024 by leveraging an AI large vision-language model. The system has been piloted in areas such as Chatham Road South in Tsim Sha Tsui, Tai Kiu Tsuen and Tung Tau Wai Village in Yuen Long, where images captured by road closed-circuit television (CCTV) cameras are collected to detect and analyse street flooding using AI. Upon detection of flooding, the system instantly issues an alert to facilitate the prompt deployment of emergency response teams by the DSD to handle flooding incidents. Afterwards, the DSD worked with the Hong Kong Police Force (HKPF) to expand the coverage of the AI Flood Monitoring System. The system is now connected to over 300 CCTV cameras under the "SmartView" initiative of the HKPF, strengthening the DSD's effectiveness in responding to extreme weather. The development cost of the system is approximately \$6 million, with an annual operational expenditure of about \$1.4 million.

The development and operational expenditures incurred by the 2 aforementioned systems are not funded under the \$100 million provision proposed in the Budget to accelerate digital intelligence transformation of the Government. The DSD has earmarked funding to cover the expenditure on both systems.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)094

(Question Serial No. 0183)

Head: (39) Drainage Services Department

Subhead (No. & title): Not specified

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

Regarding the expenditure on enhancing the smart flood forecast and alert system of the Drainage Services Department, would the Government inform this Committee of the following:

- (a) It is learnt that artificial intelligence (AI) has already been applied to smart flood forecasting, including the use of the self-developed Hydrometric Information System, and the installation of over 300 water level sensors and rain gauges across various districts. What is the annual expenditure since its commissioning, and how is the effectiveness of the technology assessed (including whether losses caused by flood have been reduced and whether emergency response time has changed); and
- (b) What is the amount of the dedicated funding earmarked for “enhancing the smart flood forecast and alert system” in the 2026-27 Budget, and what is the expected reduction in emergency response time?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 3)

Reply:

Our reply to the Member's question is as follows:

The Drainage Services Department (DSD) has proactively applied innovative technologies in drainage works in recent years to implement the just-in-time clearance arrangement to reduce flood risk. In order to cope with the flooding threats induced by extreme weather, the DSD has proactively developed various systems to support departmental staff in flood monitoring and forecasting, including the Hydrometric Information System, the Smart Flood Forecast and Alert System, and the Artificial Intelligence (AI) Flood Monitoring System.

Hydrometric Information System

The DSD's existing Hydrometric Information System comprises over 300 water level sensors and rain gauges, providing real-time monitoring of water levels in main rivers or drainage channels, as well as rainfall across various districts. These data are instantly sent to the Hydrometric Information System, enabling DSD staff to monitor real-time water levels and rainfall via their mobile phones, so that timely and appropriate contingency measures can be

taken. Since 2024, the DSD has further extended the system to cover monitoring of flooding at road sections by installing smart sensors known as “Flood Monitoring Devices” along selected carriageways. So far, more than 100 “Flood Monitoring Devices” have been installed to monitor real-time water level on the roads. When the water level of main rivers or drainage channels, or the water level on the roads, has reached the warning level, the monitoring devices will immediately alert the DSD and relevant government departments. The DSD will deploy emergency response teams to inspect and clear blocked drains to reduce the risk of flooding. In 2025-26, the operational expenditure of the Hydrometric Information System and the Flood Monitoring Devices was about \$4 million, and it is estimated that the subsequent annual operational expenditure will be similar.

Smart Flood Forecast and Alert System

To break through the limitations of traditional hydraulic models that requiring a long time for computation, the DSD’s in-house team developed the Mosaic Model Map (M³), a real-time territorial flood risk system, in 2024. Since 2025, the system has been adopted for flood risk assessments, enabling forecasts of flood risks in coastal low-lying or windy residential areas ahead of Severe or Super Typhoons, thereby facilitating advance preparations. As the system was developed and is operated by departmental staff under internal staff establishment, no additional costs are involved. To further enhance flood forecast and alert capabilities, the DSD is now collaborating with the South China University of Technology to develop the Smart Flood Forecast and Alert System, which integrates big data and advanced AI technologies to support the DSD in taking specific preventive measures and planning emergency response actions. The system is scheduled for trials in mid-2026 at 3 locations, including Lam Tsuen River in Tai Po, Wan Chai, and Tsui Ping River in Kwun Tong, enabling pre-emptive prevention and strategic emergency response to possible flooding. The development cost is estimated at around \$1.3 million, which covers the operational expenditure at the 3 trial locations in 2026-27.

AI Flood Monitoring System

The DSD, in collaboration with The Hong Kong University of Science and Technology, successfully developed the AI Flood Monitoring System in 2024 by leveraging an AI large vision-language model. The system has been piloted in areas such as Chatham Road South in Tsim Sha Tsui, as well as Tai Kiu Tsuen and Tung Tau Wai Village in Yuen Long, where images captured by road closed-circuit television (CCTV) cameras are collected to detect and analyse street flooding using AI. Upon detection of flooding, the system instantly issues an alert to facilitate the prompt deployment of emergency response teams by the DSD to handle flooding incidents. Afterwards, the DSD worked with the Hong Kong Police Force (HKPF) to expand the coverage of the AI Flood Monitoring System. The system is now connected to over 300 CCTV cameras under the “SmartView” initiative of the HKPF, enhancing the DSD’s effectiveness in responding to extreme weather. The development cost of the system is approximately \$6 million, with an annual operational expenditure of about \$1.4 million.

The DSD currently performs real-time monitoring of water levels in rivers, conducts flood forecast and monitors flooding conditions at carriageways separately through the 3 aforementioned systems, thereby making advance preparations. In 2025, most flooding cases could be resolved within 1 to 2 hours.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)095

(Question Serial No. 0398)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

In recent years, the Drainage Services Department (DSD) has been actively taking forward the concept of “Rivers in the City” by enhancing flood prevention capacity through river revitalisation works and incorporating ecological and water-friendly elements to improve the community environment. Regarding the progress of the revitalisation works for Shing Mun River and Lam Tsuen River, would the Government inform this Committee of the following:

1. In 2026-27, how much provision has been earmarked by the DSD for advancing the flood prevention and revitalisation works for Shing Mun River and Lam Tsuen River respectively; and what is the percentage change as compared with the revised estimate for 2025-26;
3. In 2026-27, has the DSD earmarked provision for conducting revitalisation studies for the midstream of Lam Tsuen River (such as the Tai Po Tau area), or for commencing related works; if so, what are the estimated expenditure and the anticipated completion timetable involved;
4. In the revitalisation works for Shing Mun River and Lam Tsuen River, will consideration be given to constructing new water-friendly leisure facilities such as riverside walkways, viewing decks, eco-educational areas or water sports facilities, with a view to creating water-friendly attractions in the community; if so, what are the specific facilities and the estimated expenditure involved; and
5. What were the actual expenditures incurred by the DSD on river revitalisation and related environmental beautification works as a whole in each of the past 3 financial years (from 2023-24 to 2025-26); and what is the relevant estimated expenditure for 2026-27?

Asked by: Hon LEE Tsz-king, Dominic (LegCo internal reference no.: 13)

Reply:

The Drainage Services Department (DSD) is committed to enhancing the flood control capabilities of drainage facilities, while proactively embracing the “Rivers in the City” concept to carry out river revitalisation works aimed at enhancing the ecological value of rivers, promoting water-friendly activities, improving the community environment, and increasing the connectivity between rivers and their surrounding environment for better integration.

1. The DSD is currently carrying out drainage improvement works for Shing Mun River in Sha Tin and Lam Tsuen River in Tai Po, including the construction of flood walls along these rivers to reduce flood risk on both sides of the channels. Under the concept of “Rivers in the City”, the DSD also enhances the drainage capacity of the rivers while incorporating environmental and landscaping elements in the revitalisation of a section of Lower Lam Tsuen River near Kam Wo Bridge to foster a better living environment for the community. As regards the flood prevention works for Shing Mun River, the revised expenditure for 2025-26 and the estimated expenditure for 2026-27 are about \$31 million and \$50 million respectively. As for the flood prevention and revitalisation works at Lam Tsuen River, the revised expenditure for 2025-26 and the estimated expenditure for 2026-27 are about \$32 million and \$56 million respectively.

3.&4.

In 2026-27, the DSD plans to commence the design of revitalisation works for a section of Lam Tsuen River near Mui Shue Hang Playground (located at the midstream of Lam Tsuen River near the Tai Po Tau area). The DSD will continue to maintain close communication with relevant stakeholders and listen to their views during the design stage of the project to design appropriate water-friendly leisure facilities for better integration between rivers and their surrounding environment. Subject to the progress of the detailed design and other relevant preparatory work (e.g. processing land matters and conducting district consultation), the DSD will commence the relevant works in due course. Since the DSD will deploy its existing professional and technical staff to carry out the design work concerned, no additional expenditure will be involved.

The DSD is currently undertaking river revitalisation works for Lower Lam Tsuen River near Kam Wo Bridge. The scope of works mainly includes the revitalisation of a river section of about 350 metres, the construction of a viewing deck, and associated landscaping and greening works, with an aim to enhancing the environment of the river section and its surroundings. The estimated expenditure for the project is about \$28 million.

5. In the past 3 years and in 2026-27, the DSD’s expenditures on river revitalisation and related environmental beautification works are as follows:

Year	2023-24	2024-25	2025-26 (Revised estimate)	2026-27 (Estimate)
Expenditure (\$ million)	213	323	138	22 (Note)

Note: Revitalisation of Tsui Ping River, which is of a relatively large scale, was largely completed in 2025, and only some relatively small-scale river revitalisation projects,

including Revitalisation of Lower Lam Tsuen River near Kam Wo Bridge, will be carried out in 2026-27. Meanwhile, for some sizeable flood control and river revitalisation projects, such as Improvement of Yuen Long Town Nullah (Town Centre Section) and Yuen Long Barrage Scheme, the relevant river revitalisation works will only commence in or after 2027-28 based on their current works progress. Accordingly, the estimated expenditure on river revitalisation works in 2026-27 is lower than those in the past 3 years.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)096

(Question Serial No. 0505)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

With extreme weather events becoming increasingly frequent, there is a rising risk of flash flooding in many parts of Hong Kong due to heavy rainstorms. Regarding the flood prevention work of the Drainage Services Department (DSD), would the Government inform this Committee:

- (a) of the number of flooding reports received by the DSD (with a breakdown by District Council district, location, date, and whether “Mobile Powerful Pumping Robots” were deployed) in the past 3 years;
- (b) of the staff establishment of (i) DSD personnel and (ii) personnel engaged by outsourced contractors for handling flooding incidents, and the respective expenditures on salaries, operations, equipment and supplies in the past 3 years;
- (c) of the (i) locations and (ii) handling capacities of completed stormwater drainage systems and stormwater storage tanks in the past 5 years;
- (d) of the (i) locations, (ii) handling capacities and (iii) anticipated completion dates of stormwater drainage systems and stormwater storage tanks under construction or nearing completion this year and in the next 5 years;
- (e) given that in recent years eastern areas such as Chai Wan and Tseung Kwan O have frequently been affected by flooding induced by heavy rainstorms, and the Hong Kong Observatory’s Distribution Map of Mean Annual Rainfall in Hong Kong (1991-2020) also shows persistently higher rainfall in those areas, whether the DSD will carry out additional projects for stormwater drainage system and stormwater storage tanks to enhance the handling capacities there; if yes, of the locations, project timetables, handling capacities and costs; if not, of the reasons;
- (f) of the current effectiveness of the DSD’s Pilot Scheme on Wading Line System; if the results are satisfactory, whether the scheme will be regularised and expanded to more locations (if so, please provide a breakdown by District Council district); and if the results are unsatisfactory, how will the Scheme be optimised;
- (g) of the staff establishment, and the respective expenditures on salaries, operations, equipment and supplies involved in the management of Flood Monitoring Devices and monitoring system of the Wading Line System mentioned above; and

(h) of the grades, posts and salary expenditures involved in achieving an estimated net decrease of 43 posts under Programme (1) in 2026-27; and how will the DSD ensure that its manpower can cope with a potentially increasing flood prevention workload?

Asked by: Hon NG Chau-pei, Stanley (LegCo internal reference no.: 29)

Reply:

Our reply to the Member's question is as follows:

- (a) In the past 3 years, the Drainage Services Department (DSD) confirmed 312 flooding cases, and the information is consolidated as follows:

District	2023	2024	2025	No. of turnouts of powerful pumping robots in 2025*
Central and Western	1	0	8	2
Wan Chai	5	0	0	0
Eastern	17	2	4	3
Southern	8	0	7	2
Yau Tsim Mong	8	0	1	0
Sham Shui Po	8	0	2	0
Kowloon City	5	0	1	0
Wong Tai Sin	3	0	6	2
Kwun Tong	7	5	7	4
Tsuen Wan	0	0	4	0
Tuen Mun	3	0	3	2
Yuen Long	32	2	14	5
North	10	9	11	4
Tai Po	10	3	18	4
Sai Kung	18	15	12	6
Sha Tin	9	6	7	2
Kwai Tsing	2	1	3	0
Islands	4	5	6	1
Total	150	48	114	37

* In 2025, the DSD introduced mobile powerful pumping robots (including “Long Xi Shui” and “Xiao Yu” series), which were deployed 37 times in total during the year, with “Long Xi Shui” accounting for 28 of these deployments.

- (b) The DSD regularly inspects and clears drainage channels, with enhanced inspections and clearance for those more prone to blockage, so as to reduce the risk of flooding. In addition, the DSD has implemented the “just-in-time clearance” arrangement. Under this arrangement, when the Hong Kong Observatory forecasts severe rainstorms, the DSD will proactively deploy manpower to inspect about 240 locations which are prone to blockage, and clear any blocked drains to reduce the risk of flooding during heavy rainstorms. During periods of severe rainstorms (for instance, when the Red or Black Rainstorm Warning Signal or the Special Announcement on Flooding in the northern New Territories is issued), the DSD will activate its Emergency Control Centre, deploy

additional emergency response teams to handle flooding incidents, and inspect locations which are prone to blockage to reduce the risk of flooding. To further enhance the emergency response capabilities, the DSD has substantially increased the maximum number of emergency response teams from 160 in 2024 to 200 (about 750 staff members in total) in 2025, and introduced powerful pumping robots in 2025 to enhance the efficiency of handling flooding incidents. The DSD also internally deploys the staff required for supervising and coordinating contractors in handling flooding cases. After heavy rainstorms, the DSD will immediately carry out inspections and clearance at locations that are prone to blockage to ensure smooth operation of the drainage systems. When a typhoon signal is about to be lowered, the DSD will even deploy staff to inspect around 80 main river sections and take necessary follow-up actions, as well as implement proper precautionary measures against further rainstorms.

The DSD's major expenditure on handling flooding incidents in the past 3 years are as follows:

Year	2023-24	2024-25	2025-26 (Revised estimate)
Major expenditure on handling flooding (\$ million)	10	21	49

Note: The expenditure incurred by contractors for handling flooding is calculated on an all-inclusive basis, covering the expenditure on salaries, operations, equipment and supplies. Hence, a breakdown of the expenditure involved is not available, and the above major expenditure is provided on a lump sum basis. As for the DSD, its existing staff members are responsible for handling flooding incidents in addition to their other duties, so we are unable to provide the information on the specific manpower expenditure involved in the work.

(c)&(d)

To combat extreme rainfall, the DSD has reviewed and formulated a territory-wide Drainage Master Plan in a timely and orderly manner to systematically examine the stormwater drainage facilities throughout the territory. Taking into account the topographical characteristics and constraints of different areas, the DSD has implemented the “three-pronged flood prevention strategy”, i.e. “stormwater interception in the upstream”, “flood storage in the midstream”, and “drainage improvement in the downstream”, which has proven to be effective in reducing the risk of flooding arising from heavy rainstorms.

In the past 5 years, the locations and functions of the stormwater drainage systems completed by the DSD are tabulated as follows, and construction of stormwater storage tanks is not involved in these projects:

Project	Location and function of stormwater drainage system	Completion date
1. West Kowloon drainage improvement – Inter-reservoirs Transfer Scheme	Construction of a drainage tunnel from the Kowloon Byewash Reservoir (KBR) to the Lower Shing Mun Reservoir (LSMR) to transfer the stormwater collected at the KBR to the LSMR, thereby reducing overflow from the KBR and increasing local yield, while reducing the discharge of stormwater into the drainage system of Lai Chi Kok area.	2022
2. Drainage improvement in Northern New Territories – package B (remaining works)	Construction of stormwater drains at Ho Sheung Heung Road in Sheung Shui so as to enhance the flood protection capability of the district.	2022
3. Drainage improvement works at Ngong Ping	Construction of stormwater drains at Ngong Ping in Lantau Island so as to enhance the flood protection capability of the area.	2023
4. Drainage improvement works at Yuen Long – stage 1	Construction of stormwater drains at Tai Tseng Wai in Wang Chau; and construction of drainage channels and stormwater drains at Shui Tsiu San Tsuen, Ho Lik Pui and Shan Ha Tsuen in Shap Pat Heung so as to enhance the flood protection capability of the district.	2023
5. Revitalization of Tsui Ping River	Revitalization of the existing nullah adjacent to King Yip Street in Kwun Tong, and reconstruction/strengthening of nullah structures, so as to enhance the flood protection capability of the district.	2024
6. Drainage improvement in Southern Hong Kong Island – package 2A	Construction of stormwater drains along the horse trail and walking trail uphill of Pok Fu Lam Village, as well as along Chi Fu Road to address the flooding blackspot at Pok Fu Lam Village so as to enhance the flood protection capability of the district.	2024

The locations, functions and anticipated completion dates of DSD's stormwater drainage systems and stormwater storage tanks under construction or nearing completion in 2026 and the next 5 years are tabulated as follows:

Project	Location and function of stormwater drainage system and stormwater storage tank	Anticipated completion date
1. Drainage improvement in Southern Hong Kong Island – package 2B	Construction of stormwater drains in Tin Wan, Aberdeen, Ap Lei Chau, Wong Chuk Hang, Shouson Hill, Stanley and the Peak so as to enhance protection capability of the district.	2026
2. Drainage improvement works in Tsim Sha Tsui	Construction of a stormwater storage tank with a capacity of about 18 000 m ³ at the Urban Council Centenary Garden in Tsim Sha Tsui, to intercept and temporarily store the majority of upstream stormwater during heavy rainstorms, with discharge to the downstream only after the peak flow, so as to address the flooding blackspot at Chatham Road South (between Granville Road and Austin Avenue) in Tsim Sha Tsui; and construction of stormwater drains at Chatham Road South, Kimberly Road, Observatory Road, Granville Road, Granville Square and Cameron Road so as to enhance the flood protection capability of the district.	2027
3. Drainage improvement works at Yuen Long – stage 2	Construction of drainage channels in Tai Wo and Sung Shan New Village; and construction of drainage channels and stormwater drains in Shan Ha Tsuen, Ha Che and Lin Fa Tei, so as to enhance the flood protection capability of the area.	2027
4. Drainage improvement works in Kwun Tong – phase 1	Construction of a stormwater storage tank with a capacity of about 64 000 m ³ at Sau Nga Road Playground in Kwun Tong, to intercept and temporarily store the majority of upstream stormwater during heavy rainstorms, with discharge to the downstream only after the peak flow; and construction of stormwater drains at the nearby roads (including Hip Wo Street) so as to enhance the drainage capacity of the existing stormwater drainage system in Tsui Ping Road, Kai Lim Road, the nearby Kwun Tong Road and Tsui Ping River, and mitigate the flood risks in the said areas.	2028

Project	Location and function of stormwater drainage system and stormwater storage tank	Anticipated completion date
5. Drainage improvement works at North District – phase 1	Construction of a stormwater storage tank with a capacity of about 10 000 m ³ and a stormwater pumping station at Kong Ha and Sha Tau Kok Town, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge into the Starling Inlet via the stormwater pumping station; and construction or improvement of stormwater drains, drainage channels and flood walls at Kong Ha, Sha Tau Kok Town, Kai Fong Garden, Shek Kiu Tau, Hang Tau, Kwu Tung Road and Tin Ping Shan Tsuen (near Man Kok Village in Sheung Shui Wai), so as to enhance the flood protection capability of the district.	2028
6. Drainage improvement works in Eastern District – phase 1	Construction of stormwater drains at Kam Hong Street and Java Road in North Point, Yee Shun Street and Kam Yuen Lane in Chai Wan, Mount Parker Road in Quarry Bay, Wang Wa Street, Shau Kei Wan Main Street East and A Kung Ngam Road in Shau Kei Wan so as to enhance the flood protection capability of the district.	2028
7. Drainage improvement works in Wong Tai Sin	Construction of a stormwater storage tank with a capacity of about 47 000 m ³ at Morse Park in Wong Tai Sin, to intercept and temporarily store the stormwater conveyed through the section of Lung Cheung Road in Wong Tai Sin during heavy rainstorms, with discharge into the downstream Kai Tak River only after the peak flow; construction of stormwater drains at Wing Chuk Street, Chuk Yuen Road, Ma Chai Hang Road, Fung Mo Street and Wong Tai Sin Road; and rehabilitation of stormwater drains at Po Kong Village Road so as to enhance the drainage capacity of the relevant stormwater drainage system and reduce the flood risks in the vicinity of Lung Cheung Road near Shatin Pass Road.	2029

Project	Location and function of stormwater drainage system and stormwater storage tank	Anticipated completion date
8. Drainage improvement works in Mong Kok – phase 1	Construction of a stormwater storage tank with a capacity of about 49 000 m ³ at Shek Kip Mei Park, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge to the downstream stormwater drainage system in the vicinity of Boundary Street and Nathan Road only after the peak flow; and construction of stormwater drains at Cornwall Street, Tai Hang Tung Road and Embankment Road so as to enhance the drainage capacity of the relevant stormwater drainage system and reduce the flood risks in the vicinity of Mong Kok near Boundary Street and Nathan Road.	2029
9. Drainage improvement works in Kwun Tong – phase 2	Construction of a stormwater storage tank with a capacity of about 25 000 m ³ at Hoi Bun Road Park in Kwun Tong, and construction of a stormwater pumping station at Kwun Tong Promenade, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge into Kwun Tong Typhoon Shelter via the stormwater pumping station; and construction of stormwater drains in the vicinity of Kwun Tong Road, Ngau Tau Kok Road, Hang Yip Street, Wai Yip Street and Hoi Bun Road so as to enhance the drainage capacity of the relevant stormwater drainage system and reduce the flood risks in the vicinity of Kwun Tong near Ngau Tau Kok Station.	2029

Project	Location and function of stormwater drainage system and stormwater storage tank	Anticipated completion date
10. Drainage improvement works in Sha Tin and Sai Kung – phase 1	Construction of a stormwater storage tank with a capacity of about 8 600 m ³ and a stormwater pumping station at Sha Tin Park, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge into Shing Mun River via the stormwater pumping station; construction of stormwater drains at Pak Hok Ting Street, Sha Tin Centre Street, Yi Ching Lane and Tai Po Road – Sha Tin in Sha Tin, and Po Lo Che Road in Sai Kung; improvement of drainage channels at Wong Chuk Yeung Village in Sha Tin; and construction of flood walls along Shing Mun River and at Kau To Hang in Sha Tin to enhance the flood protection capability of the districts.	2029
11. Drainage improvement works in Tai Po – phase 1	Construction of an underground stormwater storage tank with a capacity of about 25 000 m ³ and a stormwater pumping station at Tai Po Old Market Playground, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge into Lam Tsuen River via the stormwater pumping station; construction of stormwater drains at Ting Kok Road, Tai Po Tai Wo Road, Chui Lok Street, Chui Wo Lane, Kau Hui Chik Street, Mei Sun Lane and Po Nga Road in Tai Po, and San Uk Pai Tsuen in Lam Tsuen Valley; improvement of drainage channel at Sha Pa in Lam Tsuen Valley; and construction of flood walls along Lam Tsuen River in Tai Po so as to enhance the flood protection capability of the district.	2029
12. Improvement of Yuen Long Town Nullah (Town Centre Section)	Construction of a dry weather flow interception system at the Yuen Long Nullah; strengthening the structure of a section of the Yuen Long Nullah (Town Centre Section); and revitalisation of a section of the Yuen Long Nullah between the Long Ping Station and the Shap Pat Heung Road.	2030

Project	Location and function of stormwater drainage system and stormwater storage tank	Anticipated completion date
13. Yuen Long Barrage Scheme	Construction of a flood barrier and a stormwater pumping station at the Yuen Long Nullah, modification of the Yuen Long Nullah and drainage improvement works at the intersection of the Yuen Long Nullah and the Yuen Long Bypass Floodway, and construction of drainage channels, so that at times of heavy rainstorms and relatively high water level in the downstream of the Yuen Long Nullah, the flood barrier will be activated to prevent backflow from downstream of the Yuen Long Nullah, while the stormwater pumping station will also be activated to pump the stormwater from the Yuen Long Nullah to the downstream; improvement of flood walls along the Kam Tin River; construction of flood walls along the Yuen Long Nullah and the Sham Chung River so as to enhance the flood protection capability of the district; and revitalisation of the Yuen Long Nullah between the Long Ping Station and the location of the barrage.	2030
14. Drainage improvement works in Kowloon City	Construction of a stormwater storage tank with a capacity of about 75 000 m ³ and a stormwater pumping station at Argyle Street Playground in Kowloon City, to intercept and temporarily store the stormwater during heavy rainstorms, with discharge to the downstream stormwater drainage system in the vicinity of Sung Wong Toi Road and Mok Cheong Street via the stormwater pumping station only after the peak flow; and construction of stormwater drains at Olympic Avenue, Kowloon City Road and Ma Tau Kok Road in To Kwa Wan, and Baker Street, Lo Lung Hang Street, Bulkeley Street and Dock Street in Hung Hom to enhance the flood protection capability of the district.	2030

- (e) To improve the insufficient capacity of the drainage system in the Eastern District, the DSD commenced “Drainage improvement works in Eastern District – phase 1” in August 2024 (see item 6 in the table above), which comprises the upgrading of stormwater drains in North Point, Chai Wan, Quarry Bay and Shau Kei Wan, scheduled

for completion in 2028. In addition, to further reduce the flood risk of the Eastern District, the DSD proposes to implement “Drainage improvement works in Eastern District – remaining works”, including the construction of a drainage tunnel of about 3.6 kilometres in length and about 5 metres in diameter at the upstream areas of Shau Kei Wan and Chai Wan. The tunnel will intercept stormwater at the upstream areas for diversion and direct discharge into the sea, reducing stormwater inflow into the downstream areas of Shau Kei Wan and Chai Wan. Upon completion, flood protection level of the stormwater drainage system in the areas concerned will be enhanced. At present, the DSD is inviting tenders for the project in parallel, and the returned tender price will be reflected in the estimated cost of the project. The DSD plans to submit a funding application to the Finance Committee (FC) of the Legislative Council in 2026. Subject to the approval of the application by the FC, the DSD will commence the works as soon as possible for target completion in around 5 years.

As regards Tseung Kwan O, the DSD has just completed the “Review of Drainage Master Plan in Tseung Kwan O – Feasibility Study”. The study has reviewed and assessed the flood protection capacity of the existing stormwater drainage system in Tseung Kwan O district, and formulated plans for drainage improvement works. The Government will continue to take forward various projects in a steady and prudent manner, and will formulate the project implementation strategies and timetables in light of the progress of the projects and people’s livelihood needs, as well as the priority and overall plan of the Government’s various land development and infrastructure projects.

(f)&(g)

In 2025, the Government launched the “Pilot Scheme on Wading Line System” (the Pilot Scheme) at 5 low-lying road sections with higher flooding risk to monitor the flooding situation in real time, and facilitate more effective mobilisation and collaboration of relevant departments to handle flooding incidents as early as possible. At the same time, it alerts drivers of flooding on the road ahead, thereby reducing the risk of vehicles stalling due to damage by flooding. When the depth of the water has reached 0.3 metre, temporary traffic guidance will be implemented on-site to divert vehicles at the junction prior to entering the flooded area, thereby preventing them from entering the flooded road sections. The Transport Department will also disseminate information on traffic arrangements accordingly and the Police will assist at scene as necessary. During the heavy rainstorms in 2025, the system was functioning properly. The Government will continue to oversee the operation of the system, monitor the implementation of the Pilot Scheme, review its effectiveness in due course and optimise it as necessary.

Flood Monitoring Devices and monitoring system of the Wading Line System are managed by staff members within the existing staff establishment of the relevant government departments. As the staff members concerned also undertake other official duties, we are unable to provide the details of manpower expenditure on the work. The Wading Line System comprises 4 components, including warning signs on the road surface, signs erected next to the carriageway, water meter gauges, and Flood Monitoring Devices installed at the lowest points of the road sections. The total expenditure on equipment and supplies for the 5 existing Wading Line Systems is about \$700,000.

- (h) In 2026-27, the DSD will achieve a net decrease of 43 posts under Programme (1), with the 2026-27 notional annual mid-point salaries estimated at about \$13.6 million. The grades, posts and salaries involved are as follows:

Grade	Post	No. of posts
Engineer	Chief Engineer	1
Typist	Senior Typist	3
	Typist	4
Drain Chargeman	Drain Chargeman	8
Chainman	Chainman	4
Leading Sewerman	Leading Sewerman	4
Laboratory Attendant	Laboratory Attendant	2
Motor Driver	Motor Driver	5
Personal Secretary	Personal Secretary II	4
Calligraphist	Calligraphist	1
Workman II	Workman II	7
Total		43

The above deleted posts are from grades that are obsolete, being phased out, or no longer operationally required, while some posts were deleted upon expiry of the duration for which the posts are created. Bureaux/Departments will continue to enhance efficiency through management measures and digitalisation, re-prioritisation, internal redeployment, streamlining of work processes and application of technologies, so as to further streamline the civil service while continuing to take forward various existing as well as new policies and initiatives, delivering high-quality public services to members of the public.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)097

(Question Serial No. 1357)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget Speech that the Government will allocate \$1 billion to extend the Lift Modernisation Subsidy Scheme (LIMSS) to provide subsidies to property owners. In this regard, please inform this Committee of the following:

1. In terms of the subsidy model of the LIMSS, are the subsidy details of the extended phase the same as before? Please set out separately the maximum subsidy amount per lift and the percentage of the overall works costs it accounts for; and specify the subsidy amount or ratio that ordinary owners and eligible elderly owner-occupiers may receive respectively;
2. Regarding the implementation and expected effectiveness of the LIMSS, how many applications were received in previous rounds of the LIMSS, and what was the total number of lifts involved? In view of this extended LIMSS, has the Government projected the number of applications to be received, and the number of owners to be assisted in improving lift safety of their buildings?
3. Through which specific channels will the Government disseminate details of the LIMSS to the public (particularly elderly unfamiliar with online information), and by which means can the public submit applications? Will there be special support or outreach services provided to assist the elderly in handling their applications?

Asked by: Hon CHENG Wing-shun (LegCo internal reference no.: 12)

Reply:

1. & 2. In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of aged lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019 with a total of approximately 2 000 eligible applications (involving about 8 000 lifts) received. Subsequently,

some applicants (involving about 590 lifts) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts).

In terms of progress, as at December 2025, the URA issued “Approval-in-Principle” Letters (including those with modernisation completed) to 1 687 cases (involving 6 051 lifts), involving an estimated total amount of approximately \$4.43 billion. Among these, the works for 2 263 lifts were completed; 2 206 are in progress; and 1 582 are under planning. It is anticipated that the works in progress or under planning will be completed by 2028-29.

According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases. As we are not launching a new round of the LIMSS, the applicants concerned are not required to submit new applications separately. The subsidy model and eligibility criteria remain unchanged and are summarised below:

- (i) The LIMSS focuses on aged lifts that are not equipped with modern safety devices, whose priorities are set based on risk assessments. The participating building shall meet the following criteria:
 - (a) The building is a private residential or composite building;
 - (b) The average rateable value of the residential unit shall not exceed \$162,000 per year for buildings located in urban areas (including Sha Tin, Kwai Tsing and Tsuen Wan Districts) and \$124,000 per year for buildings located in the New Territories (the entire New Territories excluding Sha Tin, Kwai Tsing and Tsuen Wan Districts); and
 - (c) The lift(s) concerned lack any 1 of the following 4 modern safety devices:
 - Double braking system
 - Unintended car movement protection device
 - Ascending car overspeed protection device
 - Car door lock and door safety edge
- (ii) Scope and Amount of Subsidy:
 - (a) The subsidy amount per lift is 60% of the costs of the modernisation works (including consultancy fees) and capped at \$500,000. The URA will provide free consultancy services but if applicants engage their own consultant, the subsidy for the consultancy fees per lift is capped at \$20,000;
 - (b) Elderly owner-occupiers of buildings with applications approved may receive an additional subsidy of \$50,000 per residential unit. This subsidy does not require any asset or income means test.

For example, in a typical subsidised housing estate, each building consists of about 30 floors, with approximately 6 to 8 units per floor and no more than 3 lifts per building. Under the LIMSS, the costs of the works shared by each residential unit are generally less than \$50,000. As for elderly owner-occupiers of the

buildings, since they are eligible for an additional subsidy of up to \$50,000, they do not have to pay for any costs of the works ultimately.

3. As stated above, since the additional \$1 billion allocated to the LIMSS is used for handling some 1 200 lifts on the waiting list with lower priority, rather than launching a new round of the LIMSS, there is no need to promote the LIMSS again to attract new applications.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)098

(Question Serial No. 0352)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

According to paragraph 235 of the Budget Speech, the Government will allocate \$1 billion to extend the Lift Modernisation Subsidy Scheme. Will the Government advise this Committee of:

1. the list of participating buildings in the past 2 rounds of applications, broken down by 18 districts across the territory;
2. the respective expenditure incurred for the participating buildings in the past 2 rounds of applications;
3. the buildings currently on the waiting list and the quantity;
4. whether prefabricated components have been used in lift construction to reduce project costs; and
5. whether there is scope for shortening the lift construction time?

Asked by: Hon FONG Kwok-shan, Christine (LegCo internal reference no.: 17)

Reply:

- 1.-3. In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of aged lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019 with a total of approximately 2 000 eligible applications (involving about 8 000 lifts) received. Subsequently, some applicants (involving about 590 lifts) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts). Their distribution (by 18 districts) is as follows:

District	Number of applications approved or pending approval	Number of lifts involved
Central and Western	156	318
Wan Chai	138	239
Eastern	155	611
Southern	37	163
Yau Tsim Mong	398	811
Sham Shui Po	241	477
Kowloon City	156	488
Wong Tai Sin	46	442
Kwun Tong	79	593
Kwai Tsing	60	396
Tsuen Wan	58	319
Tuen Mun	72	690
Yuen Long	94	357
North	28	379
Tai Po	35	261
Sha Tin	36	592
Sai Kung	14	260
Islands	5	10
Total	1 808	7 406

As for the names of the relevant housing estates or buildings, we are unable to disclose the information due to privacy concerns.

As at December 2025, 1 687 cases (involving 6 051 lifts) were granted an “Approval-in-Principle” Letter (including those with modernisation completed), involving an estimated total amount of approximately \$4.43 billion. According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases. As we are not launching a new round of the LIMSS, the applicants concerned are not required to submit new applications separately.

- 4.-5. Currently, the use of prefabricated components has become a common practice in the lift industry to minimise on-site construction processes, thereby lowering project costs and shortening the construction period. For example, traction machines, brake components and control panels are pre-assembled. However, as lift installation involves the assembly of a number of different systems or components, and coupled with the fact that spatial, structural and environmental constraints vary among buildings, certain lift components and systems still require on-site assembly.

Based on our experience, upon receipt of the “Approval-in-Principle” Letter, applicants still need time to convene owners’ corporation meetings to seek a consensus among the

owners on the details of the modernisation works, including the modernisation plan, construction requirements and arrangements, preparation of tender documents, tendering and tender evaluation matters, and selection of suitable contractors. To expedite the implementation of the LIMSS, the URA has engaged independent consultants to provide applicants with free consultancy services on the above matters, with a view to compressing the time taken to complete the preliminary work for the above modernisation works to within 1 year. Once the works contract is awarded, if the replacement of an entire lift is involved, the contractor will need about 6 months for design and procurement, while the installation of a lift will take an average of 4 to 5 months, depending on site constraints. As the lifts in a building are usually replaced in batches, the overall construction period will take about 14 to 16 months. Since the modernisation works involve multiple stages and it is also necessary to accommodate the owners' needs, the scope for shortening the timeframe is limited.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)099

(Question Serial No. 1478)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Budget Speech that the Government plans to allocate \$1 billion to extend the Lift Modernisation Subsidy Scheme (LIMSS). In this connection, will the Government inform this Committee of:

1. the overall implementation of the previous round of the LIMSS since its launch; the cumulative numbers of applications received, approvals granted, works completed and works in progress, broken down by 18 districts;
2. the cumulative total financial expenditure, the efficacy of fund utilisation, and the specific ways of handling any unspent funds for the previous round of the LIMSS;
3. the specific allocation plan for this \$1 billion provision and the estimated number of beneficiary buildings in this round of the LIMSS; and
4. whether the current supply of manpower engaged in lift retrofitting and modernisation works in Hong Kong can meet the demand arising from the implementation of this round of the LIMSS; if not, how the works progress will be ensured; and the specific improvement measures in terms of subsidy criteria, application procedures, engineering support and regulatory mechanisms to be introduced in this extended LIMSS as compared with the previous round?

Asked by: Hon KWOK Fu-yung (LegCo internal reference no.: 36)

Reply:

1. In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of aged lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019 with a total of approximately 2 000 eligible

applications (involving about 8 000 lifts) received. Subsequently, some applicants (involving about 590 lifts) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts). As at December 2025, a breakdown of the numbers of eligible applications received, cases with an “Approval-in-Principle” Letter granted, works in progress and works completed by 18 districts is as follows:

District	Eligible applications (cases)	“Approval-in-Principle” Letter granted (cases)	Works in progress (cases)	Works completed (cases)
Central and Western	156	148	62	72
Wan Chai	138	134	44	74
Eastern	155	148	59	67
Southern	37	35	19	10
Yau Tsim Mong	398	392	143	208
Sham Shui Po	241	232	63	155
Kowloon City	156	143	63	60
Wong Tai Sin	46	40	14	21
Kwun Tong	79	74	26	38
Kwai Tsing	60	52	21	19
Tsuen Wan	58	50	18	24
Tuen Mun	72	63	21	33
Yuen Long	94	82	32	37
North	28	21	15	3
Tai Po	35	27	12	8
Sha Tin	36	32	14	8
Sai Kung	14	10	3	0
Islands	5	4	2	2
Total	1 808 (7 406 lifts in total)	1 687 (6 051 lifts in total)	631 (2 206 lifts in total)	839 (2 263 lifts in total)

2. As shown in the table above, 6 051 lifts were granted an “Approval-in-Principle” Letter, involving an estimated total amount of approximately \$4.43 billion. Of this amount, the URA disbursed, in accordance with the works progress of each approved case, around \$1.2 billion to the applicants with works completed or currently underway. As for the unspent funds, the URA will deposit them in banks as savings to earn interest for benefitting more eligible applicants.
3. & 4. According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases. As we are not launching

a new round of the LIMSS, the applicants concerned are not required to submit new applications separately.

When launching the LIMSS, the Government established a system to process applications in an orderly manner to avoid inflating market prices and affecting works quality due to the significant increase in lift modernisation works. Shortly after the implementation of the LIMSS, the COVID-19 epidemic struck. Owing to restrictions imposed by the associated social distancing measures, etc., many participating building owners under the LIMSS were unable to hold owners' meetings in a timely manner to discuss matters relating to modernisation works, which greatly hindered the progress of the LIMSS. With the society gradually returning to normalcy after the epidemic, the relevant procedures and works progress continued to improve.

Based on our assessment, the current number of registered lift workers in Hong Kong is sufficient to meet the manpower demand of the outstanding modernisation works under the LIMSS (including some 1 200 lifts to be benefitted from the additional \$1 billion allocation). Subject to the approval of the additional allocation, all lift modernisation works under the LIMSS are expected to be completed from now onwards in an orderly manner by 2030-31 progressively. We will maintain close communication with trade stakeholders and actively encourage the trade to attract new blood to the industry. In addition, to facilitate elderly owner-occupiers in the remaining cases to apply for additional subsidies, we have simplified the application forms and launched a dedicated mobile app to ease the process. We will also arrange for non-governmental organisations to assist the elderlies, who need further assistance, in applying for subsidies. Meanwhile, the URA will establish closer communication with the residents during the construction period to minimise any inconvenience caused to them by the works.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)100

(Question Serial No. 0645)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

As mentioned in paragraph 235 of the Budget Speech, the Government will allocate \$1 billion to extend the Lift Modernisation Subsidy Scheme (LIMSS). In this connection, will the Government advise this Committee on:

1. the expected number of additional lifts to be subsidised under the Government's allocation of \$1 billion for extending the LIMSS; and
2. the number of lifts subsidised under the LIMSS in the past 3 years, with the addresses of these subsidised lifts set out by the 18 districts across Hong Kong, and the effectiveness of modernisation?

Asked by: Hon LAU Man-kwan, Julia (LegCo internal reference no.: 9)

Reply:

Our reply to the Member's questions is as follows:

In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of aged lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019 with a total of approximately 2 000 eligible applications (involving about 8 000 lifts) received. Subsequently, some applicants (involving about 590 lifts) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts). As at December 2025, 1 687 cases (involving 6 051 lifts) were granted an "Approval-in-Principle" Letter (including those with modernisation completed), involving an estimated total amount of approximately \$4.43 billion.

According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be

benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases. As we are not launching a new round of the LIMSS, the applicants concerned are not required to submit new applications separately.

In the past 3 years (from January 2023 to December 2025), a total of 3 006 lifts were subsidised. Their distribution by 18 districts is tabulated as follows:

District	Number of Subsidised Lifts (from January 2023 to December 2025)
Central and Western	173
Wan Chai	138
Eastern	281
Southern	76
Yau Tsim Mong	485
Sham Shui Po	277
Kowloon City	218
Wong Tai Sin	193
Kwun Tong	204
Kwai Tsing	110
Tsuen Wan	115
Tuen Mun	256
Yuen Long	121
North	91
Tai Po	43
Sha Tin	220
Sai Kung	2
Islands	3
Total	3 006

Note 1: As for the addresses of the subsidised lifts, we are unable to disclose the information due to privacy concerns.

Note 2: The number of subsidised lifts corresponds to the number of lifts covered by the awarded works contracts.

Under the LIMSS, owners may choose to retrofit their aged lifts with 4 modern safety devices (including double braking system, unintended car movement protection device, ascending car overspeed protection device, and car door locking device and door safety edge), or to replace the entire lifts. Modernised lifts not only achieve a higher level of safety, but also operate with greater reliability and comfort.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)101

(Question Serial No. 0845)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

It is announced in paragraph 235 of the Budget Speech that \$1 billion will be allocated to extend the Lift Modernisation Subsidy Scheme (LIMSS), while the Works Branch of the Development Bureau mentions in the Matters Requiring Special Attention in 2026–27 under Programme (6) that it will continue to oversee the implementation of the LIMSS. In this regard, will the Government advise this Committee on the following:

- (a) What are the numbers of applications received and approved, the number of lifts involved, the age of the buildings involved and the amount of subsidy granted each year since the implementation of the LIMSS?
- (b) What are the respective numbers of lift modernisation/replacement works under planning, in progress and completed in 2025, and as projected in 2026? Has the Bureau set any targets to accelerate the progress of the works, and what is the expected time of completion for the works currently in progress?
- (c) It was mentioned in the paper submitted by the Bureau and the Urban Renewal Authority to the Legislative Council (LegCo) Panel on Development in October 2025 (LegCo Paper No. (1)1477/2025(01)) that applications involving 8 200 lifts had been received under the LIMSS; however, as the subsidy amount was larger than expected, at that time the funding was only sufficient to cover around 6 066 lifts, most of which were already granted “Approval-in-Principle” letters. With the allocation of an additional \$1 billion, will the approval process for the approximately 2 134 lifts where no progress has yet been made be automatically initiated, or will new applications be required? Including those 2 134 lifts, how many lifts are expected to be subsidised under the new round of allocation?
- (d) Has the Government assessed the number of lifts to be subsidised each year and the cash flow required if the LIMSS is regularised in the future?

Asked by: Hon Ng Chau-pei, Stanley (LegCo internal reference no.: 31)

Reply:

- (a) In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of aged lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019, with a total of approximately 2 000 eligible applications (involving about 8 000 lifts). Subsequently, some applicants (involving about 590 lifts) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts). The numbers of eligible cases in the two rounds of application were 1 087 (involving 4 516 lifts) and 721 (involving 2 890 lifts) respectively. As for the approval progress, currently 1 687 cases (involving 6 051 lifts) have been granted an “Approval-in-Principle” Letter (including those with modernisation completed), involving an estimated total amount of approximately \$4.43 billion.

The above lifts with approval for modernisation granted are generally of the same age as those of the buildings concerned. Details are as follows:

Age of the Lift (Years)	Number of Lifts
20-29	226
30-39	1 585
40-49	2 525
50+	1 715
Total	6 051

- (b)&(c) When launching the LIMSS, the Government established a system to process applications in an orderly manner to avoid inflating market prices and affecting works quality due to the significant increase in lift modernisation works. Shortly after the implementation of the LIMSS, the COVID-19 epidemic struck. Owing to restrictions imposed by the associated social distancing measures, etc., many participating building owners under the LIMSS were unable to hold owners’ meetings in a timely manner to discuss matters relating to modernisation works, which greatly hindered the progress of the LIMSS. With the society gradually returning to normalcy after the epidemic, the relevant procedures and works progress continued to improve.

As mentioned above, currently a total of 6 051 lifts have been granted an “Approval-in-Principle” Letter, of which the works for 2 263 lifts have been completed; 2 206 are in progress; and 1 582 are under planning. It is anticipated that the works in progress or under planning will be completed by 2028-29.

According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases. As we are not launching a new round of the LIMSS, the applicants concerned are not required to submit new applications separately.

- (d) Subject to the approval of the allocation of an additional \$1 billion, it is anticipated that all lift modernisation works under the LIMSS will be completed from now onwards in an orderly manner by 2030-31 progressively. We have no plan to regularise the LIMSS at this stage given that it involves the allocation of public resources and shall be considered in a comprehensive manner.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)102

(Question Serial No. 1491)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

As set out under Indicators, the number of inspections of lifts and escalators in 2026 drops significantly by 4 000 to 26 000 when compared with that in 2025, while its percentage with respect to the number of existing lifts and escalators also falls from 34% to 30.1%. The remark explains that the decrease in the total number of inspections is primarily attributed to “the reduction in the number of lifts without any of the essential safety devices”. In this connection, will the Government inform this Committee of:

- a) the specific aspects or software and hardware components to be checked in each inspection, and how the related issues are followed up;
- b) the reasons for the sharp decrease in the figure in 2026 and the significant decrease in the number of “lifts without any of the essential safety devices” in 2026;
- c) whether the drop in overall inspection coverage rate from 34.6% to 30.1% will lead to safety hazards, such as overlooking potential faults or increasing accident risks; if so, whether remedial or preventive measures are available; if not, the reason;
- d) whether the Government will introduce or scale up the use of the latest technologies such as artificial intelligence to complement manual inspections, so as to maintain high safety standards despite the reduction in the number of inspections; if so, the details; if not, the reason?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 34)

Reply:

Our reply to the Member's questions is as follows:

- a) The Electrical and Mechanical Services Department (EMSD) has been adopting a risk-based strategy to conduct regular and surprise inspections of lifts and escalators. Under this mechanism, a range of factors including the service age of equipment, type of device, degree of aging, complaint and incident record, change of maintenance contractor and its past performance will be taken into account in a holistic manner. The inspections cover checking of the lift and escalator operation and, when

necessary, the registered workers of the maintenance contractors will be required to conduct on-site functional tests on individual components (including traction machines, brakes, door locks, ropes, etc.) to verify their performance and ensure compliance with the requirements of the relevant codes of practice for the lift and escalator maintenance works. If the EMSD identifies any non-compliance with the requirements of the Lifts and Escalators Ordinance (Cap. 618) during inspections, prosecutions or disciplinary actions against the relevant maintenance contractors and/or their registered workers will be initiated.

- b) & c) To strengthen regulation of lift maintenance, in particular for aged lifts lacking any of 4 major safety devices (including double braking system, unintended car movement protection device, ascending car overspeed protection device, advanced car door locking device and door safety edge), the EMSD has kept optimising its inspection strategy for such aged lifts since 2018 and allocated additional resources to increase the inspection frequency. As a result, the overall number of lift and escalator inspections per year increased gradually from 14 000 in 2018 to 30 000 in 2023, and remained at that level until 2025.

Following the launch of the Lift Modernisation Subsidy Scheme by the Government in 2018, public awareness of modernising aged lifts has been rising, leading to substantial progress in the modernisation works for aged lifts over the past few years. The number of aged lifts lacking any of the 4 major safety devices decreased from about 53 000 in 2018 to about 39 000 in 2025, representing a cumulative reduction of approximately 25%.

With the gradual decline in the number of such aged lifts, the overall number of inspections required for lifts in Hong Kong has been adjusted downward in line with the risk-based strategy. The resources thus saved will be used to step up regulatory efforts in lift maintenance. For example, since December 2025, the EMSD has required responsible persons (RPs) for lifts to conduct risk assessments for such aged lifts in phases with a systematic approach to identify potential safety hazards, and formulate targeted improvement measures based on the findings and recommendations of the risk assessments. This not only enhances the RPs' awareness of lift safety management but also further reduces safety risks of lifts.

- d) The EMSD has been actively applying innovative technologies to further enhance regulatory effectiveness and safety level of lifts and escalators. Key measures include:
- (i) Digital Log-books (DLBs) for Lifts and Escalators: The EMSD has developed in-house the DLBs system using blockchain technology to replace traditional paperbound records, allowing owners of lifts and escalators, property management companies, registered lift contractors, practitioners and the EMSD to instantly record, retrieve, manage and analyse lift and escalator data through mobile apps or online platforms. This enables joint monitoring of the maintenance work, thereby improving the safety and service efficiency of lifts and escalators holistically. As at the end of 2025, the DLBs system has been adopted for over 70 000 lifts and escalators, accounting for approximately 80% of the total in Hong Kong. The EMSD also continues to enhance the functions

of the DLBs system, including launching the Lift and Escalator Condition Analysis System (LECAS). Utilising deep machine learning technology, the LECAS analyses photos of lift and escalator components collected by the DLBs system, and then sends the analysis results to practitioners via the DLBs system for follow-up actions as appropriate.

- (ii) Artificial Intelligence Risk-Based Inspection Scheduling System: Since 2025, the EMSD has been using big data analytics of lifts, comprehensively taking into account factors such as usage pattern, maintenance record, inspection result and geographical location, to identify lifts with higher potential risks for prioritised inspections, with an aim to enhance inspection efficiency in a more focused manner, thereby further strengthening regulatory effectiveness.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)103

(Question Serial No. 2096)

Head: (60) Highways Department

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

Programme: (2) District and Maintenance Works

Controlling Officer: Director of Highways (YAU Kwok-ting)

Director of Bureau: Secretary for Development

Question:

The Highways Department (HyD) has formulated performance targets for excavation permit (XP) applications from public utilities (such as the percentage of issuing excavation permits within 5 working days is 95% and 99% within 8 working days). Nevertheless, similar targets are not set for applications from non-public utilities (such as private developers, contractors, individuals) in the document. I would like to ask the following questions:

- (a) Over the past 3 years, how many XP applications were submitted by non-public utilities? What are the percentages of the total applications? What are the average approval times? Are there any noticeable differences compared to the average approval times for the applications from public utilities?
- (a) Why weren't there any performance targets formulated for XP applications from non-public utilities? Is it based on application numbers, complexity or other considerations? Will the Government consider formulating independent performance targets for regular road excavation works conducted by private developers or contractors in order to monitor the enhancement of approval efficiency?
- (b) The HyD indicated in the "Matters Requiring Special Attention in 2026-27" that it would "monitor and enhance the performance of the Excavation Permit Management System (XPMS) to facilitate control and co-ordination of road opening works". What is the optimisation plan for the XPMS? What functions will be added to the new system? When is the system upgrade expected to be completed? By how much is the approval time expected to be reduced after the system optimisation? By how much will the non-compliance rate be reduced? Has the Government set any specific performance indicators?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 74)

Reply:

- (a) The XP application numbers submitted by non-public utilities and their average approval times over the past 3 years are tabulated below:

	2023	2024	2025
Nos. of applications	894	759	761
Percentages of total application numbers (%)	8.7%	7.8%	7.8%
Average approval times (Days)	1.7	2.1	1.9

The average approval times for XP applications between non-public utilities and public utilities are comparable, with no significant differences.

- (b) Considering that the XP applications from non-public utilities only account for a small percentage of the total number (as shown in table above), the Highways Department (HyD) did not set a separate performance target. Nevertheless, the HyD noticed that the number of applications from non-public utilities remain steady and we have a plan to incorporate the issuance of those XP into existing performance pledge.
- (c) Apart from registering the proposed excavation plans with the HyD, the XP applicants need to submit temporary traffic arrangement (TTA) proposals before XP applications to ensure that impacts on traffic are acceptable, and obtain “no objection” from the Transport Department (TD) and Hong Kong Police Force (HKPF). In case the road excavation works would affect traffic sensitive routes^{Note 1}, the TD and HKPF would request the XP applicants to carry out Traffic Impact Assessment (TIA) beforehand to prove that the TTAs they submitted are practicably feasible.

In response to the requests of the Joint Utilities Policy Group (hereinafter referred to as “JUPG^{Note 2}”), the HyD is currently optimising the Excavation Permit Management System (hereinafter referred to as “XPMS”) to shorten the time required for its members to prepare for XP applications. Through the system optimisation, a database will be established within the XPMS to store members’ approved TIA reports^{Note 3} over the past 2 years for their reference during applications. If the area affected by the excavation works are comparable to those covered in the TIA reports stored in the database, and there are no major changes in development control parameters/planning of major transport infrastructure, etc. in the vicinity, applicants can cite the relevant past TIA reports as a basis^{Note 4} when submitting the TTA proposals to the TD and the HKPF for approval. The trial application of the aforesaid optimisation plan is expected to be launched in the second quarter of 2026. The HyD will review its effectiveness in a timely manner following the trial.

Note 1: Reference can be made to the traffic sensitive routes listed in the Guidance Notes “Guidelines on Traffic Impact Assessment and Day-time Ban Requirements for Road Works on Traffic Sensitive Routes” issued by the HyD.

Note 2: Members of the JUPG include representatives from the HyD, TD, Water Supplies Department and Drainage Services Department, as well as senior representatives from other

public utilities. The JUPG meets quarterly to discuss policies related to utility works and road excavations.

Note 3: Upon the trial application of the optimisation plan, the XPMS will only begin to store TIA reports in the database for reference by the participating applicants, subject to the consent of the report owners to share their reports.

Note 4: When citing the relevant past TIA reports, XP applicants are still required to submit the latest traffic survey data to facilitate the approval by the TD and the HKPF. Afterwards, when carrying out excavation works, applicants shall update the TIA reports with the aforesaid latest traffic survey data and upload them to the XPMS before submitting the Completion Notices for the excavation works.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)104

(Question Serial No. 0268)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Although Programme (1) includes the operation and maintenance of the water supply system, the report has not clearly provided the related expenses.

1. Please provide the expenses in the past 3 years and in 2026 as anticipated on the following facilities with details:

a) water mains for fresh water, flushing water and reclaimed water;

b) water treatment works;

c) service reservoirs;

d) impounding reservoirs;

e) strategic transfer mains (such as Dongjiang water), water tunnels, regional water supply mains (such as cross-harbour water mains and Lion Rock Tunnels water mains);

f) pump houses.

2. Please provide the names and the designed service lives of the facilities which are over 50 years old respectively, and whether there are plans for reconstruction or in-depth rehabilitation for those facilities that are approaching or have already exceeded their service lives. If no, please indicate with details how the current maintenance plans can ensure the water supply system remains safe, stable, and reliable.

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 43)

Reply:

The Water Supplies Department (WSD) has all along been committing to providing reliable, sufficient and quality water supply to the public, thereby ensuring the health condition of water supply networks through continuous improvement in asset management and making good use of technology. The WSD is responsible for the management of the extensive and complex water supply networks, as well as the operation and maintenance of the waterworks, such as water treatment works, service reservoirs, impounding reservoirs, pumping stations (pump houses), along with around 200 kilometres of water tunnels and around 8 400 kilometres of underground water mains, providing a reliable supply of wholesome potable water and flushing water to people in Hong Kong every day.

1. The maintenance expenses of the WSD in the past three financial years and the estimate for 2026 are summarised as follows:

	2023-24 (Actual)	2024-25 (Actual)	2025-26 (Revised Estimate)	2026-27 (Estimate)
	\$million	\$million	\$million	\$million
(a) and (e) Water Mains and Tunnels*	460	467	406	368
(b) Water Treatment Works	102	108	99	90
(c) Service Reservoirs	21	14	21	19
(d) Impounding Reservoirs	5	4	4	4
(f) Pump Houses	65	66	64	58
Total	653	659	594	539

* including fresh water, salt water and reclaimed water mains, catchwaters and water tunnels, etc.

As the WSD adopts a holistic management strategy for unified planning, operation, and resource allocation across the entire water supply system, the Department does not maintain a detailed breakdown of operation expenses for individual facilities.

2. To optimise the performance of our waterworks while minimising operation cost and the risk of incidents, the WSD has formulated the Waterworks Asset Management System for waterworks assets such as water treatment works, service reservoirs, impounding reservoirs, pumping stations (pump houses) and water tunnels; and the “Risk-based Asset Management Programme for Water Mains” (“Programme”) to assess the risk of around 8 400 kilometres of water mains, and prioritise improvement works for water mains with high risks. The details are as follows:

The Waterworks Asset Management System (including Water Treatment Works, Service Reservoirs, Impounding Reservoirs, Pumping Stations (Pump Houses) and Water Tunnels)

The WSD established an asset management system in 2020 certified under the international standard ISO 55001 to manage the waterworks assets. The WSD has formulated specific asset management policies and objectives, asset management system manuals, established comprehensive asset management plans for various facilities, and set up mechanisms for continuous monitoring, review, improvement, corrective and preventive actions. This enhances the performance of the assets while minimising the operation cost and the risk of incidents throughout their “life cycles”.

In general, the designed service lives of the structural parts of waterworks are about 50 years. However, under the asset management plans, the WSD adopts a risk-based approach to carry out routine monitoring and testing, preventive and predictive maintenance, risk assessments, and improvement or rehabilitation works in a timely manner. This extends the service lives of the waterworks and ensures they remain in good conditions throughout their entire life cycles. In addition, under the asset management system, the WSD will continuously monitor and evaluate the conditions

and the operational data of the waterworks, as well as timely implement the reconstructions and large-scale rehabilitations of waterworks. Listing the service lives based solely on particular systems or equipment within facilities can easily lead to misunderstanding by the public. Therefore, the WSD is unable to provide a general list of facilities of more than 50 years old along with their designed service lives.

Risk-based Asset Management Programme for Water Mains (“Programme”) (including a water supply network of 8 400 kilometres)

The water supply network of Hong Kong spans approximately 8 400 kilometres. Depending on various water main materials, operational and environmental factors, the designed service lives vary from 20 years to 60 years. Due to the continuous enhancement of water main materials and anti-corrosion coatings, newly laid water mains generally have longer service lives. The average year of service of the whole water supply network is around 22 years. Water mains with longer years of service are not necessarily those with high risks of burst or leak. It is inappropriate to decide on the implementation of improvement works on water mains based solely on year of service. Instead, the asset management strategy for water mains should be applied to prioritise improvement works for water mains with higher risks to ensure cost-effectiveness.

Since 2015, the WSD has implemented multi-pronged measures, including the implementation of the Programme and the “main burst hotspots” ^{Note} and the establishment of the Water Intelligent Network (WIN). Under the Programme, the WSD introduces factors such as age of use, materials, past records of bursts or leaks, surrounding environment and consequences resulting from bursts or leaks, for assessing the risk of water main bursts or leaks and replace or rehabilitate water mains with higher risk progressively. At the same time, the Department applies coating materials with higher durability and corrosion resistance on water mains to reduce the risk of water main bursts and leaks.

As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme.

Note: “Main burst hotspots” - If more than one main burst (with diameter of 150 millimetres or above) occurs within a 400-metre long road section in two years, the WSD will designate the location as a “main burst hotspot” and arrange for expedited replacement or rehabilitation of the concerned water main so as to reduce the risk of recurrent main bursts.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)105

(Question Serial No. 0269)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Frequent water main bursts across Hong Kong are inconsistent with its image as an international city.

1. Please provide the implementation timetable of the Water Intelligent Network (WIN) along with the resources input over the past three years and to be input for the next three years with details. What are the expected outcomes upon its implementation? Are there any performance indicators to show its effectiveness?

Is technology utilised to assist the regulation of water pressure and flow to reduce the risk of water main bursts and leaks?

Asked by: Hon BOK Kwok-ming, Aaron (LegCo internal reference no.: 45)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the "Risk-based Asset Management Programme for Water Mains" ("Programme"). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the "Divide and Conquer" strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains, etc. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025. The WSD is currently expanding and upgrading the WIN to achieve more comprehensive coverage of the fresh water supply network and upgrade the real-time data transmission function of the existing WIN. The relevant works are expected to be completed in phases by mid-2027.

In the first phase of the expansion and upgrading of the WIN, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN. The WSD will install approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network that do not require road excavation. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct shafts for sensor installation, the installation works will take longer time and are projected to be completed by mid-2027.

The WSD had established 210, 397 and 51 new DMAs under WIN across the territory in 2023, 2024 and 2025 (by the end of March) respectively. As the installation involved road excavation and construction of shafts, the total expenses on the establishment of new DMAs under the WIN in 2023-24 and 2024-25 were around \$190 million and \$250 million respectively, while the expenses on the enhancement related to the WIN in 2025-26 (including consultation fee and the replacement of 500 old sensors with real-time sensors which did not involve road excavation) were around \$10 million. In the next 3 years, the estimated expenses on the enhancement related to the WIN will be around \$74 million.

In general, by the establishment of the WIN, the implementation of the Programme and other relevant measures, the WSD aims at reducing the leakage rate of fresh water mains to below 10% by 2030.

Due to the hilly and undulating terrain of Hong Kong, in order to maintain adequate water supply pressure in places located on high ground or at the end of the distribution network, the water pressure of the fresh water distribution mains is generally higher than that of other cities. To address the issue of increasing water main bursts and leaks due to high water supply pressure, the WSD proposes the construction of an Internet of Things (IoT) perception system for the water supply networks and the development of the Smart Water Pressure Management System. Currently, the WSD is exploring the development of a comprehensive IoT perception system to monitor the water flow and pressure of water mains in real time. Apart from collecting the flow and pressure data from the WIN in real time, the WSD will also install real time online sensing devices (including flow meters, water pressure meters, thermometers, noise detector, etc.) in the fresh water and salt water supply networks. Smart water meters will be installed at user end at the same time to collect comprehensive water supply and consumption data of the network in real time and continuously monitor the operation of the entire water supply network. Through the high-precision hydraulic model analysis, smart dynamic pressure reduction measures can be implemented without affecting the water use of the public, thereby reducing the cases of bursts and leaks in public water supply networks and private inside service. The continuous monitoring system will also issue alerts for abnormal water supply automatically, supporting the WSD to take swift response to water main burst incidents, following for timely management of the water supply networks, minimising the impact of the burst incidents on water supply and traffic.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)106

(Question Serial No. 1737)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Regarding the issues of bursts/leaks in communal fresh and salt water mains (especially those with diameters of 150 millimetres or above), would the Government please inform this Council of the following:

- (1) the numbers of burst/serious leak cases of fresh water mains and salt water mains (with diameters of 150 millimetres or above) across the 18 districts over the territory in the past 3 years; the numbers of burst/serious leak cases and the number of affected households with a breakdown by the 18 districts; the main reasons and the distribution hotspots of incidents;
- (2) whether specific resources have been reserved for handing water main bursts/leaks in 2026-27; If yes, of the total amount and the detailed breakdown by sub-item;
- (3) whether the progress of replacing water pipes will be expedited; the schedule of the prioritised replacement of the 36 kilometres of aged cast iron/asbestos cement pipes under the "Risk-based Asset Management Programme for Water Mains" in the next 3 years; the current work progress on the 8 "main burst hotspots"; and
- (4) whether other measures, such as expanding the Water Intelligent Network (WIN) to include real-time monitoring, installing additional strainers, implementing smart pressure reduction systems, applying in-line robots and the split water supply mode of salt water, will be taken to reduce the risk of incidents; the expected effects and the additional resources required.

Asked by: Hon CHAN Wing-kwong (LegCo internal reference no.: 33)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the "Risk-based Asset Management Programme for Water Mains" ("Programme"). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks

through the “Divide and Conquer” strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains, etc. Regarding the Programme, we assess the risk levels associated with the likelihood and consequences of water main bursts or leaks based on factors such as the years of service, materials, past records of bursts or leaks, surrounding environment, and the consequences of bursts or leaks, so as to replace or rehabilitate water mains with higher risk progressively. As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025.

- (1) “Main burst” refers to a rupture of a water main caused by parts or structural failure which triggers a rapid and large volume of overflow of water causing drop of water supply pressure. As a consequence, the water supply system can no longer maintain continuous water supply to the affected areas, leading to serious traffic disruption and widespread water supply suspension. The numbers of fresh water and salt water main (with diameter of 150 millimetres or above) burst cases in the past 3 years by District Council district are set out in Table 1 below with details.

Table 1: Numbers of fresh water and salt water main (with diameter of 150 millimetres or above) burst cases in the past 3 years by district

District	Fresh Water Main Burst Case			Salt Water Main Burst Case		
	2023	2024	2025	2023	2024	2025
Central and Western	2	1	0	1	1	0
Eastern	1	0	2	0	1	2
Islands	4	1	1	0	0	0
Southern	1	1	2	0	2	0
Wan Chai	0	1	0	0	3	0
Kowloon City	1	3	1	0	0	0
Kwun Tong	0	0	1	0	1	0
Sham Shui Po	1	1	0	1	1	1
Wong Tai Sin	0	0	1	4	0	0
Yau Tsim Mong	1	0	1	0	2	0

District	Fresh Water Main Burst Case			Salt Water Main Burst Case		
	2023	2024	2025	2023	2024	2025
North	0	1	1	0	0	0
Sai Kung	2	0	0	0	0	1
Sha Tin	0	0	0	1	0	1
Tai Po	0	0	1	1	0	0
Kwai Tsing	0	1	0	1	0	1
Tuen Mun	1	0	1	3	2	0
Tsuen Wan	2	1	0	0	0	0
Yuen Long	0	0	2	0	0	0
Total	16	11	14	12	13	6

“Serious water main leaks” are caused by holes or joint damage in water mains. Serious water main leaks, being different from typical water main leaks, can lead to more serious consequences including severe traffic disruption, more substantial overflow from damaged water mains and disruption to water supply. However, the severity of water main leaks is lower than that of water main bursts. The numbers of fresh water and salt water main (with diameter of 150 millimetres or above) serious leak cases in the past 3 years by District Council district are set out in Table 2 below with details.

Table 2: Numbers of fresh water and salt water main (with diameter of 150 millimetres or above) serious leak cases in the past 3 years by district

District	Fresh Water Serious Leak Case			Salt Water Main Serious Leak Case		
	2023	2024	2025	2023	2024	2025
Central and Western	0	0	1	0	1	3
Eastern	1	1	2	0	2	3
Islands	0	1	0	0	0	0
Southern	0	2	1	0	1	0
Wan Chai	2	2	0	1	0	3
Kowloon City	3	1	4	3	3	1
Kwun Tong	6	3	1	4	3	3
Sham Shui Po	0	1	0	1	3	0
Wong Tai Sin	1	4	0	3	7	0
Yau Tsim Mong	3	0	1	0	2	1
North	4	4	3	0	0	0
Sai Kung	2	0	0	8	11	2
Sha Tin	0	3	2	18	19	4
Tai Po	0	0	0	2	1	0
Kwai Tsing	1	4	1	0	2	1
Tuen Mun	0	1	1	0	1	1
Tsuen Wan	0	1	1	2	2	0
Yuen Long	3	2	3	1	2	2
Total	26	30	21	43	60	24

Most cases mentioned above were caused by ageing or corrosion of water mains. According to the records in the past 3 years, among the cases requiring emergency water suspension due to water main bursts and serious leaks, the average numbers of population affected by fresh water and salt water cases were fewer than 21 000 and 32 000 respectively.

- (2) Given the annual total expenditure on handling water main burst and leak cases (including expenses on temporary traffic arrangements, excavation works, reinstatement of sub-bases and road surfaces, provision of temporary fresh water supply and hiring contractors) is around \$135 million, it is estimated that the relevant expenditure in 2026-27 is similar.
- (3) The WSD plans to complete the replacement and rehabilitation of around 35 kilometres of water mains (including Category A and D projects) in 2026, which include aged cast iron/asbestos cement pipes. Within the 3 years from the 4th quarter of 2025 to the 3rd quarter of 2028, the WSD commences the improvement works of around 8 kilometres of aged cast iron/asbestos cement water pipes. The WSD will strive to commence the improvement works of the remaining parts in 2027 and expect to complete the works in phases within 8 years. We will conduct periodic review of the project in due course.

Currently, improvement works at 2 locations of the 8 “main burst hotspots” are completed, while the improvement works at 6 locations are in progress. The details are as follows:

Table 3: “Main Burst Hotspots”

Region	District	Location	Progress of Improvement Works (In Progress/Under Planning/Completed)
Hong Kong and Islands	Central and Western	Queen’s Road West (near Eastern Street)	Completed
	Central and Western	At the junction of Belcher’s Street and Smithfield	In Progress
	Southern	Wong Chuk Hang Road (near Aberdeen Technical School)	In Progress
	Wan Chai	Fenwick Street (between Jaffe Road and Hennessy Road)	In Progress
New Territories	Tuen Mun	Lung Mun Road	Completed
	Tuen Mun	Tuen Mun Heung Sze Wui Road	In Progress
	Tsuen Wan	Sai Lau Kok Road	In Progress
	Tsuen Wan	Texaco Road	In Progress

- (4) The WSD currently applies the following innovative technologies to reduce the risk of incidents:

Upgrading and Expanding the Water Intelligent Network (WIN)

The WSD is currently upgrading and expanding the WIN in phases to cover the fresh water trunk mains and the remaining fresh water distribution network that are currently not covered by the WIN. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional

real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by the middle of 2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct chambers for installation of sensors, the installation works will take longer time. The estimated expenses are around \$74 million and the works are projected to be completed by mid-2027.

In-line Robots

The WSD set up the joint laboratory of in-line robots in September 2025. It focuses on the development of advanced in-line robot techniques which apply artificial intelligence to analyse related data, enabling high-precision inspections in the complex environment of the water supply network of Hong Kong. This allows early identification of water mains with high risk for maintenance or replacement in due course, thereby reduces the occurrences of water quality incidents caused by water main bursts and leaks. The estimated expenses on the research and development of in-line robots in the next 3 years are around \$17 million.

Smart Water Pressure Management System

Due to the hilly and undulating terrain of Hong Kong, in order to maintain adequate water supply pressure in places located on high ground or at the end of the distribution network, the water pressure of the fresh water distribution mains is generally higher than that of other cities. To address the issue of increasing water main bursts and leaks due to high water supply pressure, the WSD proposes the construction of an Internet of Things (IoT) perception system for the water supply networks and the development of the Smart Water Pressure Management System. Currently, the WSD is exploring the development of a comprehensive IoT perception system to monitor the water flow and pressure of water mains in real time. Apart from collecting the flow and pressure data from the WIN in real time, the WSD will also install real time online sensing devices (including flow meters, water pressure meters, thermometers, noise detector, etc.) in the fresh water and salt water supply networks as well as smart water meters at consumer end to collect comprehensive water supply and consumption data of the network in real time for continuous monitoring of the operation of the entire water supply network. Through the high-precision hydraulic model analysis, smart dynamic pressure reduction measures can be implemented without affecting the water use of the public, thereby reducing the cases of bursts and leaks in public water supply networks and private inside service. The estimated expenses on research and system development are around \$2.1 billion. Subject to the availability of resources, the relevant works will commence in the 1st quarter of 2027 and are targeted for completion in phases within 5 years.

Split Water Supply Mode of Salt Water

The “split water supply mode” of salt water divides the original water supply area into high zone and low zone. For the low zone, water is supplied directly to users using a low-pressure pumping system. Water supply to the high zone continues to follow the existing mode, where water is pumped at high pressure from the transfer mains of

pumping station to the salt water service reservoirs located on high ground for storage before distributing to users. This diversion approach can significantly reduce water mains pressure by 30% to 50% which can help lower the risk of bursts. The WSD is conducting a study on implementing pressure reducing measures for salt water supply systems at a total of 22 testing locations in various districts at an estimated expenses of around \$14 million, and the study is expected to be completed in 2027.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)107

(Question Serial No. 1958)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

In 2025, incidents of foreign objects such as bitumen and resin found in fresh water were successively reported in various districts across the territory, raising public concern over the quality of water supply and ageing water mains, whereas in Programme (1), the Water Supplies Department (WSD) mentions that it will continue with the implementation of the risk-based water main asset management strategy to accord priorities to sections of water main with high risks of burst and leak for continuous improvement works; and continue with the implementation and enhancement of the Water Intelligent Network (WIN). In this connection, would the Government inform this Committee of the following:

- (a) What is the total length of fresh water mains over the territory currently managed by the WSD? Among this, what is the length of old water mains with bitumen inner protective coating and their geographical distribution? What are their years of laying and the scheduled replacement years?
- (b) What were/are the lengths of water mains replaced/rehabilitated in the past 3 years and in 2026 as anticipated under the Risk-based Improvement Programme of Water Mains, along with their geographical distributions?
- (c) Expanding and upgrading the district metering area of the WIN, installing real-time sensors and applying in-line robots were mentioned in the document submitted by the Department to the Panel of Development of the Legislative Council (LC Paper No. CB(1)1200/2025(03)) in July 2025. What were/are the numbers of new real-time sensors installed in 2025 and in 2026 as anticipated, their geographical distributions and the expenses on installation respectively?
- (d) What were the numbers of water main leak/burst incidents in each of the past 3 years? Among these, how many of them (i) involved fresh water or salt water; (ii) caused temporary water suspension for a certain period; (iii) occurred in areas where the WIN had been established? Has the Department analysed the number of incidents mentioned in Item (iii) in which (1) the early signs of burst could not be detected by the WIN; or (2) the early signs of burst were detected by the WIN but repair works could not be done on time (provide a breakdown by District Council districts); and
- (e) What were/are the staffing and expenses on emoluments, operations, materials and equipment for the Department to (i) implement the WIN and (ii) supervise the repair/replacement works of water mains respectively in 2025-26 and 2026-27 as anticipated?

Asked by: Hon CHAN Wing-yan, Joephy (LegCo internal reference no.: 23)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the risk-based improvement of water mains based on the Risk-based Asset Management Programme for Water Mains (“Programme”). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the “Divide and Conquer” strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains, etc. Regarding the Programme, we assess the risk levels associated with the likelihood and consequences of water main bursts or leaks based on factors such as the years of service, materials, past records of bursts or leaks, surrounding environment, and the consequences of bursts or leaks, so as to replace or rehabilitate water mains with higher risk progressively. As at the end of December 2025, a total of approximately 584 kilometres of water mains has also been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025.

- (a) Currently, the total length of fresh water mains over the territory managed by the WSD is around 6 700 kilometres. Among this, around 230 kilometres of fresh water distribution mains with large diameters (i.e. with diameters over 600 millimetres) use bitumen as inner protective coating, which accounts for around 3.9% of the 5 900 kilometres of fresh water distribution mains over the territory. The geographical distribution is tabulated as follows:

Region	District	The Length of Fresh Water Distribution Mains with Bitumen Coating (kilometres)
Hong Kong and Islands	Central and Western	6.5
	Eastern	8.3
	Islands	18.3
	Southern	9.3
	Wan Chai	6.9
Kowloon	Kowloon City	11.1
	Kwun Tong	6.3
	Sham Shui Po	8.0
	Wong Tai Sin	3.6
	Yau Tsim Mong	9.4
New Territories	North	15.3
	Sai Kung	14.5
	Sha Tin	9.2
	Tai Po	14.2
	Kwai Tsing	12.7
	Tuen Mun	25.2
	Tsuen Wan	16.1
	Yuen Long	34.6
Total		Approximately 230

Upon review, the WSD has identified around 70 kilometres of large diameter water mains with higher risk in various districts, and plans to conduct the replacement or rehabilitation works within the next 10 years. The improvement works on the first 20 kilometres of water mains with higher risk have already been upgraded as Category A projects by the Financial Committee. The WSD will seek funding approval from the Legislative Council in due course for commencing the improvement works for the remaining 50 kilometres of water mains.

- (b) The WSD replaced or rehabilitated around 52 kilometres, 50 kilometres and 18 kilometres of water mains (including fresh water and salt water mains) in 2023, 2024 and 2025 respectively, including around 1 kilometre of large diameter fresh water distribution mains with higher risk located at Sai Kung District and Eastern District. The WSD plans to complete the replacement and rehabilitation of around 35 kilometres of these water mains (including 2 kilometres as Category A projects and 33 kilometres as Category D projects) in 2026. The length of water mains involved will approximately double the figure of last year.

- (c) The WSD is upgrading and expanding the Water Intelligent Network (WIN) in phases. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by mid-2026. The relevant numbers of sensors with a breakdown by District Council districts are tabulated below:

District	Number of New Sensors to be Set Up
Central and Western	15
Eastern	7
Islands	13
Southern	10
Wan Chai	5
Kowloon City	7
Sham Shui Po	8
Wong Tai Sin	9
Kwun Tong	16
Yau Tsim Mong	10
North	18
Sai Kung	10
Sha Tin	15
Tai Po	7
Kwai Tsing	14
Tsuen Wan	13
Tuen Mun	9
Yuen Long	14
Total	200

For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct chambers for installation of sensors, the installation works will take longer time and are projected to be completed by mid-2027.

The expenses on the expansion and upgrading of the WIN in 2025-26 (including consultancy fee and the replacement of about 500 old sensors with real-time sensors within the WIN which did not involve road excavation) were around \$10 million. In the next 3 years, the estimated expenses on the expansion and upgrading of the WIN will be around \$74 million.

- (d) The number of burst¹ and leak (including typical and serious leak)² cases of government water mains in the past 3 years are tabulated below:

Year	Burst Case			Leak Case		
	Fresh Water	Salt Water	Total	Fresh Water	Salt Water	Total
2023	21	13	34	6 051	1 890	7 941
2024	13	14	27	5 915	2 200	8 115
2025	14	6	20	6 119	2 299	8 418

Note 1: “Main burst” refers to a rupture of a water main caused by parts or structural failure which triggers a rapid and large volume of overflow of water causing drop of water supply pressure. As a consequences, the water supply system can no longer maintain continuous water supply to the affected areas, leading to serious traffic disruption and widespread water supply suspension.

Note 2: Typical water main leaks are caused by holes or joint damage which involve minor leaks that have limited impact on water supply and traffic. Serious water main leaks can lead to serious consequences including severe traffic disruption, substantial overflow from damaged water mains and disruption to water supply. However, the severity of water main leaks is lower than that of water main bursts.

Among the above-mentioned water main burst cases in 2023, 2024 and 2025, the numbers of cases which resulted in temporary water suspensions were 24, 15 and 13 respectively.

Leakage cases of government fresh water mains detected by the WIN have all been analysed through an intelligent network management computer system using the data collected to continuously monitor the network condition, prioritise the follow-up works and set out the most effective network management measure such as active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains. All along, the relevant leakage points of leakage cases of government fresh water mains detected by the WIN have not developed into water main burst incidents after being timely handled. The WSD will continue to implement multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks by monitoring the leakage condition of the water supply network via the WIN and the formulation and implementation of the risk-based improvement of water mains based on the Programme.

In the past 3 years, there were a total of 48 cases of fresh water main bursts and 33 cases of salt water main bursts. The WIN currently covers the fresh water distribution network only but not the salt water supply network. Among these 48 cases of fresh water main bursts, only 10 occurred within the DMAs of the WIN (the current coverage of the WIN has been largely expanded compared to 3 years ago, with the number of DMAs increased from 1 740 to 2 400.), including Tsuen Wan, Islands, Tai Po, Sai Kung, North and Kowloon City Districts, of which 5 cases were caused by damages done by road excavation works nearby. The remaining 5 cases involved symptomless bursts of old asbestos cement water pipes, ductile iron pipes and lined galvanised steel pipes because the materials are more fragile. The remaining 38 cases of fresh water main burst occurred outside the DMAs of the WIN.

- (e) Currently, there are a total of 22 permanent posts in the WSD responsible for the relevant duties of the implementation of the WIN, including 3 senior engineers, 7 engineers, 4 senior waterworks inspectors, 5 waterworks inspectors/assistant waterworks inspectors and 3 works supervisors. Since the staff concerned have other duties to handle as well, we do not keep separate breakdown statistics on the salary expenses involved in the above work.

There are a total of 632 permanent posts in the WSD responsible for the relevant duties of supervision of water main maintenance/replacement works, including 8 senior engineers, 36 engineers, 3 chief technical officers, 25 senior waterworks inspectors, 131 waterworks inspectors/assistant waterworks inspectors, 276 works supervisors, as well as 153 artisans and staff from other posts. Since the staff concerned have other duties to handle as well, we do not keep separate breakdown statistics on the salary expenses involved in the above work. The relevant figures could not be provided.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)108

(Question Serial No. 1373)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Regarding the handling of water main bursts and leaks, along with the implementation and upgrading of the Water Intelligence Network (WIN), would the Government inform this Committee of the following:

1. the actual total expenses of the Government on improvement works of water mains and the numbers of staff across permanent and short-term positions responsible for relevant duties in the past 3 financial years;
2. the numbers of cases of water main bursts and leaks recorded in various districts over the territory in the past 3 financial years with a breakdown by the 18 districts; and among them, the number and percentage of cases detected by the WIN; the specific follow-up enhancement measures implemented by the Department in response to these cases; and the current completion progress of relevant works;
3. regarding the establishment of the WIN to monitor water main leaks, the overall construction progress of its coverage across the territory; the cumulative expenses incurred to date, and the estimated expenses with respect to the enhancement and maintenance works of the WIN in this financial year.

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

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the "Risk-based Asset Management Programme for Water Mains" ("Programme"). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the "Divide and Conquer" strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water

mains, etc. Regarding the Programme, we assess the risk levels associated with the likelihood and consequences of water main bursts or leaks based on factors such as the years of service, materials, past records of bursts or leaks, surrounding environment, and the consequences of bursts or leaks, so as to replace or rehabilitate water mains with higher risk progressively. As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025. The WSD is currently expanding and upgrading the WIN by achieving full coverage of the fresh water network and upgrading the real-time data transmission function of the existing WIN. The relevant works are expected to be completed in phases by mid-2027.

1. In 2023-24, 2024-25 and 2025-26 (as at 6 March 2026), the expenses of the WSD on the Programme (including Category A and D projects) were around \$680 million, \$610 million and \$860 million respectively. Currently, the WSD has a total of 10 officers in permanent posts responsible for relevant duties, including 3 senior engineers and 7 engineers/assistant engineers.
2. The number of fresh water main burst and leak cases in the past 3 years by District Council district were detailed in Table 1. In 2023, 2024 and 2025, the numbers of leak cases in government water mains detected through the WIN were around 1 037, 1 221 and 951 respectively. Leakage cases of government fresh water mains detected by the WIN have all been analysed through the WIN management computer system using the data collected to continuously monitor the network condition, prioritise the follow-up works and set out the most effective network management measure such as active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains. All along, the relevant leakage points of leakage cases of government fresh water mains detected by the WIN have not developed into water main burst incidents after being timely handled. The WSD will continue to implement multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks by using the WIN to monitor leakage in the network and formulating and implementing the Risk-based Improvement of Water Mains based on the Programme.

Table 1 - Number of fresh water main burst and leak cases in the past 3 years by district

District	Burst Case ¹			Leak Case ²		
	2023	2024	2025	2023	2024	2025
Central and Western	2	1	0	216	355	357
Eastern	1	0	2	149	129	186
Islands	4	1	1	511	484	508
Southern	1	2	2	296	287	351
Wan Chai	0	1	0	196	194	232
Kowloon City	1	3	1	164	162	137
Kwun Tong	0	0	1	142	149	132
Sham Shui Po	1	1	0	115	129	98
Wong Tai Sin	0	0	1	65	65	79
Yau Tsim Mong	1	0	1	290	201	232
North	2	1	1	651	507	662
Sai Kung	3	1	0	635	570	497
Sha Tin	0	0	0	203	266	305
Tai Po	1	0	1	239	300	452
Kwai Tsing	0	1	0	110	104	133
Tuen Mun	1	0	1	384	387	325
Tsuen Wan	2	1	0	191	206	216
Yuen Long	1	0	2	1 494	1 420	1 217
Total	21	13	14	6 051	5 915	6 119

Note 1: “Main burst” refers to a rupture of a water main caused by parts or structural failure which triggers a rapid and large volume of overflow of water causing drop of water supply pressure. As a consequences, the water supply system can no longer maintain continuous water supply to the affected areas, leading to serious traffic disruption and widespread water supply suspension.

Note 2: Typical water main leaks are caused by holes or joint damage which involve minor leaks that have limited impact on water supply and traffic. Serious water main leaks can lead to serious consequences including severe traffic disruption, substantial overflow from damaged water mains and disruption to water supply. However, the severity of water main leaks is lower than that of water main bursts.

3. The WSD is currently upgrading and expanding the WIN in phases. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct chambers for sensor installation, the installation works will take longer time and are projected to be completed by mid-2027. Regarding the construction of WIN, by the end of March 2025, the WSD has set up about 2 400 DMAs and related pressure management areas in the fresh water distribution network over the territory, which involved a total expense of \$1.07 billion, while the expenses on the enhancement related to the WIN in 2025-26 (including consultation fee and the replacement of 500 old sensors with real-time sensors within the WIN which did not involve road excavation) were around \$10 million. In the next 3 years, the estimated expenses on the enhancement related to the WIN will be around \$74 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)109

(Question Serial No. 1095)

Head: (194) Water Supplies Department

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

Programme: (2) Water Quality Control

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Previously, sediment particles were found in housing estates in various districts across the territory. The Water Supplies Department (WSD) usually collects water samples for laboratory testing, strengthens public water main flushing in the vicinity of the relevant areas, and installs equipment such as strainers at the intake points of public water mains to improve water quality. In this connection, would the Government inform this Committee of the following:

1. How many strainers were installed at the intake points of public water mains in various districts across the territory in 2025 (please provide with a breakdown by the 18 administrative districts)?
2. What is the average material and administrative cost for each strainer installed at public water mains?
3. Following the installation of strainers, how often does the Department arrange contractors to conduct regular cleaning and maintenance of strainers?
4. How many additional strengthened flushing actions on public water mains were taken beyond regular flushing in various districts across the territory in 2025 (please provide by the 18 administrative districts)?
5. What is the average cost for each arrangement for contractors to conduct emergency flushing of water mains?
6. What is the average cost for the laboratory testing of each water sample collected by the Department?
7. What is the process of the laboratory testing of a water sample? How long does it take for each sample to undergo laboratory testing?
8. Regarding the successive finding of sediment particles in water mains, has the Department implemented any corresponding measures, other than strengthened water main flushing and installation of strainers, to address the problem of sediment particles at its root source?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 105)

Reply:

Currently, a small portion of Hong Kong's fresh water distribution network still consists of water mains with bitumen inner protective coating. The bitumen coating of these water mains may peel off after years of use. Bitumen is an inert substance which is not harmful to human body. In the long run, the Water Supplies Department (WSD) will replace or rehabilitate this type of water mains in phases. Before these water mains are replaced, to mitigate the potential risk of the sediment entering the inside service, a common international practice is to regularly clean the pipes and water tanks to flush out such sediments as far as practicable. The WSD has been adopting this time-proven method and has installed strainers at suitable locations in the water supply networks containing water mains with bitumen coating and conducted regular inspections and cleansing to ensure the sediment will not enter the inside service at downstream. Based on a risk-based principle, the WSD plans to enhance the filtration capacities of around 1 000 existing strainers, and install around 1 100 additional strainers. In 2025, the WSD enhanced the filtration capacities of the around 1 000 existing strainers mentioned above. By January 2026, the WSD also completed the installation of around 660 additional strainers. Remaining strainers are currently being installed. The installation will take longer to complete since it will involve modification or construction of chambers which is relatively complicated.

1. Currently there are around 1 660 strainers across the territory, with a breakdown by the 18 administrative districts as follows:

Region	District	Approximate Number of Strainers
Hong Kong and Islands	Central and Western	20
	Eastern	60
	Islands	60
	Southern	60
	Wan Chai	40
Kowloon	Kowloon City	40
	Kwun Tong	60
	Sham Shui Po	70
	Wong Tai Sin	40
	Yau Tsim Mong	30
New Territories	North	160
	Sai Kung	280
	Sha Tin	170
	Tai Po	130
	Kwai Tsing	60
	Tuen Mun	120
	Tsuen Wan	80
	Yuen Long	180
Total		1 660

2. In general, we need to install strainers inside chambers to protect the strainers and facilitate future cleansing and maintenance works. Therefore, the cost of installing a new strainer includes not only the strainer itself but also the modification of the existing chamber or the construction of a new chamber, depending on factors such as the size of the new chamber and whether the works are carried out at busy road sections. The

expenses (including materials, labour of contractors and related construction expenses) involved range from around \$55,000 to \$400,000. As for the administrative cost, since the WSD staff responsible for supervising the installation of strainers are also handling other tasks, no separate breakdown statistics are available.

3. The WSD will arrange inspections and cleansing of the strainers based on the “risk-based” principle. In general, depending on the length, size and years of service of the water mains with bitumen coating upstream of the strainers, the number of consumers in downstream, past incident records, and the water supplies to important buildings or facilities (such as hospital), etc., the WSD will inspect and clean the relevant strainers every 3 to 6 months. To enhance cost-effectiveness, the inspection and cleansing cycle for strainers in lower-risk locations will be extended. In addition, with respect to special circumstances, such as before or during large-scale redirection of water supply, the WSD may advance or increase the frequency of inspections and cleansing works of relevant strainers.
4. Since the water quality incidents at Queen's Hill Estate on 30 May 2025, the WSD has proactively strengthened the additional government water main flushing. From 30 May 2025 to 31 December 2025, the numbers of the relevant additional government water main flushing actions taken (not including regular water main flushing) with a breakdown by the 18 administration districts are set out below:

Region	District	The Number of Additional Strengthened Water Main Flushing Actions
Hong Kong and Islands	Central and Western	15
	Eastern	42
	Islands	1
	Southern	3
	Wan Chai	5
Kowloon	Kowloon City	6
	Kwun Tong	16
	Sham Shui Po	4
	Wong Tai Sin	3
	Yau Tsim Mong	1
New Territories	North	130
	Sai Kung	3
	Sha Tin	15
	Tai Po	3
	Kwai Tsing	10
	Tuen Mun	16
	Tsuen Wan	2
	Yuen Long	26
Total		301

5. The WSD usually arranges in-house manpower to carry out the additional water main flushing actions. No additional costs are involved.

- 6.&7. The WSD obtains water samples from its fresh water distribution network and the storage tanks of relevant buildings to conduct water sample tests on appearance, turbidity, colour, visible substances, etc. as well as rapid tests on toxicity and Benzo[a]pyrene to ensure the safety of drinking water. Testing on each sample requires approximately 1 day and incurs a cost of around \$4 000.
8. In addition to strengthening flushing of government water mains and installation of additional strainers, upon carrying out a risk-based assessment, the WSD has identified around 70 kilometres of higher risk large diameter water mains with bitumen inner protective coating for improvement. The Finance Committee has approved the upgrading of the improvement works for the first 20 kilometres of water mains to Category A. The WSD will seek funding from the Legislative Council in due course for commencing the improvement works for the remaining 50 kilometres of water mains.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)110

(Question Serial No. 1099)

Head: (194) Water Supplies Department

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

Programme: (2) Water Quality Control

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Shek Wu Hui Water Reclamation Plant (SWHWRP) in Sheung Shui commenced operation in March 2024, and is marking its second anniversary in March 2026. It further processes effluent treated by sewage treatment works and adds blue edible dye to produce reclaimed water. In this connection, would the Government please inform this Committee of the following:

1. At the early stage of implementation, reclaimed water was supplied to 4 housing estates and 3 schools in Sheung Shui for flushing. Where is the current supply area of reclaimed water for flushing? Where is the Department's target supply area for expansion in 2026?
2. How many complaints were received from consumers regarding the quality of reclaimed water in each of the past 2 years?
3. How many cases of emergency temporary water suspensions were caused by the water reclamation plants or their transfer mains in each of the past 2 years?
4. What are the actual average reclaimed water production output per day of the SWHWRP in Sheung Shui in each of the past 2 years?
5. Following the above question, is there any discrepancy between the actual reclaimed water production capacity per day and the Department's estimated target production capacity per day? If yes, what are the reasons?
6. Regarding users' complaints about the quality of reclaimed water, has the Department implemented any measures over the past 2 years to enhance the water quality, so as to facilitate the smooth implementation of reclaimed water for flushing in the future?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 108)

Reply:

The Government has been implementing the Total Water Management Strategy ("Strategy") to ensure water security and support the sustainable development of Hong Kong. Expansion of the use of recycled water (including reclaimed water, treated grey water and harvested rainwater) for non-potable purposes is one of the key initiatives of the Strategy to contain fresh water demand growth. Since March 2024, the Water Supplies Department (WSD) has started to supply reclaimed water in phases to certain areas of Sheung Shui and Fanling via

the Shek Wu Hui Water Reclamation Plant (SWHWRP)^{Note} in Sheung Shui to replace temporary mains fresh water for flushing.

Note : In view of the Shek Wu Hui Sewage Treatment Works being upgraded to an Effluent Polishing Plant with tertiary sewage treatment, the WSD established a water reclamation plant in Shek Wu Hui to process tertiary-treated effluent by hypo-chlorination treatment and addition of edible dye to produce reclaimed water.

1. As at February 2026, the SWHWRP in Sheung Shui has supplied reclaimed water to 26 housing estates, 12 schools, 2 non-residential facilities and 2 government facilities across the area from Po Shek Wu Road, Sheung Shui to Pak Wo Road, Fanling. The WSD plans to increase the supply of reclaimed water to around 70 locations in 2026. The supply area will further expand to Shek Wu Hui, Sheung Shui and the On Lok Tsuen Industrial Area and its vicinity.
- 2.&6. The number of complaint cases by consumers about the quality of reclaimed water received by the WSD in the past 2 years are tabulated as below:

Content Involved	2024	2025
Reclaimed water appears in varying shades of blue colour	20 cases	97 cases
Odours and impurities in reclaimed water	1 case	13 cases
Total	21 cases	110 cases

The Colour of Reclaimed Water

Since reclaimed water is colourless and odourless, blue food-grade dye is added to the reclaimed water to allow consumers to distinguish it from fresh water. The WSD proposed this arrangement in the public consultation in 2018. At that time, the majority of the feedback agreed with this arrangement. Since reclaimed water was used for flushing for the first time, colour should be added to distinguish reclaimed water from fresh water. It prevents misuse of reclaimed water or cross-connection between reclaimed water and fresh water supply systems, thereby ensuring public safety through multiple barriers. The variation of the colour intensity of reclaimed water due to retention time and changes in flow volume is a normal phenomenon and does not affect the efficiency of flushing or the safe use of water.

As temporary mains fresh water for flushing has been used for many years, residents were often not yet used to using blue dyed flushing water when their housing estates began to switch to reclaimed water, thus residents might have concerns about the colour of the flushing water. The WSD has adjusted the reclaimed water to a lighter colour to minimize the impact on public perception.

In view of some consumers are still holding different views on addition of blue food-grade dye to reclaimed water, the WSD is currently exploring the feasibility of alternative proposals.

Ensuring the Compliance of the Water Quality Standard

The water quality of the reclaimed water must comply with the Water Quality Standards for Recycled Water formulated by the WSD to ensure that the water quality, aesthetic and hygienic aspects all meet the established standards. During the production of reclaimed water, the WSD rigorously monitors water quality in a real-time and continuous manner through 24-hour online monitoring equipment and regular laboratory tests with random sampling. Recycled water is only supplied to consumers after it is ensured to have met the established water quality standards (such as parameters like odour and turbidity). The WSD also updates the latest monitoring results on its website every 6 months for public access. Regarding the relevant complaints received, the WSD has conducted inspections and collected samples for laboratory testing to ensure the water quality complies with the standard.

3. In the past two years, no emergency temporary water supply suspension incidents were in connection with reclamation plant or its transfer mains.
- 4.&5. In 2024 and 2025, the actual average production output per day of the SWHWRP in Sheung Shui were around 1 400 cubic metres and 3 600 cubic metres respectively. As the actual production output of the SWHWRP in Sheung Shui is formulated according to the current estimated consumption demand, the demand and production output of reclaimed water will scale up in response to the continuous expansion of supply area and growth in consumer population. The final target production capacity of the SWHWRP in Sheung Shui depends on the discharge capacity of the tertiary-treated effluent of the Shek Wu Hui Effluent Polishing Plant. Based on the discharge capacity of treated effluent supplied by the Shek Wu Hui Effluent Polishing Plant, the final supply capacity of recycled water can reach 61 000 cubic metres per day by estimation.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)111

(Question Serial No. 1110)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Water Supplies Department (WSD) has established the Water Intelligent Network (WIN) since 2016, and has completed the establishment of 2 400 District Metering Areas (DMAs) by the end of March 2025, which cover around 80% of the fresh water distribution network and strengthen the management of leakage in the water supply network.

1. What were the numbers of DMAs under the WIN established in various districts across the territory in the past 5 years?
2. Since the end of 2024, the Government has expanded the metering area of the WIN to the fresh water trunk mains and the remaining 20% of the fresh water distribution network. Does it represent that more DMAs have been added to the existing 2 400 DMAs? What is the current progress of the expansion and the coverage rate?
3. What were operational expenses involved by the WIN in each of the past 5 years?
4. What were the general leakage rates of water mains over the territory in each of the past 5 years?
5. What were the leakage rates of water mains over the territory by district in each of the past 5 years?

Asked by: Hon CHIK Kit-ling, Elaine (LegCo internal reference no.: 107)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the “Risk-based Asset Management Programme for Water Mains” (“Programme”). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the “Divide and Conquer” strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water

mains, etc. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025. The WSD is currently expanding and upgrading the WIN to achieve more comprehensive coverage of the fresh water supply network and upgrade the real-time data transmission function of the existing WIN. The relevant works are expected to be completed in phases by mid-2027.

1&3. New DMAs were established across the territory under the WIN in 2021, 2022, 2023, 2024 and 2025. Their distribution by District Council district is tabulated as follows:

District	Number of New DMAs Established				
	2021	2022	2023	2024	2025
Central and Western	0	6	5	11	1
Eastern	8	10	6	13	2
Islands	13	13	10	30	1
Southern	6	10	6	21	0
Wan Chai	3	2	2	17	5
Kowloon City	2	2	1	42	1
Sham Shui Po	26	8	5	6	1
Wong Tai Sin	2	5	11	12	0
Kwun Tong	4	4	3	28	1
Yau Tsim Mong	0	0	2	20	2
North	1	17	30	21	7
Sai Kung	2	4	5	7	7
Sha Tin	28	33	9	43	1
Tai Po	0	31	3	13	2
Kwai Tsing	4	5	6	8	3
Tsuen Wan	5	5	19	10	1
Tuen Mun	2	16	6	12	6
Yuen Long	0	31	81	83	10
Total	106	202	210	397	51

As the installation involved road excavation and construction of shafts, the total expenses on the establishment of new DMAs under the WIN in 2021-22, 2022-23, 2023-24 and 2024-25 were around \$120 million, \$180 million, \$190 million and \$250 million respectively, while the expenses on the enhancement related to the WIN in 2025-26 (including consultation fee and the replacement of 500 old sensors with real-time sensors within the WIN which did not involve road excavation) were around \$10 million. In the next 3 years, the estimated expenses on the enhancement related to the WIN will be around \$74 million.

2. The WSD is expanding and upgrading the WIN in phases. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk

mains and the fresh water distribution network. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct shafts for sensor installation, the installation works will take longer time and are projected to be completed by mid-2027.

4&5. In the past 5 years, i.e. 2021, 2022, 2023, 2024 and 2025, the leakage rates of government fresh water mains were 14.6%, 14.4%, 14.0%, 13.4% and 12.8% respectively. As the leakage rate is calculated based on the whole water supply network, the WSD does not maintain statistics of the leakage rates by district.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)112

(Question Serial No. 1302)

Head: (194) Water Supplies Department

Subhead (No. & title): Not Specified

Programme: (2) Water Quality Control

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

In 2026-27, the Water Supplies Department (WSD) will continue to implement the risk-based water main asset management strategy to accord priorities to sections of water main with high risks of burst and leak for continuous improvement works. In this connection, would the Government inform this Committee of the following:

- (a) the estimate expenses on water main asset management;
- (b) whether smart water meters will be installed to record the past water consumption pattern of individual household, enabling the WSD to adjust water supply pressure more precisely and avoid maintaining excessively high pressure over long periods; if yes, of the details; if not, of the reasons;
- (c) whether full-scale implementation of the Water Intelligent Network (WIN) is considered to expand its coverage to water mains across the entire territory; if yes, of the details; if not, of the reasons;
- (d) the results of the WSD's test on the split water supply mode in Siu Sai Wan and Chai Wan to reduce water pressure in salt water mains.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 36)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the "Risk-based Asset Management Programme for Water Mains" ("Programme"). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the "Divide and Conquer" strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains, etc. Regarding the Programme, we assess the risk levels associated with the

likelihood and consequences of water main bursts or leaks based on factors such as the years of service, materials, past records of bursts or leaks, surrounding environment, and the consequences of bursts or leaks, so as to replace or rehabilitate water mains with higher risk progressively. As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025.

- (a) Under the Programme, the WSD plans to complete the replacement and rehabilitation of approximately 35 kilometres of water mains in 2026, which has approximately doubled the length compared to last year and 2 kilometres are Category A projects while 33 kilometres are Category D projects. The estimated expenses involved in 2026-27 financial year are approximately \$200 million and \$900 million respectively.
- (b) Due to the hilly and undulating terrain of Hong Kong, in order to maintain adequate water supply pressure in places located on high ground or at the end of the distribution network, the water pressure of the fresh water distribution mains is generally higher than that of other cities. To address the issue of increasing water main bursts and leaks due to high water supply pressure, the WSD is currently developing the Smart Water Pressure Management System. Apart from collecting the flow and pressure data from the WIN in real time, WSD will also install real time online sensing devices in the fresh water and salt water supply networks. Smart water meters will be installed at user end at the same time to collect comprehensive water supply and consumption data of the network in real time and continuously monitor the operation of the entire water supply network. Through the high-precision hydraulic model analysis, smart dynamic pressure reduction measures can be implemented without affecting the water use of the public, thereby reducing the cases of bursts and leaks in public water supply networks and private inside service. The estimated expenses on study and system development are around \$2.1 billion. Subject to availability of resources, the relevant works will commence in the first quarter of 2027 and are targeted for completion in phases within 5 years.
- (c) The WSD has been upgrading and expanding the Water Intelligence Network (WIN) in phases to cover the fresh water trunk mains and the remaining fresh water distribution network that are currently not covered by the WIN. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct shafts for sensor installation, the installation works will take longer time. This project incurs an estimated expense of around \$74 million and is targeted for completion by mid-2027.

- (d) Since April 2025, the WSD has launched a pilot scheme to test the new “split water supply mode” for supplying salt water in Siu Sai Wan and Chai Wan. The original water supply area is divided into high zone and low zone. For the low zone, water is supplied directly to users using a low-pressure pumping system. Water supply to the high zone continues to follow the existing mode, where water is pumped at high pressure from the transfer mains of pumping station to the salt water service reservoirs located on high ground for storage before distributing to users. This diversion approach can significantly reduce water mains pressure by 30% to 50% which can help lower the risk of bursts. In the approximately 11 months since the start of the trial, water main burst and leak cases in Siu Sai Wan and the low zone of Chai Wan significantly dropped from 22 cases recorded within 1 year prior to the trial to 13 cases over the approximately 11-month period to date, showing that the new salt water supply mode can effectively reduce the risk and impact of water main bursts. The WSD is conducting a study on implementing pressure reducing measures for salt water supply systems at a total of 22 pilot sites (including Siu Sai Wan and Chai Wan) in various districts, which incurs an estimated expenditure of around \$14 million and is targeted for completion by 2027.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)113

(Question Serial No. 3218)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

According to the earlier investigation report on the water quality incident at Queen's Hill Estate and Shan Lai Court, currently around 700 kilometres of water supply steel mains in Hong Kong use bitumen as the inner protective coating. Among these, 230 kilometres are fresh water distribution mains, accounting for around 3.9% of the fresh water supply network across the territory. In this connection, would the Government inform this Committee of the following:

1. May the Water Supplies Department (WSD) provide the information of all water mains across the territory which still use bitumen as inner protective coating, including:
 - the locations (categorised by District Council district or water supply zone);
 - the purposes of the mains (such as fresh water distribution mains);
 - the numbers of service years and designed service lives.
2. Please provide the total length of water mains with bitumen inner coating replaced in the past 3 years, along with the budgets and expenses for the replacement works.
3. The WSD submitted the water main replacement plan in short-term and middle-term to the Development Bureau earlier. What are the budget, time of commencement and the expected completion date of the relevant plan? By estimation, when can all the water mains with bitumen inner coating be replaced?
4. During the implementation of the water main replacement plan, what measures will the Government take to ensure the drinking water safety and public confidence?

Asked by: Hon TAM Chun-kwok (LegCo internal reference no.: 40)

Reply:

In the past, a type of specially formulated bitumen^{Note} was commonly used worldwide as inner protective coating for preventing rusting of steel pipes. This specially formulated bitumen is an inert substance that does not dissolve in water; even if accidentally ingested through drinking water, there is no evidence showing it is harmful to human health. Regions such as

the United Kingdom, Italy, Canada, and the USA still use this type of steel fresh water pipes nowadays. However, the bitumen inner coating may detach after prolonged use. After 2005, the Water Supplies Department (WSD) has terminated the use of steel pipes with bitumen inner protective coating, and switched to more durable steel pipes with epoxy coating.

Note: Both the bitumen used for the inner protective coating of steel fresh water pipes and the bitumen used in road works or waterproofing of roofs are extracted from crude oil, but their processing methods differ. Bitumen for water pipes undergoes a specialised process to become oxidised bitumen, which enhances its adhesiveness, corrosion resistance and thermal stability. The bitumen inner protective coating of steel fresh water pipes used by the WSD must comply with the British standard BS4147 "Specification for Hot Applied Bitumen Based Coatings for Ferrous Products". Even if bitumen is accidentally ingested through drinking water, there is no evidence showing it is harmful to human health.

1. Currently, around 700 kilometres of fresh water distribution mains with large diameters (i.e. with diameters over 600 millimetres) use bitumen as inner protective coating. Among these, 470 kilometres are the fresh water trunk mains upstream of service reservoirs, which transfer fresh water from water treatment plants to facilities such as service reservoirs. Fresh water undergoes sedimentation in the service reservoirs so that bitumen sediments will not enter the water supply network downstream. Therefore, only the remaining 230 kilometres of fresh water distribution mains downstream of service reservoirs supply fresh water for public use. This type of water mains have been used for more than 20 years in average while their design lives are around 70 years. The regional distribution is tabulated as follows:

Region	District	The Length of Fresh Water Distribution Mains with Bitumen Coating (kilometres)
Hong Kong and Islands	Central and Western	6.5
	Eastern	8.3
	Islands	18.3
	Southern	9.3
	Wan Chai	6.9
Kowloon	Kowloon City	11.1
	Kwun Tong	6.3
	Sham Shui Po	8.0
	Wong Tai Sin	3.6
	Yau Tsim Mong	9.4
New Territories	North	15.3
	Sai Kung	14.5
	Sha Tin	9.2
	Tai Po	14.2
	Kwai Tsing	12.7
	Tuen Mun	25.2
	Tsuen Wan	16.1
	Yuen Long	34.6
Total		Approximately 230

- 2&3. In the long run, the WSD will replace or rehabilitate the 230 kilometres of water mains with bitumen coating in phases. Based on the risk-based principle, the WSD has identified a total of around 70 kilometres of large diameter water mains with higher risk in various districts, and plans to conduct the replacement and rehabilitation works within the next 10 years. The WSD has been conducting the improvement works for 20 kilometres of large diameter water mains, which require an expense of \$2.16 billion. Relevant works were commenced in June 2024 and are targeted to be completed in phases within around 6 years. The WSD will seek funding from the Legislative Council in due course for commencing the improvement works for the remaining 50 kilometres of water mains. In the past 2 years, the WSD has replaced or rehabilitated around 900 metres of large diameter water mains. In 2024-25 and 2025-26 (as at 9 March 2026), the expenses of the WSD on replacement and rehabilitation of large diameter water mains were around \$69 million and \$180 million respectively.
4. To mitigate the potential risk of bitumen sediments entering the inside service before the replacement of the above-mentioned water mains is completed, a common international practice is to regularly clean the pipes and water tanks to flush out such sediments as far as practicable. The WSD has been adopting this time-proven method. The WSD also installs strainers at suitable locations and conducts regular inspections and cleansing to ensure the sediment will not enter the inside service at downstream. Based on a risk-based principle, the WSD plans to enhance the filtration capacities of around 1 000 existing strainers, and install around 1 100 additional strainers. In 2025, the WSD enhanced the filtration capacities of the around 1 000 existing strainers mentioned above. As at the end of January 2026, the WSD also completed the installation of around 660 additional strainers. Remaining strainers are currently being installed. The installation will take longer to complete since it will involve modification or construction of inspection shafts which is relatively complicated.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)114

(Question Serial No. 1449)

Head: (194) Water Supplies Department

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

Programme: (3) Customer Services

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Matters Requiring Special Attention in 2026-27 under Programme (3) that the Water Supplies Department (WSD) will “continue to step up prosecution and inspections against overcharging for water in subdivided units (SDUs) with strengthened enforcement power pursuant to the Waterworks (Amendment) Ordinance 2024”. On preventing SDU tenants from being overcharged for water, would the Government inform this Committee of:

- (a) the numbers of inspections on SDUs conducted/to be conducted by the WSD, and among them, the numbers of inspections jointly operated with the Rating and Valuation Department or the Buildings Department in the past 3 years and in 2026 as anticipated; the staffing, expenses on emoluments, operation and equipment involved;
- (b) the numbers of SDUs with separate water meters installed/to be installed by the WSD in the past 3 years and in 2026 as anticipated; the staffing, expenses on emoluments, operation and equipment involved;
- (c) since the launch of the “non-routine water bill” service in October 2023, the number of non-routine water bills issued and the number of SDUs involved; and
- (d) the number of complaints received, prosecutions and court convictions in respect of overcharging for water by SDU owners in the past 3 years; and the amount of fine and the length of prison sentence in each case convicted by the court.

Asked by: Hon TANG Ka-piu (LegCo internal reference no.: 23)

Reply:

The Government will continue its efforts to combat the unscrupulous landlords for overcharging their tenants for water through an inter-departmental and multi-pronged approach, including stepping up inspections, streamlining the application procedures for the installation of separate water meters, and strengthening publicity and education efforts, with a view to enhancing the deterrent effect against overcharging subdivided unit (SDU) tenants for water.

- (a) At present, the Water Supplies Department (WSD) adopts two approaches to proactively identify cases of overcharging for water in SDUs. The first approach is “proactive inspection”, by which suspected cases of overcharging for water are identified by visiting various SDU tenants. From 2023 to 2025, the WSD conducted proactive inspections on about 5 800 SDUs. Amongst these, about 5 100 SDUs were jointly inspected with the Rating and Valuation Department, and 38 suspected cases of overcharging for water were identified for further investigation.

The second approach is “proactive investigation” which has commenced since April 2024. With the power in evidence collection strengthened since the Waterworks (Amendment) Ordinance 2024 came into effect on 19 April 2024, the WSD can request relevant person (such as landlords, registered consumers and their agents) to submit relevant information. Coupled with inviting suspicious SDU landlords to interview for further investigation, as well as the publicity and promotion efforts in tandem with the legislative amendment resulting in an increasing number of reports from members of the public, the WSD can more effectively identify suspected cases of overcharging for water. From the legislative amendment coming into effect to 31 December 2025, the WSD had proactively investigated 397 suspected cases of overcharging for water.

With the WSD’s introduction of the “proactive investigation” approach, the number of cases with successful prosecutions has risen significantly, from an average of 6 cases per year before the legislative amendment to an average of 27 cases per year after the legislative amendment.

For the “proactive investigation” approach enables more effective identification of suspected cases of overcharging for water, the WSD will concentrate its resources on conducting “proactive investigation” into suspected overcharging cases in SDUs in 2026. It is estimated that the number of cases under “proactive investigation” in 2026 will be around 200. In addition, the Department will also retain the “proactive inspection” approach and the target number of SDUs to be inspected in 2026 is around 500.

At present, there are a total of 29 staff posts in the WSD responsible for handling SDU inspection and following up the proactive investigation of suspected cases of overcharging for water, including 1 engineer post as well as 28 inspector and works supervisor posts. Since the above-mentioned staff have other duties to handle as well, no separate breakdown of the expenses on emoluments, operation and equipment involved is available. Therefore, we are unable to provide the figures concerned.

- (b) From 2023 to 2025, the WSD had installed separate water meters for over 2 100 SDUs. As the Basic Housing Units Ordinance (Cap. 658) came into effect on 1 March 2026, the WSD expects an increase in applications for installing separate water meters in 2026. In view of this, the WSD had consulted the industry and implemented “Self-Certification Scheme by Licensed Plumbers”^{Note} in December 2025 to streamline relevant procedures. At the same time, sufficient manpower has been deployed to process relevant applications in a centralised manner to ensure applications for the installation of separate water meters under the Basic Housing Units Ordinance are properly handled.

There are a total of 11 staff posts in the WSD responsible for assisting the work on processing the applications for installing separate water meters, including 1 engineer

post as well as 10 inspector and clerical posts. Since the above-mentioned staff have other duties to handle as well, no separate breakdown of the expenses on emoluments, operation and equipment involved is available. Therefore, we are unable to provide the figures concerned.

Note: Under “Self-Certification Scheme by Licensed Plumbers”, applicants can commence plumbing works by engaging qualified licensed plumbers to formulate the installation plan of plumbing works. After completion of works, water meters can be collected and installed upon submitting form and relevant documents to the WSD. Applicants do not need to wait for on-site inspection by the Water Authority in the process. The scheme streamlines the application procedures, saves cost and enhances efficiency.

- (c) From the launch of the “non-routine water bill” service in October 2023 to the end of February 2026, the WSD had issued 18 non-routine water bills involving 17 units upon consumers’ requests.
- (d) From 2023 to 2025, the WSD had investigated a total of 610 cases of suspected overcharging SDU tenants for water. Amongst these, investigation on 581 cases were completed, while 29 cases are still under investigation. The WSD had instituted prosecutions in 64 cases where there were sufficient evidence, of which 57 cases were successfully prosecuted and convicted. The fines for the convicted cases ranged from \$1 000 to \$29 000. The remaining 7 cases are pending hearing.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)115

(Question Serial No. 2086)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Regarding the coverage and progress of treated water supply in remote rural areas and outlying islands, the Government had noted that the per capita capital cost for the construction of treated water supply systems for these villages would be very high, and low water consumption may result in risks in water quality. According to the Water Supplies Department (WSD)'s data, 99.9% of Hong Kong's population are currently supplied with treated water, yet 16 inhabited villages in Tai Po, Tsuen Wan, Islands, Tuen Mun, Sai Kung, and North District still do not have treated water supply.

- (a) Among the above-mentioned 16 villages, how many villages had commenced water supply work researches or works as at the end of February 2026? Please provide the progresses to date with a breakdown by the District Council district and the name of the village;
- (b) How many villages had completed connections to treated water supply in each of the past 3 years? What were the sizes of population benefited and the expenses on related works? Please provide a breakdown by District Council district and the name of the village.
- (c) What were the frequencies of temporary transportation of potable water to remote villages by the Government and the relevant expenses in the past 3 years? Please provide a breakdown by District Council district and the name of village.
- (d) Has the Government researched for alternatives (such as rainwater harvesting system, small-scaled desalination devices and development of water sources) to provide remote villages and outlying islands with more cost-effective solutions for water supply?

Asked by: Hon WONG Ho-ming, Augustine (LegCo internal reference no.: 55)

Reply:

A consolidated reply in response to the questions raised by the Member is as follows:

Regarding some remote villages with small populations but without mains water supply, currently there are facilities in use for many years for supplying stream water, well water or

collected rainwater. Most of these facilities are under the maintenance of the Home Affairs Department (HAD) while the Food and Environmental Hygiene Department regularly monitors the water quality to ensure the water is suitable for potable consumption after boiling. In the event of depletion or insufficiency of the above water sources, the Government will provide timely assistance, including delivering potable water to meet the need of the villagers. The WSD has also enhanced the contingency response mechanism against emergency incidents, in order to strengthen its communications with District Offices, dissemination of information and on-site coordination. When considering whether to supply mains water to these villages, the WSD will take into account the actual circumstances of the villages and factors such as population, cost effectiveness, technical feasibility and water safety risk associated with the water demand.

In 2022, the Government commenced the laying of water mains supplying mains water for Tai Long (Islands District) with a population of about 60. The project involved an expenditure of about \$29.4 million and was substantially completed in the 1st quarter of 2026. The water supply will commence in the 2nd quarter.

According to the latest information, there remain 15 villages in Hong Kong which have inhabitants but do not have mains water supply. Their estimated populations are as follows:

District Council	Village Name	Estimated Population ^(Note)
Tai Po	Lai Chi Chong	10
	Tung Sam Kei	1
	Sham Chung	10
	Tung Ping Chau	10
Tsuen Wan	Luk Keng (Lantau)	8
	Tai Chuen (Northeast Lantau)	12
	Tso Wan (Northeast Lantau)	30
Islands	Po Toi Island	10
	Fan Lau (West Lantau)	10
	Nim Shue Wan (Lantau)	200
	Cheung Sha Lan (Lantau)	80
Tuen Mun	Tin Fu Tsai	30
Sai Kung	Tung Lung Chau	22
North	Kap Tong	4
	Mui Tsz Lam	40

Note: The information on estimated populations is provided by the HAD.

In the past 3 years, the Government had temporarily delivered potable water for around 5 times to remote villages, involving expenses of around \$200 000. The figures are tabulated below with a breakdown by village:

District Council	Village Name	Frequency (Financial Year)	Expenses Involved
Islands	Nim Shue Wan (Lantau)	1 (2023-24)	Around \$ 10 000
Tuen Mun	Tin Fu Tsai	4 (2024-25)	Around \$ 190 000

The Government is currently cooperating with a non-governmental organisation to pilot the use of domestic seawater filter devices to provide an alternative water source for the villagers of Tung Ping Chau. Operational data of the device is being collected and monitored for analysis in order to explore the suitability and feasibility of applying this device to remote villages.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)116

(Question Serial No. 0210)

Head: (194) Water Supplies Department

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

Programme: (2) Water Quality Control

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Department expects that the provision for this programme in 2026-27 (estimate) is \$63.8 million (or 16.7%) higher than that in 2025-26 (revised estimate). This is mainly due to the increased cash flow requirements for the implementation of the Water Safety Plan Subsidy Scheme (WSPSS) and the replacement of one launch for assisting water quality control. The Government announced the launch of the WSPSS in the 2019 Policy Address aiming to provide subsidies to a maximum of about 5 000 eligible buildings within five years. (1) Given that the scheme should have concluded by 2025, will the increased provision be used to extend the WSPSS? (2) If yes, by how long will the scheme extend? How many additional eligible buildings' demand can the increased provision satisfy?

Asked by: Hon YIM Kong, Erik (LegCo internal reference no.: 36)

Reply:

A reply to various parts of Hon YIM's question is as follows:

- (1) In 2019, the Government earmarked \$440 million to launch the Water Safety Plan Subsidy Scheme (WSPSS) with the purpose of promoting the implementation of the water safety plan for buildings (WSPB) in eligible private residential or composite (i.e. commercial and residential use) buildings by providing financial support. The WSPSS aimed at providing subsidies to a maximum of about 5 000 eligible buildings within five years, and the amount of subsidy to be disbursed for each building is capped at \$310 000.

Shortly after the Government launched the WSPSS, the COVID-19 pandemic broke out. Owing to restrictions imposed by relevant social distancing measures, etc., many applicants were unable to convene owners' meetings in a timely manner to pass the resolution for participating in the WSPSS, resulting in the progress of the WSPSS not meeting our expectation. After the epidemic, the Water Supplies Department (WSD) has launched various publicity and promotion activities through different channels since the end of 2022 to encourage owners and property management agents to

participate in the WSPSS and assist them in applying for relevant subsidies. The numbers of applications for and participations in the WSPSS have thus increased gradually since 2023. Taking into account the fact that there remains unspent funding under the WSPSS after being launched for five years, the WSD is still continuing to accept and process applications for subsidy from eligible buildings at this stage according to its original target. The relevant provision estimated by the Department for 2026-27 is intended to cater the estimated expenses of the WSPSS in that financial year, but not to initiate a new round of the scheme.

- (2) As at end of February 2026, the WSD had issued Approval-in-Principle (AIP) Letters to around 4 500 eligible buildings involving an estimated total subsidy of around \$370 million. The WSD is also continuing to process around 500 application cases. Applicants who have received the AIP Letter can apply for the disbursement of subsidies from the WSD in phases based on the progress of major items under the WSPSS, such as having completed the formulation of the WSPB, completed the recommended rectification works and implemented the WSPB for the first and second two-year periods. We expect all subsidies under the WSPSS to be fully disbursed in 2030-31.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)117

(Question Serial No. 0783)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Matters Requiring Special Attention in 2026–27 mentions that the Water Supplies Department (WSD) will accord priorities to sections of water mains with high risks of burst and leak for continuous improvement works as well as implement and enhance the Water Intelligent Network (WIN). In this connection, would the Government inform this Committee of the following:

1. the total length of water main sections already identified as having high risks of burst and leak at this stage and their main locations of distribution, with a breakdown by the 18 districts, and the judgement criteria for prioritising the improvement works (such as service life, frequency of bursts in the last three years and the leakage volume);
2. the total length of water mains to be replaced or improved under the replacement and improvement works for water mains with high risk, which are planned to be commenced in 2026-27, along with the respective regions and financial provisions involved;
3. the current coverage of the WIN along with its effectiveness since its implementation, such as the numbers of leaks and potential risks of burst of water mains identified by the WIN and the resolution rate, and whether there is any plan for enhancement in the coming year.

Asked by: Hon YIU Ming (LegCo internal reference no.: 28)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the “Risk-based Asset Management Programme for Water Mains” (“Programme”). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the “Divide and Conquer” strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water

mains, etc. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025. The WSD is currently expanding and upgrading the WIN to achieve more comprehensive coverage of the fresh water supply network and upgrade the real-time data transmission function of the existing WIN. The relevant works are expected to be completed in phases by mid-2027.

1. Regarding the Programme, we assess the risk levels associated with the likelihood and consequences of water main bursts or leaks based on factors such as the years of service (e.g. cast iron and asbestos cement water mains which have been in use for over 50 years, and ductile iron water mains which have been in use for over 60 years are at higher risk), materials (e.g. asbestos cement or cast iron water mains have higher risk of bursts or leaks; the peeling of the bitumen coating on the inner wall of steel water mains may lead to rusting), past records of bursts or leaks (e.g. frequent leakage spots identified through the WIN or at “main burst hotspots”), surrounding environment (e.g. impacts on major estates, hospitals and busy roads from burst or leak incidents) and the consequences resulting from bursts or leaks (e.g. past or anticipated suspension of fresh water supply or serious traffic congestion), in order to prioritise high-risk water mains for improvement works. As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains will be progressively carried out under the Programme. The relevant water mains (with a breakdown by District Council district) were tabulated as follows:

District	Length of water mains with works already commenced or to be commenced in/after 2026 (kilometres)	Detailed design in progress (kilometres)
Central and Western	15	4.5
Eastern	20	0.5
Islands	7.5	2.5
Southern	19	2
Wan Chai	6	5.5
Kowloon City	20	18.5
Kwun Tong	4.5	2
Sham Shui Po	13	1
Wong Tai Sin	2.5	1.5
Yau Tsim Mong	22.5	12.5
North	16	8
Sai Kung	33.5	3
Sha Tin	20.5	6
Tai Po	11	6
Kwai Tsing	7.5	3

District	Length of water mains with works already commenced or to be commenced in/after 2026 (kilometres)	Detailed design in progress (kilometres)
Tsuen Wan	13	7
Tuen Mun	7	0.5
Yuen Long	9.5	2
Total	248	86

2. The WSD plans to replace and rehabilitate about 35 km of water mains (including around 2 kilometres as Category A projects and 33 kilometres as Category D projects) in 2026, which has approximately doubled the length compared to last year. It involves expenses of around \$200 million and \$900 million respectively. The works mainly locate in Eastern, Central and Western, Sai Kung, Sham Shui Po, Tuen Mun, Kwai Tsing, Tsuen Wan, North, Yau Tsim Mong, Wong Tai Sin, Kowloon City, and Islands Districts.
3. The numbers of the approximately 2 400 DMAs being breakdown by district are tabulated as follows:

District	Number of DMAs
Central and Western	69
Eastern	81
Islands	115
Southern	143
Wan Chai	64
Kowloon City	85
Sham Shui Po	87
Wong Tai Sin	57
Kwun Tong	121
Yau Tsim Mong	55
Northern	181
Sai Kung	286
Sha Tin	224
Tai Po	148
Kwai Tsing	132
Tsuen Wan	147
Tuen Mun	171
Yuen Long	234
Total	2 400

The WSD is expanding and upgrading the WIN in phases to cover the fresh water trunk mains and the remaining fresh water distribution network that are currently not covered by the WIN. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors

within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct chambers for sensor installation, the installation works will take longer time and are projected to be completed by mid-2027.

The number of leak cases of government water mains detected by the WIN increased from 880 in 2022 to about 951 in 2025. The leakage volume was reduced after the timely repairs by the Department. In general, by the establishment of the WIN, the implementation of the Programme and other relevant measures, the WSD aims at reducing the leakage rate of fresh water mains to below 10% by 2030.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)118

(Question Serial No. 0784)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Matters Requiring Special Attention in 2026–27 mentions that the Water Supplies Department (WSD) will enhance the water supply emergency incident management. In this connection, would the Government inform this Committee of the following:

1. the frequencies, the total numbers of hours, the average numbers of hours, the main reasons and the affected locations of emergency as well as preparatory temporary water suspensions occurred in the area of North District, Yuen Long and Tin Shui Wai in the past 3 years respectively;
2. the actual and specific enhancement effects of the water supply stabilisation works, water main renewal works and the coverage of the Water Intelligent Network (WIN), which have already been implemented, on tackling the problems of unstable water supply, ageing, bursts and leaks of water mains in Northern New Territories; and
3. the enhancement measures, monitoring mechanism and emergency arrangements by the Government which aim at stabilising water supply and safeguarding water quality in rural, low-lying and remote areas.

Asked by: Hon YIU Ming (LegCo internal reference no.: 29)

Reply:

Since 2015, the Water Supplies Department (WSD) has implemented multi-pronged measures to maintain the healthiness of the water supply network and reduce the risk of water main bursts or leaks through the establishment of the Water Intelligent Network (WIN) and the formulation and implementation of the Risk-based Improvement of Water Mains based on the “Risk-based Asset Management Programme for Water Mains” (“Programme”). Regarding the WIN, by the end of March 2025, we have completed the establishment of about 2 400 District Metering Areas (DMAs) in the fresh water distribution networks over the territory. This initiative strengthens the management of leakage in water supply networks through the “Divide and Conquer” strategy and continuous monitoring. It allows for the implementation of targeted measures including active leakage detection, pressure management, speedy repair of water main leaks and replacement or rehabilitation of water mains, etc. Regarding the Programme, we assess the risk levels associated with the

likelihood and consequences of water main bursts or leaks based on factors such as the years of service, materials, past records of bursts or leaks, surrounding environment, and the consequences of bursts or leaks, so as to replace or rehabilitate water mains with higher risk progressively. As at the end of December 2025, a total of approximately 584 kilometres of water mains have been included in the Programme. Amongst them, approximately 250 kilometres of water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 kilometres of water mains (Including approximately 24 kilometers of water mains in the North District and approximately 11.5 kilometers in the Yuen Long District) will be progressively carried out under the Programme. Through the above-mentioned multi-pronged measures and with efforts over the years, the leakage rate of fresh water mains has also dropped from over 25% in 2000 to around 12.8% in 2025. The WSD is currently expanding and upgrading the WIN by achieving full coverage of the fresh water network with metering areas and upgrading the real-time data transmission function of the existing WIN. The relevant works are expected to be completed in phases by mid-2027.

1. The frequencies of emergency and planned temporary water suspensions related to fresh water supply in the past 3 years, with a breakdown by North District and Yuen Long District (including Tin Shui Wai area) of the District Council districts, are tabulated below with details:

District	Frequency of Emergency Temporary Water Suspensions			Frequency of Planned Temporary Water Suspensions		
	2023	2024	2025	2023	2024	2025
North	888	1936	901	127	391	227
Yuen Long (including Tin Shui Wai)	374	641	299	112	420	243

Most of the cases recorded above affected localised areas only and involved water suspensions of less than 3 hours. The main reason for emergency temporary water suspensions was emergency repair work on waterworks installations or water mains. The main purpose of the planned temporary water suspensions is to carry out pre-planned works related to water mains. Notification will be made to affected customers regarding the temporary water suspension to allow users to make necessary preparations and minimize the user impact as much as possible. The WSD will redirect water supplies whenever possible in each case to maintain water supply and minimise the affected area as far as practicable. The main reason for planned temporary water suspensions was implementation of water main replacement and rehabilitation projects, water main maintenance/improvement works and water main leakage detection works. In general, if planned temporary water suspension is necessary, the WSD will communicate with the stakeholders of the area where water supply is affected (such as management offices of housing estates or managers of important facilities) to avoid suspending the water supply during peak hours of water consumption as far as practicable, so as to minimise the impact of temporary water suspension on the public and consumers. The WSD also issues temporary water suspension notices to affected housing estates and buildings, requesting management offices to post them in prominent locations. If the temporary water suspension affects a wider area or lasts for longer time, the WSD will timely coordinate with relevant District Office, District Council

members and Care Teams, and will arrange for temporary water supply during the works as necessary.

2. Under the Programme, the WSD has been progressively replacing or rehabilitating water mains with higher risk. At the same time, water mains with coating materials of higher durability and corrosion resistance are used to reduce the risk of water main bursts and leaks. Regarding the above-mentioned Programme, as at the end December 2025, the WSD has completed the improvement works on around 11 kilometres and 30 kilometres of water mains in North District and Yuen Long District (including the area of Tin Shui Wai) respectively. From 2026 onwards, the improvement works on approximately 24 kilometres and 11.5 kilometres of water mains will be progressively carried out in North District and Yuen Long District respectively. Around 5 kilometers and 3.8 kilometers in the North District and Yuen Long District are either under construction or will commence in 2026, with an expected gradual completion by the end of 2030. The remaining approximately 19 kilometers and 7.7 kilometers of water mains are planned to begin construction in 2027 or later.

In addition, regarding the above-mentioned WIN, 415 DMAs had been set up in North District and the area of Yuen Long (including Tin Shui Wai). The WSD is upgrading and expanding the WIN in phases to cover the fresh water trunk mains and the remaining fresh water distribution network that are currently not covered by the WIN. In the first phase, at locations where road excavation is not involved, the WSD has completed the replacement of about 500 old sensors with real-time sensors within the WIN, and is currently installing approximately 200 additional real-time sensors in fresh water trunk mains and the fresh water distribution network. The works are expected to be completed by mid-2026. For the next phase, the WSD will install about 250 additional real-time sensors at fresh water distribution network that require road excavation. Due to the need to identify suitable locations, conduct road excavation works and construct shafts for sensor installation, the installation works will take longer time and are projected to be completed by mid-2027.

3. Regarding some remote villages with small populations but without fresh water supplies, facilities are available for supplying stream water, well water or for collecting rainwater which have been in use for many years. Most of these facilities are under the maintenance of the Home Affairs Department while the Food and Environmental Hygiene Department regularly monitors the water quality to ensure the water is suitable for potable consumption after boiling. In the event of depletion or insufficiency of the water sources, the Government will provide timely assistance, including delivering potable water to meet the need of the villagers. The WSD has also enhanced the contingency response mechanism for emergency incidents to strengthen its communication with District Offices, dissemination of information and on-site coordination.

In addition, the Government will launch the “Northern Metropolis Urban-rural Integration Fund” and local improvement works at the Northern Metropolis and South Lantau respectively to carry out water supply improvement works, with an aim to further enhance the stability of water supply and safeguard water quality in rural, low-lying, and remote areas.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)119

(Question Serial No. 0785)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

The Matters Requiring Special Attention in 2026–27 mentions the work related to supplying recycled water for non-potable purposes in Tin Shui Wai, Yuen Long Town and Tuen Mun – Yuen Long Corridor areas. In this connection, would the Government inform this Committee of the following:

1. the progress, coverage and the expected scale of supply of the project of supplying recycled water for non-potable purposes in the 3 above-mentioned areas respectively;
2. the water quality standard and the main purposes of recycled water, along with the frequency of regular water quality tests, the items to be tested and the institutions responsible for conducting the tests;
3. the relevant operating cost following the implementation of recycled water compared with the current water supply mode, and how supply stability can be ensured to address emergency situations such as supply shortage or equipment failures.

Asked by: Hon YIU Ming (LegCo internal reference no.: 30)

Reply:

The Government has been implementing the Total Water Management Strategy (“Strategy”) to ensure water security and support the sustainable development of Hong Kong. Expansion of the use of recycled water (including reclaimed water, treated grey water and harvested rainwater) for non-potable purposes is one of the key initiatives of the Strategy to contain fresh water demand growth. Since March 2024, the Water Supplies Department (WSD) has started to supply reclaimed water in phases to certain areas of Sheung Shui and Fanling via the Shek Wu Hui Water Reclamation Plant (SWHWRP)^{Note} in Sheung Shui to replace temporary mains fresh water for flushing.

Note: In view of the Shek Wu Hui Sewage Treatment Works being upgraded to an Effluent Polishing Plant with tertiary sewage treatment, the WSD established a water reclamation plant in Shek Wu Hui to process tertiary-treated effluent by hypo-chlorination treatment and addition of edible dye to produce reclaimed water.

1. The WSD plans to supply recycled water (mainly reclaimed water) to Tin Shui Wai, Yuen Long Town and Tuen Mun – Yuen Long Corridor areas for non-potable purposes. The investigation and design works are currently underway. To tie in with the development planning, implementation progress and population intake of those areas, the WSD plans to commence the supply of recycled water in 2034 in phases to replace the current salt water and temporary mains fresh water for flushing, mainly covering areas such as Tin Shui Wai Town Centre, Yuen Long Town Centre, Wan Chau and Ping Shan. Based on the discharge capacity of treated sewage effluent supplied by the Yuen Long Effluent Polishing Plant, the estimated final supply capacity of recycled water can reach 62 000 cubic metres per day.
2. The WSD supplies recycled water to Tin Shui Wai, Yuen Long Town and Tuen Mun – Yuen Long Corridor areas mainly for flushing purpose. Its water quality must comply with the Water Quality Standards for Recycled Water formulated by the WSD to ensure that water quality, aesthetic and hygienic aspects all meet the standards. For the main monitoring parameters and standards of the Water Quality Standards for Recycled Water, please refer to:

https://www.wsd.gov.hk/filemanager/en/content_1240/Code%20of%20Practice%20for%20Recycled%20Water.pdf

During the production of recycled water, the WSD rigorously monitors water quality in a real-time and continuous manner through 24-hour online monitoring equipment and regular sampling tests twice a month. Recycled water is only supplied to customers after it is ensured to have met the established water quality standards. The WSD also updates the latest monitoring results on its website every 6 months for public access.

3. Currently, the salt water supplied for flushing in Tin Shui Wai, Yuen Long Town, and the Tuen Mun-Yuen Long corridor is provided by the Lok On Pai Salt Water Pumping Station. Upon the WSD's review, the operation cost (including treatment and distribution cost) after switching to recycled water will be lower than the current level of supplying salt water for flushing. The main reason is that salt water for flushing involves longer distribution pipelines, which increases the distribution cost. In contrast, the water reclamation plant for treating recycled water is close to the supply area. The distribution cost saved is able to offset the higher treatment cost. For emergency situations at the recycled water supply system (such as equipment or power failure), the WSD has formulated plans to switch to fresh water on a temporary basis to maintain the supply of flushing water.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)120

(Question Serial No. 0786)

Head: (194) Water Supplies Department

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

Programme: (2) Water Quality Control

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

It is mentioned in the Matters Requiring Special Attention in 2026–27 that the Water Supplies Department (WSD) will continue to encourage private building owners and property management agents to implement Water Safety Plans (WSP) in their buildings in order to safeguard drinking water quality in the community. In this connection, would the Government inform this Committee of the following:

1. the current number, coverage rate and distribution by district of private buildings over the territory which have already formulated and implemented the water safety plans for buildings (WSPB), along with the training, accreditation and work arrangement of Designated Persons and Assisting Staff;
2. the number of cases of drinking water safety complaints and water quality abnormalities received by the WSD, the major complaint categories, and their distributions across the 18 districts in the past 3 years;
3. the follow-up mechanism, average processing time, completion rate and final outcomes after processing the above-mentioned cases about drinking water safety.

Asked by: Hon YIU Ming (LegCo internal reference no.: 31)

Reply:

A reply to each part of Hon YIU's question is as follows:

1. As at the end of February 2026, a total of 3 797 private buildings across the territory have implemented WSPB, covering about 455 000 households which account for about 16% of the total households in Hong Kong. The distribution of private buildings that have formulated and implemented WSPB by district is as follows:

District	Number of private buildings that have formulated and implemented WSPB
Central and Western	429
Eastern	157
Islands	82
Southern	190
Wan Chai	128
Kowloon City	292
Sham Shui Po	100
Wong Tai Sin	63
Kwun Tong	272
Yau Tsim Mong	171
North	144
Sai Kung	219
Sha Tin	426
Tai Po	244
Kwai Tsing	131
Tsuen Wan	164
Tuen Mun	306
Yuen Long	279
Total	3 797

To implement WSPB, owners or property management agents must first appoint a Designated Person, who is conversant with the management and maintenance of buildings (usually undertaken by property management staff), and then formulate and implement the WSPB with the assistance of appropriate Assisting Staff (i.e. qualified persons who are conversant with the inside services, such as licensed plumbers, building services engineers and building surveyors).

The WSD regularly organises briefings of WSPB for Designated Persons and coordinates with accredited institutions to provide relevant training courses for Assisting Staff. To ensure their competency meets the required standards, Assisting Staff who have completed WSPB training must pass the assessment of an institution designated by the Department before they are included in the List of Qualified Persons Trained in WSPB on WSD's website, which is accessible by Designated Persons.

2. In the past 3 years (i.e. from 2023 to 2025), the WSD received a total of 7 131 complaint cases involving odour, colour or impurities in drinking water. These cases are tabulated according to District Council districts as follows:

District	Odour (Number of Cases)	Colour (Number of Cases)	Impurities (Number of Cases)	Total (Number of Cases)
Central and Western	34	106	152	292
Eastern	78	148	257	483
Islands	39	88	80	207
Southern	28	63	58	149
Wan Chai	93	124	136	353
Kowloon City	77	146	182	405
Sham Shui Po	70	136	162	368
Wong Tai Sin	36	69	85	190
Kwun Tong	89	177	209	475
Yau Tsim Mong	69	127	166	362
North	46	296	797	1 139
Sai Kung	81	219	177	477
Sha Tin	46	189	150	385
Tai Po	76	177	109	362
Kwai Tsing	59	83	83	225
Tsuen Wan	40	75	107	222
Tuen Mun	82	164	179	425
Yuen Long	117	200	295	612
Total	1 160	2 587	3 384	7 131

3. Upon receiving a complaint related to drinking water quality, the WSD will contact the complainant as soon as possible to understand the situation and, if necessary, deploy staff to conduct an on-site inspection of the water quality within 24 hours. According to the Department's records, most complaint cases were due to lack of regular flushing of internal pipework within buildings. Such situations typically showed immediate improvement following flushing of the water meter of the affected flat by WSD staff, and no further follow-ups were required. If the water quality issue persists after the water meter of the unit has been flushed, the WSD will assist the property management agent in conducting an in-depth investigation, including inspection of the water tanks of the building and collection of water samples for laboratory testing, so as to ascertain the root of the problem and arrange appropriate follow-up actions. The majority of the complaint cases received by the WSD can be resolved within 3 days.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)121

(Question Serial No. 0735)

Head: (194) Water Supplies Department

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

Programme: (-) Not Specified

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Regarding the visiting arrangement of the Ex-Sham Shui Po Service Reservoir (Ex-SSPSR), would the Government inform this Committee of the following:

1. Please provide the Government's estimated expenditure related to the management of the Ex-SSPSR in 2025-26 and 2026-27.
2. Please provide the monthly number of visitors to the service reservoir in 2025, and the top 10 dates with the highest number of visitors.
3. Please provide the monthly number of guided tour participants, the number of participants under individual/group application respectively, along with the relevant expenditure on providing guided tour service.
4. What plan does the Government have to further utilise the Ex-SSPSR, such as using it as a venue for performances or activities, or further revitalise its use?

Asked by: Hon YIU Pak-leung (LegCo internal reference no.: 20)

Reply:

1. In 2025-26, the expenditure on the operation (including guided tour service) and maintenance of the Ex-Sham Shui Po Service Reservoir (Ex-SSPSR) was around \$7 million. Following the adjustment of guided tour service arrangements with effect from 1 January 2026, guided tour service has been provided by existing staff of the Water Supplies Department (WSD) instead of outsourced service contractors. Therefore, the relevant estimated expenditure decreases to around \$6 million in 2026-27.
- 2-3. The monthly number of visitors of the Ex-SSPSR in 2025 are set out in Table 1, while the top 10 dates with the highest number of visitors are set out in Table 2. The number of guided tour participants under individual or group application in 2025 are set out in Table 3. The expenditure for providing guided tour service at the Ex-SSPSR in 2025-26 was around \$1 million.

4. In 2021, the Ex-SSPSR was accorded the Grade 1 historical building status by the Antiquities Advisory Board, and was open for public visit at the end of the same year. Questionnaires have been distributed to collect views on the conservation and revitalisation of the Ex-SSPSR from visitors. The Government will continuously examine the public views on the long-term use of the Ex-SSPSR, study the feasibility of different conservation and revitalisation plans, and devising further details on the plans. During the study, we will consider the factors normally examined when including historical buildings in the Revitalising Historic Buildings Through Partnership Scheme, such as the accessibility of the building, whether it is suitable for non-profit-making organisations to operate social enterprises there sustainably, as well as the views from local stakeholders and public expectations, etc.

Since 2023, various enterprises and groups have rented the Ex-SSPSR for purposes such as filming and event venues. The Government will continue to actively explore different viable options, including exploring cooperation with suitable organisations as well as liaising and inviting interested individuals and groups, to revitalise the Ex-SSPSR in a sustainable manner.

Table 1: Number of visitors in 2025 (included the figures for the same period in Table 3)

Month	Number of visitors
January	10 518
February	11 998
March	10 981
April	11 616
May	12 435
June	6 837
July *	5 423
August *	5 358
September *	3 661
October	8 133
November	10 456
December	11 373

* The number of visitors decreased from July to September 2025, mainly because the weather in Hong Kong was under the effects of hot weather, rainstorms and typhoons, etc.

Table 2: Top 10 dates with the highest number of visitors in 2025 (included the number of guided tour participants)

Date	Number of visitors
23 February	890
4 April	944
21 April	853
1 May	1 016
3 May	851
4 May	852
5 May	1 107
25 May	844
31 May	890
29 October	897

Table 3: Number of guided tour participants (booking required) in 2025

Month	Number of visitors	
	Individual application	Group application
January	496	211
February	497	313
March	548	396
April	447	461
May	548	291
June	383	237
July	384	258
August	461	265
September	284	132
October	363	349
November	515	361
December	472	467
Note: The above attendance records are included in the figures for the same period in Table 1.		

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)122

(Question Serial No. 3501)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (3) Greening, Landscape and Tree Management

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding local tree management, will the Government inform this Committee of the following:

1. in view of the increasing intensity of rainstorms and typhoons in recent years, whether the Government has established a risk grading assessment model for different tree species, ages and growth environments, and determined differentiated inspection and reinforcement frequencies based on high, medium and low risks; if so, please describe the assessment criteria and the effectiveness of implementation;
2. whether the Government will consider establishing a “priority list” and making public any updates regularly, so as to keep members of the public informed of the risks associated with the number of the trees at the relevant locations; and
3. apart from the 1823 Hotline, whether the Government will consider establishing more convenient channels for the public to report suspected cases of infected trees, hazardous trees or unauthorised pruning and to provide feedback on the progress of handling such cases.

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 53)

Reply:

1. Before the onset of the wet season every year, the tree management departments conduct tree risk assessments in areas with high pedestrian and vehicular flow according to the Guidelines for Tree Risk Assessment and Management Arrangement (Guidelines) issued by the Tree Management Office (TMO) of the Development Bureau (DEVB). A tree triage system, which adopts risk-oriented tree inspection approach, was incorporated into the Guidelines in 2015. Under the triage system, the tree management departments classify trees into “black”, “red” and “yellow” levels based on criteria such as the category (e.g. Old and Valuable Trees (OVT) and stonewall trees (SWT)), structure, health condition and growing environment of trees. This allows early identification of trees with higher potential risks for priority management. The DEVB has continuously reviewed the effectiveness of the implementation of the triage system, and added an “orange” level to the system in the revised Guidelines in 2023 to identify large trees in confined growing space for detailed tree risk assessment. The

frequency of tree monitoring and risk assessments as well as the prioritisation of mitigation work by the tree management departments vary based on the above classification. The triage system enables the tree management departments to identify trees with higher risk early so as to prioritise their tree care work and carry out risk mitigation measures to safeguard public safety.

2. The tree management departments provide priority care to OVTs and SWTs by conducting detailed risk assessments for the trees at least twice a year, and appropriate tree care and risk mitigation measures will be adopted according to the tree conditions. Furthermore, the departments will upload the relevant tree information to the Tree Register with timely updates.
3. The public can submit tree cases through various channels. Apart from calling the 1823 hotline, they can also report problematic trees via the 1823 online form, 1823 mobile application or email (tellme@1823.gov.hk). Besides, the public can submit tree cases to the Greening, Landscape and Tree Management (GLTM) Section under the DEVB through its dedicated website (www.greening.gov.hk) or by email, so that the GLTM Section can follow up and refer the cases to the relevant departments for handling. In addition, the GLTM Section proactively contacts the District Councils, Heung Yee Kuk New Territories and Area Committees before the onset of the wet season every year to collect information on problematic trees, enabling the tree management departments to carry out necessary tree maintenance work more effectively and expeditiously.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)123

(Question Serial No. 3507)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (2) Heritage Conservation

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

In October 2024, dinosaur fossils were discovered for the first time in Hong Kong, i.e. on Port Island in the northeast waters of the New Territories. The fossils belong to large aged dinosaur from the Cretaceous period (about 145 million to 66 million years ago). Some of the fossils have been showcased and prepared at the Dinosaur Parlour in the Heritage Discovery Centre (HDC) in Tsim Sha Tsui. In this connection, please inform this Committee of the following:

1. After the discovery of the dinosaur fossils, did the relevant departments continue to excavate the surrounding areas? If so, what were the annual relevant expenditure and the results?
2. Please provide quarterly statistics on the attendance of the HDC in Tsim Sha Tsui from January 2024 to date. Have the dinosaur fossils had a positive impact on the attendance of the HDC?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 62)

Reply:

1. With the guidance and assistance of experts from the Institute of Vertebrate Paleontology and Paleoanthropology (IVPP) of the Chinese Academy of Sciences and with the support of the Agriculture, Fisheries and Conservation Department (AFCD), officers from the Antiquities and Monuments Office (AMO) of the Development Bureau (DEVB) began excavation on Port Island in late October 2024. About 30 rocks containing dinosaur bone fossils were excavated. After thorough inspections by the IVPP experts and a local palaeontologist at the fossil discovery site, it was confirmed that all exposed fossils had been removed. The team completed the excavation of dinosaur bone fossils on Port Island and the subsequent preparation of the dinosaur fossils in February 2026. The total expenditure involved in the excavation and preparation work from 2024-25 to 2025-26 is about \$870,000.
2. The attendance of Hong Kong Heritage Discovery Centre (HDC) under the AMO of the DEVB from the first quarter of 2024 to the fourth quarter of 2025 is set out below:

	Total attendance of the HDC and (total attendance of Display of Dinosaur Fossils from Port Island, Hong Kong and the Dinosaur Parlour) in 2024	Total attendance of the HDC and (a breakdown of attendance for the Dinosaur Parlour) in 2025
First quarter (January to March)	44 362	81 191 (49 993)
Second quarter (April to June)	36 580	66 648 (35 907)
Third quarter (July to September)	45 849	61 129 (29 930)
Fourth quarter (October to December)	59 518 (40 267#)	89 381 (38 135)
Total	186 309 (40 267#)	298 349 (153 965)

Total attendance includes 29 831 for Display of Dinosaur Fossils from Port Island, Hong Kong and 10 436 for the Dinosaur Parlour.

The dinosaur fossils from Port Island, Hong Kong were on public display at the lobby of the HDC from 25 October to 18 December 2024. The Dinosaur Parlour has also been opened to the public since 20 December 2024, continuing to showcase the dinosaur fossils. The average quarterly total attendance of the HDC from the first to third quarter of 2024 was approximately 42 260, whereas that from the fourth quarter of 2024 to the fourth quarter of 2025 was about 71 570. It is evident that since the display of dinosaur fossils, the total attendance of the HDC has significantly increased, indicating that the display of dinosaur fossils has a positive impact on increasing the HDC attendance.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)124

(Question Serial No. 3694)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Regarding the establishment of technical and professional grade staff in departments under the Development Bureau in 2025-26 and 2026-27, will the Government inform this Committee of:

- (1) (i) the establishments and their changes; (ii) the strength; (iii) the wastage rates; (iv) the numbers of staff having opted for extension of service; and (v) the numbers of staff reaching retirement age of various technical and professional grades by rank, department and grade; and
- (2) the percentage of time-limited supernumerary posts (including directorate and non-directorate levels) in the strength of the technical and professional grades by rank, department and grade.

Asked by: Hon CHAU Siu-chung (LegCo internal reference no.: 1)

Reply:

There are a total of 9 departments (^{Note 1}) under the purview of the Development Bureau (DEVB) (including Planning and Lands Branch and Works Branch). The total establishment of the technical grades and professional grades (^{Note 2}) (hereinafter “relevant technical grades” and “relevant professional grades” respectively) in the 9 departments in 2025-26, the estimated total establishment of these grades in 2026-27, as well as their respective numbers of time-limited posts with breakdown by rank are set out at **Annexes A1 and A2**. The breakdown of establishment by individual grades in departments and the respective numbers of time-limited posts are set out at **Annexes B1 and B2**.

The strength of the relevant technical grades and professional grades with breakdown by rank as at 31 January 2026 are set out at **Annexes C1 and C2**. The breakdown of strength by individual grades in departments are set out at **Annexes D1 and D2**.

Note 1: Including Architectural Services Department, Civil Engineering and Development Department, Drainage Services Department, Electrical and Mechanical Services Department, Water Supplies Department, Buildings Department, Lands Department, Land Registry and Planning Department.

Note 2: The technical grades include:

Air-Conditioning Inspector, Artisan, Building Services Inspector, Chainman, Clerk of Works, Consumer Services Inspector, Drain Chargeman, Electrical Inspector, Electronics Inspector, Engineering Laboratory Technician, Field Officer, Foreman, Inspector of Works, Laboratory Attendant, Leading Sewerman, Mechanical Inspector, Radio Mechanic, Science Laboratory Technician, Senior Artisan, Survey Officer, Technical Officer, Waterworks Inspector and Works Supervisor.

The professional grades include:

Architect, Building Surveyor, Building Services Engineer, Electrical and Mechanical Engineer, Electronics Engineer, Engineer, Estate Surveyor, Geotechnical Engineer, Land Surveyor, Landscape Architect, Maintenance Surveyor, Quantity Surveyor, Structural Engineer and Town Planner.

The estimated numbers of retirees of relevant technical grades in departments under the DEVB in 2025-26 and 2026-27 are about 287 and 208 respectively, representing a wastage rate (arising from retirement) of about 2.7% and 2.0% of the grade strength as at 31 March 2025 and 31 January 2026 respectively. A breakdown of the statistics by grade is set out at **Annex E1**.

The estimated numbers of retirees of relevant professional grades in departments under the DEVB in 2025-26 and 2026-27 are about 80 and 92 respectively, representing a wastage rate (arising from retirement) of about 1.9% and 2.3% of the grade strength as at 31 March 2025 and 31 January 2026 respectively. A breakdown of the statistics by grade is set out at **Annex E2**.

The numbers of technical grade staff and professional grade staff in departments under the DEVB who have opted for extension of service are set out at **Annexes F1 and F2** respectively.

Number of Posts in Technical Grades in Departments under the Development Bureau

Bureau/Department	2025-26 (Note 2)			2026-27 (Note 2)		
	Upper (Note 1)	Middle (Note 1)	Lower (Note 1)	Upper (Note 1)	Middle (Note 1)	Lower (Note 1)
Architectural Services Department	81	604 (9)	344 (7)	81	600 (5)	338 (3)
Civil Engineering and Development Department	21	299 (9)	470 (14)	21	295 (6)	442 (9)
Drainage Services Department	61 (4)	492 (6)	670 (3)	59 (2)	492 (6)	652 (3)
Electrical and Mechanical Services Department	161 (4)	1 659 (12)	1 366 (1)	158	1 646 (4)	1 315 (1)
Water Supplies Department	95	918 (9)	1 869 (3)	95	910 (4)	1 837 (2)
Buildings Department	4	202 (37)	571 (105)	4	192 (27)	521 (50)
Lands Department	11	380 (31)	923 (57)	11	369 (20)	884 (37)
Planning Department	2	104 (7)	271 (9)	2	100 (3)	264 (3)
Land Registry (Note 3)	-	-	-	-	-	-
Total	436 (8)	4 658 (120)	6 484 (199)	431 (2)	4 604 (75)	6 253 (108)

Note 1: Upper : Above Master Pay Scale (MPS) Point 33 or equivalent;
Middle : From MPS Point 10 to 33 or equivalent;
Lower : Below MPS Point 10 or equivalent.

Note 2: Establishment figures include time-limited posts in brackets.

Note 3: The Land Registry does not have any posts in relevant technical grades.

**Number of Posts in Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions
in Departments under the Development Bureau**

Bureau / Department	2025-26 (Note 1)					2026-27 (Note 1)				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	8 (1)	30 (1)	160 (27)	402 (48)	-	8 (1)	30 (1)	154 (21)	385 (31)
Civil Engineering and Development Department	7	15 (1)	40 (8)	240 (46)	509 (101)	7	14	37 (5)	231 (37)	494 (86)
Drainage Services Department	1	4	13	90 (13)	270 (14)	1	4	12	90 (13)	270 (14)
Electrical and Mechanical Services Department	3	6	21 (3)	171 (12)	433 (23)	3	6	20 (2)	165 (6)	418 (10)
Water Supplies Department	-	5	13	89 (7)	256 (13)	-	5	13	89 (7)	251 (8)
Buildings Department	2	6	24	156 (21)	556 (77)	2	6	24	153 (18)	543 (58)
Lands Department	3	8	26 (1)	125 (16)	298 (47)	3	8	26 (1)	120 (11)	281 (30)
Planning Department	3	6	18 (1)	91 (10)	214 (20)	3	6	17	89 (8)	204 (10)
Land Registry (Note 2)	-	-	-	-	-	-	-	-	-	-
Total	19	58 (2)	185 (14)	1 122 (152)	2 938 (343)	19	57 (1)	179 (9)	1 091 (121)	2 846 (247)

Note 1: Establishment figures include time-limited posts in brackets.
Posts that can be filled by multi-disciplined officers are excluded.

Note 2: The Land Registry does not have any posts in relevant professional grades.

**Number of Posts in Technical Grades in Departments under the Development Bureau
Breakdown by Grade¹**

Air-Conditioning Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	17 (1)	104 (2)	-	16	103 (1)	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	17 (1)	104 (2)	-	16	103 (1)	-

¹ Establishment figures include time-limited posts in brackets.

Artisan

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	25	-	-	22
Drainage Services Department	-	-	73	-	-	73
Electrical and Mechanical Services Department	-	-	90	-	-	77
Water Supplies Department	-	-	762 (1)	-	-	739
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	40	-	-	29
Planning Department	-	-	-	-	-	-
Total	-	-	990 (1)	-	-	940

Building Services Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	13	39	-	13	39	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	24 (1)	203 (2)	-	23	204 (2)	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	37 (1)	242 (2)	-	36	243 (2)	-

Chainman

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	46	-	-	41
Drainage Services Department	-	-	21	-	-	17
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	25	-	-	24
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	204	-	-	196
Planning Department	-	-	-	-	-	-
Total	-	-	296	-	-	278

Clerk of Works

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	60	323 (1)	-	60	322	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	60	323 (1)	-	60	322	-

Consumer Services Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	124	-	-	124
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	-	124	-	-	124

Drain Chargeman

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	13	-	-	5
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	-	13	-	-	5

Electrical Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	1	1	-	1	1	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	16 (2)	45	-	15 (1)	45	-
Electrical and Mechanical Services Department	49	256 (1)	-	50	255	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	66 (2)	302 (1)	-	66 (1)	301	-

Electronics Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	4	18	-	4	18	-
Electrical and Mechanical Services Department	29 (1)	315 (3)	-	28	312	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	33 (1)	333 (3)	-	32	330	-

Engineering Laboratory Technician

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	17	36	-	17	36
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	26	62	-	26	62
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	43	98	-	43	98

Field Officer

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	5	-	-	5	-
Civil Engineering and Development Department	-	8 (1)	2	-	8 (1)	2
Drainage Services Department	-	2	2	-	2	2
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	2	-	-	2	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	6	-	-	6	-
Planning Department	-	3	1	-	3	1
Total	-	26 (1)	5	-	26 (1)	5

Foreman

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	7	-	-	7
Planning Department	-	-	-	-	-	-
Total	-	-	7	-	-	7

Inspector of Works

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	17	66	-	17	66	-
Drainage Services Department	15	146 (3)	-	15	146 (3)	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	32	212 (3)	-	32	212 (3)	-

Laboratory Attendant

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	16	-	-	15
Drainage Services Department	-	-	8	-	-	6
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	22	-	-	22
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	-	46	-	-	43

Leading Sewerman

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	19	-	-	15
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	-	19	-	-	15

Mechanical Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	1	1	-	1	1	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	26 (2)	49	-	25 (1)	49	-
Electrical and Mechanical Services Department	40 (1)	189	-	39	188	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	67 (3)	239	-	65 (1)	238	-

Radio Mechanic

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	10	-	-	10	-
Electrical and Mechanical Services Department	-	126	-	-	121	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	136	-	-	131	-

Science Laboratory Technician

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	1	3	-	1	3
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	1	3	-	1	3

Senior Artisan

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	4	-	-	3
Drainage Services Department	-	-	96	-	-	96
Electrical and Mechanical Services Department	-	-	487	-	-	457
Water Supplies Department	-	-	6	-	-	6
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	-	593	-	-	562

Survey Officer

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	1	43 (2)	85 (1)	1	41	84
Civil Engineering and Development Department	1	43 (2)	73 (2)	1	42 (1)	72 (1)
Drainage Services Department	-	15	55 (1)	-	15	55 (1)
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	-	11	39	-	11	36
Buildings Department	3	134 (22)	360 (65)	3	124 (12)	323 (25)
Lands Department	8	267 (20)	432 (33)	8	259 (12)	420 (21)
Planning Department	1	59 (4)	153 (5)	1	58 (3)	151 (3)
Total	14	572 (50)	1 197 (107)	14	550 (28)	1 141 (51)

Technical Officer

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	5	120 (6)	171 (6)	5	119 (5)	168 (3)
Civil Engineering and Development Department	3	105 (6)	241 (12)	3	103 (4)	237 (8)
Drainage Services Department	-	28 (1)	70	-	28 (1)	70
Electrical and Mechanical Services Department	2	36 (1)	39 (1)	2	36 (1)	39 (1)
Water Supplies Department	4	73 (1)	179 (2)	4	73 (1)	179 (2)
Buildings Department	1	68 (15)	211 (40)	1	68 (15)	198 (25)
Lands Department	3	107 (11)	240 (24)	3	104 (8)	232 (16)
Planning Department	1	42 (3)	117 (4)	1	39	112
Total	19	579 (44)	1 268 (89)	19	570 (35)	1 235 (55)

Waterworks Inspector

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-
Water Supplies Department	91	464 (8)	-	91	459 (3)	-
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	91	464 (8)	-	91	459 (3)	-

Works Supervisor

Bureau / Department	2025-26			2026-27		
	Upper	Middle	Lower	Upper	Middle	Lower
Architectural Services Department	-	72	88	-	72	86
Civil Engineering and Development Department	-	76	60	-	75	47
Drainage Services Department	-	162 (2)	277 (2)	-	162 (2)	277 (2)
Electrical and Mechanical Services Department	-	430 (3)	750	-	427	742
Water Supplies Department	-	342	650	-	339	645
Buildings Department	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-
Total	-	1 082 (5)	1 825 (2)	-	1 075 (2)	1 797 (2)

**Number of Posts Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions
in Departments under the Development Bureau**

Breakdown by Grade ¹

Architect

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	4 (1)	11	48 (12)	104 (13)	-	4 (1)	11	44 (8)	98 (7)
Civil Engineering and Development Department	-	-	-	2	4 (1)	-	-	-	2	4 (1)
Drainage Services Department	-	-	-	-	1	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	4 (1)	11	50 (12)	109 (14)	-	4 (1)	11	46 (8)	103 (8)

¹ Establishment figures include time-limited posts in brackets.

Building Surveyor

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	1 (1)	-	-	-	-	1 (1)
Drainage Services Department	-	-	-	-	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	2	4	16	90 (10)	320 (43)	2	4	16	88 (8)	312 (31)
Lands Department	-	-	-	1	1	-	-	-	1	1
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	2	4	16	91 (10)	322 (44)	2	4	16	89 (8)	314 (32)

Building Services Engineer

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	1	5	24 (6)	57 (13)	-	1	5	23 (5)	54 (10)
Civil Engineering and Development Department	-	-	-	-	2 (2)	-	-	-	-	2 (2)
Drainage Services Department	-	-	-	-	1	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	3 (1)	52 (4)	118 (11)	-	-	2	50 (2)	112 (6)
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	1	8 (1)	76 (10)	178 (26)	-	1	7	73 (7)	169 (18)

Electrical and Mechanical Engineer ²

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	3	5	-	-	-	3	5
Civil Engineering and Development Department	-	-	-	1	5 (4)	-	-	-	1	5 (4)
Drainage Services Department	-	1	3	13 (3)	45 (5)	-	1	3	13 (3)	45 (5)
Electrical and Mechanical Services Department	3	6	14 (1)	81 (6)	223 (11)	3	6	14 (1)	77 (2)	215 (4)
Water Supplies Department	-	1	2	23	68 (2)	-	1	2	23	68 (2)
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	3	8	19 (1)	121 (9)	346 (22)	3	7	19 (1)	117 (5)	338 (15)

² Electrical Engineer, Mechanical Engineer and Shift Charge Engineer are included.

Electronics Engineer

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-	-	-	-	-
Drainage Services Department	-	-	-	1	2	-	-	-	1	2
Electrical and Mechanical Services Department	-	-	4 (1)	33 (1)	91 (1)	-	-	4 (1)	33 (1)	90
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	-	4 (1)	34 (1)	93 (1)	-	-	4 (1)	34 (1)	92

Engineer

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	6	10 (1)	27 (8)	166 (41)	314 (75)	6	9	24 (5)	158 (33)	303 (64)
Drainage Services Department	1	3	10	73 (9)	215 (9)	1	3	9	73 (9)	215 (9)
Electrical and Mechanical Services Department	-	-	-	5 (1)	-	-	-	-	5 (1)	-
Water Supplies Department	-	4	11	64 (6)	182 (11)	-	4	11	64 (6)	177 (6)
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	1	1	1	-	-	1	1	1
Total	7	17 (1)	49 (8)	309 (57)	712 (95)	7	16	45 (5)	301 (49)	696 (79)

Estate Surveyor

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	2	7	21 (1)	88 (13)	196 (28)	2	7	21 (1)	84 (9)	186 (18)
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	2	7	21 (1)	88 (13)	196 (28)	2	7	21 (1)	84 (9)	186 (18)

Geotechnical Engineer

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	3	7	-	-	-	3	7
Civil Engineering and Development Department	1	5	11	58 (4)	153 (13)	1	5	11	57 (3)	150 (10)
Drainage Services Department	-	-	-	1 (1)	1	-	-	-	1 (1)	1
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	1 (1)	2	-	-	-	1 (1)	2
Buildings Department	-	-	-	1	1	-	-	-	1	1
Lands Department	-	-	1	3	12	-	-	1	3	12
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	1	5	12	67 (6)	176 (13)	1	5	12	66 (5)	173 (10)

Land Surveyor

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	1	3 (1)	8	-	-	1	3 (1)	8
Drainage Services Department	-	-	-	1	1	-	-	-	1	1
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	1	-	-	-	-	1
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	1	1	4	32 (3)	85 (19)	1	1	4	31 (2)	78 (12)
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	1	1	5	36 (4)	95 (19)	1	1	5	35 (3)	88 (12)

Landscape Architect

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	1	6 (1)	17 (2)	-	-	1	6 (1)	17 (2)
Civil Engineering and Development Department	-	-	1	6	17 (3)	-	-	1	6	17 (3)
Drainage Services Department	-	-	-	1	3	-	-	-	1	3
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	2	-	-	-	-	2
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	1	4	-	-	-	1	4
Planning Department	-	-	-	2	9 (1)	-	-	-	2	8
Total	-	-	2	16 (1)	52 (6)	-	-	2	16 (1)	51 (5)

Maintenance Surveyor

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	1	4	25 (2)	65 (3)	-	1	4	24 (1)	63 (1)
Civil Engineering and Development Department	-	-	-	-	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	1	4	25 (2)	65 (3)	-	1	4	24 (1)	63 (1)

Quantity Surveyor

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	1	5 (1)	28 (3)	76 (11)	-	1	5 (1)	28 (3)	72 (7)
Civil Engineering and Development Department	-	-	-	-	2 (2)	-	-	-	-	1 (1)
Drainage Services Department	-	-	-	-	1	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	1	1	-	-	-	1	1
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	1	5 (1)	29 (3)	80 (13)	-	1	5 (1)	29 (3)	75 (8)

Structural Engineer

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	1	4	23 (3)	71 (6)	-	1	4	23 (3)	69 (4)
Civil Engineering and Development Department	-	-	-	-	-	-	-	-	-	-
Drainage Services Department	-	-	-	-	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	1	-	-	-	-	1
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	2	8	65 (11)	235 (34)	-	2	8	64 (10)	230 (27)
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	-	-	-	-	-	-	-	-	-	-
Total	-	3	12	88 (14)	307 (40)	-	3	12	87 (13)	300 (31)

Town Planner

Bureau / Department	2025-26					2026-27				
	Above D2	D2	D1	Senior Professional (Sr Prof) Rank	Professional / Assistant Professional (Prof / Asst Prof) Rank	Above D2	D2	D1	Sr Prof Rank	Prof / Asst Prof Rank
Architectural Services Department	-	-	-	-	-	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	4	3	-	-	-	4	3
Drainage Services Department	-	-	-	-	-	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-	-	-	-	-	-
Water Supplies Department	-	-	-	-	-	-	-	-	-	-
Buildings Department	-	-	-	-	-	-	-	-	-	-
Lands Department	-	-	-	-	-	-	-	-	-	-
Planning Department	3	6	17 (1)	88 (10)	204 (19)	3	6	16	86 (8)	195 (10)
Total	3	6	17 (1)	92 (10)	207 (19)	3	6	16	90 (8)	198 (10)

**Strength of Technical Grades in Departments under the Development Bureau
(Position as at 31 March 2025)**

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	76	580	351
Civil Engineering and Development Department	24	302	455
Drainage Services Department	58	462	519
Electrical and Mechanical Services Department	155	1 599	1 207
Water Supplies Department	96	918	1 623
Buildings Department	3	171	601
Lands Department	10	382	794
Planning Department	1	97	256
Total	423	4 511	5 806

**Strength of Technical Grades in Departments under the Development Bureau
(Position as at 31 January 2026)**

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	82	580	335
Civil Engineering and Development Department	17	283	428
Drainage Services Department	59	462	533
Electrical and Mechanical Services Department	151	1 591	1 191
Water Supplies Department	97	895	1 560
Buildings Department	4	170	590
Lands Department	11	369	760
Planning Department	2	96	244
Total	423	4 446	5 641

**Strength of Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions in
Departments under the Development Bureau
(Position as at 31 March 2025)**

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	6	29	155	381
Civil Engineering and Development Department	8	16	41	236	470
Drainage Services Department	-	5	13	87	251
Electrical and Mechanical Services Department	3	5	21	150	401
Water Supplies Department	-	5	15	97	261
Buildings Department	2	6	17	152	570
Lands Department	3	7	24	110	291
Planning Department	3	6	16	74	222
Total	19	56	176	1 061	2 847

**Strength of Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions
in Departments under the Development Bureau
(Position as at 31 January 2026)**

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	7	32	151	376
Civil Engineering and Development Department	7	13	36	237	463
Drainage Services Department	1	4	14	88	239
Electrical and Mechanical Services Department	3	5	17	142	404
Water Supplies Department	-	5	14	89	245
Buildings Department	2	6	22	147	556
Lands Department	3	9	21	115	273
Planning Department	3	7	17	78	210
Total	19	56	173	1 047	2 766

**Strength of Technical Grades in Departments under the Development Bureau
Breakdown by Grade
(Position as at 31 January 2026)**

Air-Conditioning Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	16	106	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	16	106	-

Artisan

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	22
Drainage Services Department	-	-	49
Electrical and Mechanical Services Department	-	-	68
Water Supplies Department	-	-	571
Buildings Department	-	-	-
Lands Department	-	-	16
Planning Department	-	-	-
Total	-	-	726

Building Services Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	12	37	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	22	194	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	34	231	-

Chainman

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	39
Drainage Services Department	-	-	17
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	23
Buildings Department	-	-	-
Lands Department	-	-	147
Planning Department	-	-	-
Total	-	-	226

Clerk of Works

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	62	324	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	62	324	-

Consumer Services Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	124
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	124

Drain Chargeman

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	5
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	5

Electrical Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	1	1	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	16	44	-
Electrical and Mechanical Services Department	51	250	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	68	295	-

Electronics Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	3	18	-
Electrical and Mechanical Services Department	22	297	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	25	315	-

Engineering Laboratory Technician

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	16	30
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	26	62
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	42	92

Field Officer

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	5	-
Civil Engineering and Development Department	-	7	3
Drainage Services Department	-	1	2
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	1	1
Buildings Department	-	-	-
Lands Department	-	6	-
Planning Department	-	3	1
Total	-	23	7

Foreman

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	-

Inspector of Works

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	13	63	-
Drainage Services Department	14	140	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	27	203	-

Laboratory Attendant

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	14
Drainage Services Department	-	-	3
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	18
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	35

Leading Sewerman

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	1
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	1

Mechanical Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	1	1	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	26	47	-
Electrical and Mechanical Services Department	38	181	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	65	229	-

Radio Mechanic

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	10	-
Electrical and Mechanical Services Department	-	117	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	127	-

Science Laboratory Technician

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	1	3
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	-	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	1	3

Senior Artisan

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	3
Drainage Services Department	-	-	74
Electrical and Mechanical Services Department	-	-	416
Water Supplies Department	-	-	4
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	-	497

Survey Officer

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	1	43	84
Civil Engineering and Development Department	1	44	66
Drainage Services Department	-	15	52
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	-	10	35
Buildings Department	3	115	369
Lands Department	8	262	379
Planning Department	1	53	140
Total	14	542	1 125

Technical Officer

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	5	113	167
Civil Engineering and Development Department	3	101	234
Drainage Services Department	-	28	67
Electrical and Mechanical Services Department	2	34	39
Water Supplies Department	4	72	175
Buildings Department	1	55	221
Lands Department	3	101	218
Planning Department	1	40	103
Total	19	544	1 224

Waterworks Inspector

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	-	-
Civil Engineering and Development Department	-	-	-
Drainage Services Department	-	-	-
Electrical and Mechanical Services Department	-	-	-
Water Supplies Department	93	462	-
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	93	462	-

Works Supervisor

Bureau / Department	Upper	Middle	Lower
Architectural Services Department	-	56	84
Civil Engineering and Development Department	-	67	44
Drainage Services Department	-	143	233
Electrical and Mechanical Services Department	-	412	668
Water Supplies Department	-	324	547
Buildings Department	-	-	-
Lands Department	-	-	-
Planning Department	-	-	-
Total	-	1 002	1 576

**Strength of Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions
in Departments under the Development Bureau
Breakdown by Grade
(Position as at 31 January 2026)**

Architect

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	3	13	45	93
Civil Engineering and Development Department	-	-	-	2	4
Drainage Services Department	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	3	13	47	98

Building Surveyor

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	1
Drainage Services Department	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	-
Buildings Department	2	4	15	88	316
Lands Department	-	-	-	1	1
Planning Department	-	-	-	-	-
Total	2	4	15	89	317

Building Services Engineer

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	1	5	24	55
Civil Engineering and Development Department	-	-	-	-	2
Drainage Services Department	-	-	-	-	1
Electrical and Mechanical Services Department	-	1	3	44	104
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	2	8	68	462

Electrical and Mechanical Engineer³

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	3	5
Civil Engineering and Development Department	-	-	-	-	5
Drainage Services Department	-	1	5	12	42
Electrical and Mechanical Services Department	3	4	12	62	210
Water Supplies Department	-	1	3	24	74
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	3	6	20	101	336

Electronics Engineer

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-
Drainage Services Department	-	-	-	1	2
Electrical and Mechanical Services Department	-	-	2	31	89
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	-	2	32	91

³ Electrical Engineer, Mechanical Engineer and Shift Charge Engineer are included.

Engineer

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	6	8	24	163	286
Drainage Services Department	1	3	9	72	188
Electrical and Mechanical Services Department	-	-	-	5	-
Water Supplies Department	-	4	11	63	165
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	1	1	1
Total	7	15	45	304	640

Estate Surveyor

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	-	-
Drainage Services Department	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	2	7	17	82	188
Planning Department	-	-	-	-	-
Total	2	7	17	82	188

Geotechnical Engineer

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	3	7
Civil Engineering and Development Department	1	5	11	59	135
Drainage Services Department	-	-	-	1	1
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	1	2
Buildings Department	-	-	-	1	1
Lands Department	-	-	1	2	13
Planning Department	-	-	-	-	-
Total	1	5	12	67	159

Land Surveyor

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	-	-	1	3	8
Drainage Services Department	-	-	-	1	1
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	1
Buildings Department	-	-	-	-	-
Lands Department	1	2	3	29	67
Planning Department	-	-	-	-	-
Total	1	2	4	33	77

Landscape Architect

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	1	5	17
Civil Engineering and Development Department	-	-	-	6	17
Drainage Services Department	-	-	-	1	2
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	2
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	1	4
Planning Department	-	-	-	1	9
Total	-	-	1	14	51

Maintenance Surveyor

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	1	4	24	60
Civil Engineering and Development Department	-	-	-	-	-
Drainage Services Department	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	1	4	24	60

Quantity Surveyor

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	1	5	27	72
Civil Engineering and Development Department	-	-	-	-	2
Drainage Services Department	-	-	-	-	1
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	1	1
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	1	5	28	76

Structural Engineer

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	1	4	20	67
Civil Engineering and Development Department	-	-	-	-	-
Drainage Services Department	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	1
Water Supplies Department	-	-	-	-	-
Buildings Department	-	2	7	58	239
Lands Department	-	-	-	-	-
Planning Department	-	-	-	-	-
Total	-	3	11	78	307

Town Planner

Bureau/Department	Above D2	D2	D1	Senior Professional Rank	Professional/ Assistant Professional Rank
Architectural Services Department	-	-	-	-	-
Civil Engineering and Development Department	-	-	-	4	3
Drainage Services Department	-	-	-	-	-
Electrical and Mechanical Services Department	-	-	-	-	-
Water Supplies Department	-	-	-	-	-
Buildings Department	-	-	-	-	-
Lands Department	-	-	-	-	-
Planning Department	3	7	16	76	200
Total	3	7	16	80	203

**Estimated Numbers of Retirees of Relevant Technical Grades
in Departments under the Development Bureau in 2025-26 and 2026-27**

Grade	2025-26	2026-27
Air-Conditioning Inspector	4	3
Artisan	30	22
Building Services Inspector	7	4
Chainman	10	2
Clerk of Works	2	10
Consumer Services Inspector	4	2
Drain Chargeman	-	2
Electrical Inspector	8	8
Electronics Inspector	18	11
Engineering Laboratory Technician	6	-
Field Officer	1	-
Foreman	-	-
Inspector of Works	12	9
Laboratory Attendant	2	-
Leading Sewerman	-	-
Mechanical Inspector	10	8
Radio Mechanic	6	3
Science Laboratory Technician	-	-
Senior Artisan	10	15
Survey Officer	35	22
Technical Officer	24	23
Waterworks Inspector	15	11
Works Supervisor	83	53

**Estimated Numbers of Retirees in the Grades Relating to the
Architectural, Surveying, Planning, Landscape and Engineering Professions
in Departments under the Development Bureau
in 2025-26 and 2026-27**

Grade	2025-26	2026-27
Architect	1	4
Building Surveyor	5	8
Building Services Engineer	2	3
Electrical and Mechanical Engineer	8	10
Electronics Engineer	2	2
Engineer	28	29
Estate Surveyor	6	10
Geotechnical Engineer	5	5
Land Surveyor	7	3
Landscape Architect	1	-
Maintenance Surveyor	-	2
Quantity Surveyor	2	5
Structural Engineer	1	5
Town Planner	12	6

**Number of Eligible Civil Servants Having Opted for Extension of Service
in Technical Grades in Departments under the Development Bureau
(As at 16 September 2020, i.e. Expiry of Option Period)**

Department	Number of Eligible Civil Servants	Number of Eligible Civil Servants Having Opted for Extension of Service
Architectural Services Department	234	208
Civil Engineering and Development Department	193	180
Drainage Services Department	248	241
Electrical and Mechanical Services Department	871	829
Water Supplies Department	585	569
Buildings Department	378	342
Lands Department	374	322
Planning Department	74	65

**Number of Eligible Civil Servants Having Opted for Extension of Service
in the Grades Relating to the Architectural, Surveying, Planning, Landscape and
Engineering Professions in Departments under the Development Bureau
(As at 16 September 2020, i.e. Expiry of Option Period)**

Department	Number of Eligible Civil Servants	Number of Eligible Civil Servants Having Opted for Extension of Service
Architectural Services Department	246	215
Civil Engineering and Development Department	273	247
Drainage Services Department	117	104
Electrical and Mechanical Services Department	178	168
Water Supplies Department	75	70
Buildings Department	334	299
Lands Department	106	95
Planning Department	72	40

- End -

CONTROLLING OFFICER'S REPLY

(Question Serial No. 3692)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Please advise on:

- (a) the specific figures for public and private construction sites in Hong Kong that have adopted the Smart Site Safety System (4S), broken down by public works contracts with value above and below \$30 million respectively;
- (b) whether there were records of industrial accidents successfully avoided at public or private construction sites due to the use of 4S in the past 5 years; if so, the details; if not, the reasons for that; and
- (c) the specific details of the Government's plan to adopt 4S in suitable pilot projects in Qianhai, with the aim of introducing the strengths of Hong Kong's construction industry into the Greater Bay Area.

Asked by: Hon CHONG Ho-fung (LegCo internal reference no.: 35)

Reply:

The Development Bureau (DEVB) attaches great importance to site safety. As a major client for implementing engineering projects and as an advocate of site safety policies of public works, we have maintained close collaboration with various stakeholders to deliberate and formulate various site safety measures, including driving the construction industry to expedite full adoption of the Smart Site Safety System (4S) to enhance site safety.

- (a) The DEVB has required public works contracts exceeding \$30 million to fully adopt 4S since February 2023. As at March 2026, 462 contracts have adopted 4S.

Regarding private works projects, the Buildings Department (BD) has introduced mandatory measures since July 2024. Conditions will be imposed on building works under the Buildings Ordinance when the first approval for superstructure plans of private works projects or approval for major revisions of superstructure plans is granted. For building works with an estimated cost exceeding \$30 million and involving the use of mobile plants and tower cranes, registered contractors should use the 4S Mobile Plant Alert System and Tower Crane Alert System. Since July 2025, the aforementioned mandatory requirements have been extended to demolition works, excavation and lateral

support works, foundation works and site formation works. Even if the relevant mandatory requirements had not been imposed when the building plans of the private works projects were approved, the aforesaid requirements will also be imposed when the first consent for the commencement of building works is granted. The mandatory requirements are also applicable for additions and alterations projects involving structural works. As at March 2026, the BD has already imposed the above conditions on 325 private works projects. In response to the risks associated with their site operations, some of the contractors of these projects have widely adopted other suitable 4S devices (e.g. alert devices and central management platforms) at their sites in order to enhance site safety performance, and these projects have thus been issued with a 4S Label¹.

The number of works projects that have adopted 4S with a label issued under the 4S Labelling Scheme as at March 2026 is as follows:

Type of Works	Number of Works Projects That Have Adopted 4S with a Label Issued
Public Works	462
Works of Public Organisations	198
Private Works	88
Total	748²

- (b) Since the introduction of the above-mentioned policy measures requiring construction sites to adopt 4S or its related devices, the overall accident rate in the construction industry has dropped notably by approximately 20% from 2023 to 2025, resulting a positive impact on site safety and providing workers with more comprehensive protection.
- (c) The Qianhai Authority will put into trial run Hong Kong's 4S in at least 2 works projects in Qianhai in 2026. Among them, the construction contract of a municipal project has just commenced, while the other is under selection. The DEVB mainly shared with the Qianhai Authority the experience in promoting the application of 4S in Hong Kong's construction industry and provided technical support, while the Qianhai Authority used Hong Kong's 4S as a blueprint and made appropriate adjustments according to Qianhai's application scenarios and circumstances. Contractors are required to implement 4S under the pilot works projects selected and monitor its implementation. The DEVB will review and summarise the experience gained from and the effectiveness demonstrated by the pilot projects together with the Qianhai Authority. Also, we will discuss with the Qianhai Authority and relevant Mainland authorities in a timely manner the opportunities to further promote 4S.

¹ If a contractor only adopts the Mobile Plant Alert System and the Tower Crane Alert System in a works project without adopting other relevant 4S devices to mitigate the remaining risks, the works project is not sufficiently qualified for awarding a 4S label.

² Currently, the total number of new works projects and maintenance projects under construction across the territory with a contract sum exceeding \$30 million is approximately 1 200.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)126

(Question Serial No. 3682)

Head: (159) Government Secretariat: Development Bureau
(Works Branch)

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

Programme: (6) Intra-Governmental Services

Controlling Officer: Permanent Secretary for Development (Works) (Ricky C K LAU)

Director of Bureau: Secretary for Development

Question:

Has the Government assessed in detail whether, in order to minimise the impact of the reduction in the civil service establishment, departments should not only enhance efficiency through streamlining administrative procedures and using innovation and technology such as artificial intelligence, but also fully leverage the collaborative efforts of professionals in the market, such as relevant engineering consultancies, so as to ensure the effective implementation of major public works projects in future, including accelerating the development of the Northern Metropolis, increasing land and housing supply, and improving railway and transport networks, thereby maximising social benefits? If so, what are the details? If not, what are the reasons?

Asked by: Hon TANG Ming-sum, Michelle (LegCo internal reference no.: 1)

Reply:

In implementing various public works projects, works departments will examine in detail factors including the scale, complexity and urgency of the projects as well as the necessity for multi-disciplinary professions, specialized techniques and independent expert advice, etc. Works departments will then evaluate whether their internal staffing resources are adequate to cope with the workload involved. Where necessary, consultants and their resident site staff will be engaged to assist in handling various aspects of work, including project study, investigation, design, site supervision and contract management. This flexible arrangement would not only enable works departments to implement properly and efficiently a large number of public works projects but also control their staffing level effectively to avoid over expansion of the departments' staff establishment as a result of the need to employ additional staff to cope with the increased project volume.

To expedite the development of the Northern Metropolis, the Chief Executive's 2025 Policy Address set out streamlined administrative procedures to remove barriers and restrictions, which cover mainly six areas including (i) introducing the Fast Track Processing System and adopting superior construction technologies from different places; (ii) implementing a "phased development" approach on a trial basis to attract businesses and footfall; (iii) promoting diverse models using in-situ land exchange and large-scale land disposal; (iv)

employing flexible land-grant arrangements, encouraging enterprises to set up businesses and invest in the area; (v) allowing land owners in the Northern Metropolis to voluntarily surrender land planned to be resumed by the Government to offset the amount payable for in-situ land exchange or large-scale land disposal in the New Development Areas; and (vi) adopting a “pay for what you build” approach to reduce the cost of land premiums in the Northern Metropolis and allowing owners to pay the required premium according to the actual built floor area and use.

In implementing the development of the Northern Metropolis, works departments will continue to adopt the above arrangements to consider whether there is a need to engage consultants. As for consortiums participating in the development of large-scale land disposal within the Northern Metropolis in the future, it is expected that they will also engage consultants to provide assistance for their projects when necessary.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)127

(Question Serial No.3689)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the further enhancement of the accessibility of the West Kowloon Cultural District (WKCD) and the review of the cost-effectiveness of the relevant public funds, will the Government inform this Committee of the actual expenditure incurred in the past on infrastructure works for enhancing accessibility, such as those involving roads, footbridges, and public transport interchanges in the vicinity of the WKCD?

Asked by: Hon CHENG Wing-shun, Vincent (LegCo internal reference no.: 28)

Reply:

The Civil Engineering and Development Department (CEDD) is committed to taking forward and implementing the public works projects in the West Kowloon Cultural District (WKCD), including the integrated basement and public infrastructure works, to tie in with the WKCD development. To enhance the accessibility of the WKCD, the CEDD has completed the following infrastructure works in phases:

- (1) Museum Drive connecting M+, the Art Park and the Hong Kong Palace Museum and the lay-by on Austin Road West;
- (2) The pedestrian linkage system connecting the Xiqu Centre in the WKCD and MTR Austin Station;
- (3) Beautification works for the existing pedestrian subway across the junction of Austin Road West and Canton Road;
- (4) Artist Square Bridge linking the Artist Square in the WKCD, the footpath to the south of Austin Road West and the existing developments above MTR Kowloon Station; and
- (5) The Southern Landing Facility (now renamed as WestK Quay) and associated seawall modification works.

As at the end of March 2026, the actual expenditure incurred on the above works is approximately \$700 million.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)128

(Question Serial No.3334)

Head: (33) Civil Engineering and Development Department

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

Programme: (5) Greening and Technical Services

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the management of Hong Kong's marine fill resources and mud disposal facilities, please advise on the following:

- (a) the annual sediment disposal volume for the past 3 years, as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment);
- (b) the details of the various locations for disposal of contaminated and uncontaminated sediment (including (i) the remaining capacity, (ii) the environmental monitoring results, and (iii) an overview of the operation) (to be tabulated);
- (c) whether the Government has any plans to provide more locations for disposal of contaminated and uncontaminated sediment;
- (d) whether the Government has estimated the annual sediment disposal volume in the coming 3 years, as well as the names of the major sediment disposal projects (please list separately the locations for disposal of uncontaminated and contaminated sediment).

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 60)

Reply:

Through the Marine Fill Committee, the Civil Engineering and Development Department oversees the operation of marine disposal facilities for proper handling of contaminated and uncontaminated sediment, and formulates strategies to ensure that the marine disposal facilities have adequate capacity.

- (a) The annual disposal volume of contaminated and uncontaminated sediment and the major sediment disposal projects in the past 3 years are tabulated as follows. The disposal locations are shown in (b) below.

Year	Sediment disposal volume (contaminated sediment)	Sediment disposal volume (uncontaminated sediment)	Major sediment disposal project
2023	About 0.29 million m ³	About 0.38 million m ³	Central Kowloon Route and general maintenance dredging works for navigation channels
2024	About 0.14 million m ³	About 0.18 million m ³	Yuen Long Effluent Polishing Plant and general maintenance dredging works for navigation channels
2025	About 0.35 million m ³	About 0.24 million m ³	Kwai Tsing Container Terminals and general maintenance dredging works for navigation channels

- (b) Relevant details of the existing contaminated sediment and uncontaminated sediment disposal facilities are set out in the table below:

Facility	Location	Remaining capacity	Environmental monitoring result	Current operation status
For disposal of contaminated sediment	To the east of Sha Chau	About 1.69 million m ³	The regular environmental monitoring result indicated that the facility had no unacceptable impact on the nearby environment.	Based on the current forecast, the facility may operate until 2028.
For disposal of uncontaminated sediment	To the south of Cheung Chau, to the east of Ninepin Group, to the east of Tung Lung Chau and to the south of Tsing Yi	About 43.7 million m ³ in total	The regular environmental monitoring result indicated that the facilities had no unacceptable impact on the nearby environment.	Based on the current forecast, the facilities may operate beyond 2035.

- (c) In order to cope with the demand for disposal of marine sediment in a sustainable manner, we are currently considering various options, including planning a new contaminated sediment disposal facility in the waters to the west of Lamma Island and studying the feasibility of mixing contaminated sediment with other materials for proper treatment. This would enable its reuse in earth filling and reclamation projects, or as construction materials.
- (d) Based on the current information, we anticipate that the average annual disposal volume of contaminated and uncontaminated sediment in the coming 3 years (from 2026 to 2028) will be about 0.44 million m³ and 0.92 million m³ respectively, mainly generated from navigation channel improvement works and other dredging works. We will keep reviewing the estimated sediment disposal volume based on the latest progress and scale of various sediment disposal projects to ensure that the marine disposal facilities have adequate capacity to meet the demand.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)129

(Question Serial No.3336)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

In respect of marine pollution caused by marine works, please advise:

- (a) the existing mechanism for handling marine pollution caused by marine works;
- (b) the number of marine pollution incidents caused by marine works for each year over the past 3 years and the respective processing times;
- (c) whether the Government has imposed any penalties on the responsible parties for the marine pollution incidents caused by marine works over the past 3 years and the details;
- (d) regarding the impact of marine pollution caused by marine works on the fisheries industry, the compensation mechanism put in place by the Government. If there is such a mechanism, has the mechanism been activated over the past 3 years?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 62)

Reply:

- (a) The Civil Engineering and Development Department (CEDD)'s contractors are required to carry out marine works in accordance with relevant laws and contractual provisions, while the CEDD will arrange resident site staff to supervise the contractors' works. For works classified as a designated project under the Environmental Impact Assessment Ordinance, the CEDD's contractors are required to carry out the works in accordance with the requirements stipulated in the Environmental Permit, including the submission of an Environmental Management Plan and deployment of Competent Person to implement the Environmental Monitoring and Audit programme. In the occurrence of marine pollution caused by incidents happened during the course of works, the CEDD will immediately assess the pollution situation and take appropriate measures, including considering the need to suspend the works temporarily and supervising the contractors to implement appropriate remedial measures. In addition, the contractors' performance will be reflected in their regular Contractor Performance Reports, affecting the contractors' chances of being awarded public works contracts in the future. If necessary, the CEDD will also provide information to assist the relevant law enforcement agencies in conducting investigations and carrying out the necessary follow-up work.

- (b), (c) and (d) Regarding the impact of marine pollution caused by marine works on the fisheries industry, the affected parties may lodge claims against the relevant project office taking forward the marine works as follow-up actions. In the past 3 years (2023-24 to 2025-26), there were no marine pollution incidents caused by marine works under the CEDD's purview.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)130

(Question Serial No.3698)

Head: (33) Civil Engineering and Development Department

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

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

Regarding the ancillary facilities of public piers, please inform this Committee of the following:

- (a) If the "Pier Improvement Programme" involves improvements of ancillary facilities such as roof covers of piers, catering facilities, landing facilities and toilets, please provide a breakdown of the expenditures and works details by facility category.
- (b) To optimise the use of piers, are there any plans to introduce social capital to participate in the operation of piers and enhance pier facilities? If yes, what are the plans? If not, what are the reasons?

Asked by: Hon HO Chun-yin, Steven (LegCo internal reference no.: 15)

Reply:

- (a) The Government launched the policy initiative of "Pier Improvement Programme" (PIP) in 2017, aiming to upgrade the structural safety and facilities of a number of existing public piers at remote areas in the New Territories and outlying islands, with a view to enhancing accessibility of some outing destination and natural heritage and meeting the basic needs of local villagers relying on boats as their main transportation mode and fishermen's operation. The works generally include reconstruction of existing piers or construction of new piers nearby to provide more berthing spaces with sufficient length and water depth, provision of barrier-free facilities such as floating platforms or ramps to facilitate boarding and alighting of passengers in need, provision of ancillary facilities such as roof covers, lighting systems, solar panels, and Wi-Fi devices, as well as improvement to the condition of pier structures. As the relevant ancillary facilities are an integral part of the overall pier improvement works, we are unable to provide a detailed breakdown of the expenditure for individual facilities.
- (b) The Civil Engineering and Development Department has been responsible for the construction and maintenance of public piers under its purview in accordance with the requirements of relevant policy bureaux and departments. After consulting the

relevant policy bureaux, there is currently no plan to introduce social capital participation in the operation of piers and enhancement of pier facilities.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)131

(Question Serial No.3388)

Head: (33) Civil Engineering and Development Department

Subhead (No. & title): (803) Lantau Conversation Fund

Programme: (3) Provision of Land and Infrastructure

Controlling Officer: Director of Civil Engineering and Development (Michael H S FONG)

Director of Bureau: Secretary for Development

Question:

According to the “non-recurrent expenditure” section, the approved commitment for the Lantau Conservation Fund (item 803) is \$500 million. However, the accumulated expenditure as of 31 March 2025 is \$76.85 million only, and the revised estimated expenditure for 2025-26 is approximately \$29.18 million only, leaving a balance of almost \$400 million. Please inform this Committee:

- (1) How many projects has the Lantau Conservation Fund approved so far? Has the funding been allocated and used according to the original schedule? Is there a specific timetable for annual funding allocations?
- (2) Will the Department review the current application threshold, vetting and approval procedures and funding mechanism of the Fund to attract more stakeholders to participate in the conservation work of Lantau Island?
- (3) What are the specific publicity initiatives or themes for the coming year to accelerate the implementation of high-quality ecological and cultural conservation projects?

Asked by: Hon LAM Siu-lo, Andrew (LegCo internal reference no.: 40)

Reply:

- (1) The Government set up a \$1 billion Lantau Conservation Fund (LCF) and the LCF Advisory Committee (LCFAC) in 2020 to promote and implement conservation work in Lantau, and to carry out minor local improvement works in villages and communities to support conservation initiatives. Half of the LCF's financial resources (the approved commitment of \$500 million) will be used for financial support to eligible non-governmental organisations, charitable organisations, tertiary education institutions, etc., to collaborate with local communities and landowners in taking forward 3 types of “conservation and related projects” in Lantau, namely “Research (RE) Project”, “Education & Engagement (EE) Project” and “Conservation Management Agreement (CMA) Project”, with a view to taking forward conservation initiatives related to the nature and culture of Lantau.

By the end of 2025, the LCF had received a total of 262 applications for “conservation and related projects” in the 5 rounds of applications. Among them, a total of 59 projects were funded, involving over \$160 million.

Each approved project lasts for 2 to 3 years and covers a wide range of themes under natural and cultural conservation, including habitats, birds, marine and riverine species, amphibians, Fung Shui Woods, mangroves, rural traditions, history and culture. The projects involve various locations across Lantau.

The LCFAC is responsible for assessing project applications and monitoring the progress of the approved projects. The South Development and Sustainable Lantau Office (SSLO) under the Civil Engineering and Development Department serves as the LCF Secretariat, overseeing the daily administration of the LCF and reporting the progress of the approved projects to the LCFAC. Grants are disbursed in instalments in accordance with the disbursement timetable and the actual progress of the projects.

- (2) Applications must be result-oriented with an emphasis on the overall benefits towards achieving conservation objectives. The LCFAC conducts a detailed and rigorous assessment to every project application against these 4 criteria:
- (a) overall benefits in achieving conservation purpose;
 - (b) quality of project proposal;
 - (c) capability of the applicant organisation/project team; and
 - (d) quality of budget.

No quota is set for the annual funding. Applicant organisations are required to provide quantitative and qualitative performance indicators when submitting their applications. The LCF Secretariat will monitor the projects against the preset objectives and expected outcomes. Funded organisations are required to submit regular progress reports on the implementation, benefits, and achievements of their projects. In 2025, the LCFAC conducted a detailed review on the operation of the LCF and enhanced the internal assessment mechanism by giving special consideration to 2 factors, namely “revenue generation/seeking sponsorships”, in the project assessment, so as to encourage applicant organisations to improve the quality of budget in their project proposals. Moreover, the Guide to Application was updated to encourage project applications for smaller scale as pilot or baseline studies, with the aim of attracting more stakeholders to participate in Lantau conservation.

- (3) The LCF Secretariat disseminates information through the LCF website, including the Guide to Application, information of approved projects and reports of completed projects. The website also features an “Event Calendar” providing information on project activities. In addition, the Tung Chung Community Liaison Centre under the SSLO features a permanent venue for showcasing the achievements of the approved projects and hosting activities related to the projects.

To expedite the implementation of high-quality projects, the SSLO has established a liaison and support team to provide ongoing assistance to interested applicants in understanding the objectives and application requirements of the LCF, thereby improving the quality of application proposals.

Furthermore, the LCF Secretariat holds briefing sessions prior to application opening in the 4th quarter each year to introduce the application procedures to interested organisations, groups and members of the local community. For instance, the briefing session held prior to the 6th round of application in November 2025 attracted over 110 participants. During the briefing session, the Secretariat explained the key considerations of the LCFAC in assessing applications and invited 3 funded project teams to share their experiences in preparing applications and implementing projects, with the aim of helping applicants establish clear conservation objectives and develop practical and high-quality project proposals. The presentation slides from the briefing session have been uploaded to the LCF website for public reference.

With the assistance of the support team and experience sharing mentioned above, the quality of project applications is expected to be enhanced, thereby facilitating the smoother and more efficient implementation of approved conservation projects.

The LCF opened the 6th round of application in late December 2025. The deadline for applications for RE and EE projects was 27 February 2026, while that for CMA projects was 31 March 2026. The assessment results are expected to be announced between the 3rd quarter and early 4th quarter of 2026.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)132

(Question Serial No. 3508)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

Regarding the “Drainage improvement works in Tai Po – remaining works”, what are the progress and timetable of this project?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 63)

Reply:

The “Drainage improvement works in Tai Po – phase 1” commenced in August 2024, and is anticipated to be completed in 2029. The Drainage Services Department (DSD) is currently working on the design for the “Drainage improvement works in Tai Po – remaining works”. Upon completion of the design for the project, the DSD will formulate the implementation timetable, and implement relevant works in due course. The Government will continue to take forward various projects in a steady and prudent manner, and will formulate the project implementation strategies and timetables in light of the progress of the projects and people’s livelihood needs, as well as the priority and overall plan of the Government’s various land development and infrastructure projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)133

(Question Serial No. 3512)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

What are the timetables and expenditures for the revitalisation of Lam Tsuen River in Tai Po, Tai Wai nullah and Fo Tan nullah?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 67)

Reply:

The Drainage Services Department (DSD) is currently undertaking river revitalisation works for Lower Lam Tsuen River near Kam Wo Bridge in Tai Po. The scope of works mainly includes the revitalisation of a river section of about 350 metres, the construction of a viewing deck, and associated landscaping and greening works, with an aim to enhancing the environment of the river section and its surroundings. The works commenced in January 2026, and are anticipated to be completed in 2027. The estimated expenditure for the project is about \$28 million. In addition, the DSD plans to commence the design of revitalisation works for a section of Lam Tsuen River near Mui Shue Hang Playground (located at the midstream near the Tai Po Tau area) in 2026-27. Upon completion of the detailed design and other relevant preparatory work, as well as district consultation, the DSD will commence the relevant works in due course. Upon completion of the detailed design, the DSD will estimate the relevant project cost and propose an implementation timetable.

As for the revitalisation of Tai Wai nullah and Fo Tan nullah, the DSD has engaged a consultancy firm to carry out the detailed design for these 2 projects. Upon completion of the detailed design and other relevant preparatory work (e.g. conducting district consultation), the DSD will commence the works in due course. The estimated expenditures involved in the detailed design for the revitalisation of Tai Wai nullah and Fo Tan nullah are about \$18.7 million and \$13.9 million respectively.

The Government will continue to take forward various projects in a steady and prudent manner, and will formulate the project implementation strategies and timetables in light of the progress of the projects and people's livelihood needs, as well as the priority and overall plan of the Government's various land development and infrastructure projects.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)134

(Question Serial No.3310)

Head: (39) Drainage Services Department

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

Programme: (1) Stormwater Drainage

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

Director of Bureau: Secretary for Development

Question:

The Drainage Services Department is responsible for the maintenance and clearance of stormwater drainage systems, natural watercourses and man-made nullahs to ensure smooth drainage and reduce the risk of flooding. In this connection, would the Government inform this Committee of the following:

1. please provide in tabular form the manpower deployed in each of the 18 districts for weed clearance along river channels in the current financial year, together with the public expenditure incurred;
2. please provide in tabular form the average numbers of monthly operations and inspections in each of the 18 districts; and
3. please provide in tabular form the numbers of complaints received through the 1823 system in each of the 18 districts in the past year concerning the hygiene and weed growth of river channels, together with the average time taken for successful follow-up?

Asked by: Hon CHOW Ho-ding, Holden (LegCo internal reference no.: 40)

Reply:

Our reply to the Member's question is as follows:

The Drainage Services Department (DSD) manages the stormwater drainage system spanning approximately 2 800 kilometres across the territory, including about 400 kilometres of engineered channels. The DSD is responsible for managing and arranging contractors to carry out day-to-day operation and maintenance of the stormwater drainage system. Routine tasks include river inspections, weed clearance in and along river channels, and removal of rubbish and debris from river channels to ensure a smooth flow.

1. Weed clearance along river channels forms part of the DSD's overall management of the stormwater drainage system, and the DSD does not maintain separate manpower figures specifically for such work.

In 2025-26 (as at February 2026), the expenditure on weed clearance for river channels across the territory was approximately \$13 million. The expenditure incurred by each district is tabulated as follows:

District	Expenditure on weed clearance (\$'000)
Central and Western ^{Note 1}	—
Wan Chai ^{Note 1}	—
Eastern ^{Note 1}	—
Southern	50
Yau Tsim Mong ^{Note 1}	—
Sham Shui Po ^{Note 1}	—
Kowloon City	250
Wong Tai Sin	180
Kwun Tong	80
Tsuen Wan	20
Tuen Mun	150
Yuen Long ^{Note 2}	2,940
North ^{Note 2}	6,230
Tai Po ^{Note 2}	1,600
Sai Kung	600
Sha Tin	490
Kwai Tsing	70
Islands	380

Note 1 : There are no engineered channels under the purview of the DSD in the district.

Note 2 : Rivers in Yuen Long, North District and Tai Po are relatively long and wide, hence the expenditures on weed clearance are higher.

- With regard to the management of engineered channels, the DSD arranges for contractors to inspect the major river channels across various districts at least once a month. In addition, the DSD will step up inspections of river sections with a higher risk of flooding whenever a rainstorm is forecasted. If any blockages are found, clearance will be carried out immediately. We do not maintain separate figures on the numbers of monthly operations and inspections in each district.
- To maintain the flood discharge capacity of engineered channels, the DSD generally arranges clearance of silt, weeds, wilted branches and rubbish from river channels during the dry season to make preparations for the next rainy season. In the event of emergency cases, such as blockages in river channels, drainage channels or inlets after typhoons, we will immediately follow up and clear the blockages.

In 2025-26 (as at February 2026), the DSD received through 1823 a total of 352 cases concerning the hygiene and weed growth of river channels. The time taken for clearance generally depends on several factors, including the scope and location of clearance required, as well as the weather conditions at that time. The average time

taken for completion of clearance work is about 2 weeks. The relevant figures of each district is tabulated as follows:

District	Cases received via 1823 on the hygiene and weed growth of river channels
Central and Western ^{Note 3}	—
Wan Chai ^{Note 3}	—
Eastern ^{Note 3}	—
Southern	9
Yau Tsim Mong ^{Note 3}	—
Sham Shui Po ^{Note 3}	—
Kowloon City	18
Wong Tai Sin	1
Kwun Tong	3
Tsuen Wan	3
Tuen Mun	17
Yuen Long ^{Note 4}	101
North ^{Note 4}	114
Tai Po ^{Note 4}	68
Sai Kung	9
Sha Tin	3
Kwai Tsing	—
Islands	6

Note 3 : There are no engineered channels under the purview of the DSD in the district.

Note 4 : Rivers in Yuen Long, North District and Tai Po are relatively long and wide, hence their respective numbers of cases are higher.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)135

(Question Serial No.3653)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

It is stated in the Budget Speech that the “Development Bureau (DEVB) is conducting a comprehensive review of the Operation Building Bright 2.0 to draw up a new subsidy scheme. We will earmark \$3 billion accordingly. Moreover, we will allocate \$1 billion to extend the Lift Modernisation Subsidy Scheme (LIMSS) to provide subsidies to property owners.” In this connection, will the Government inform this Committee of the following:

1. Regarding the Government’s initiative of allocating \$1 billion for the above LIMSS, what is the detailed breakdown of expenditure (e.g. administrative costs, subsidy amounts, regulatory costs, and publicity and evaluation expenses)? What is the DEVB’s manpower deployment plan to support the review and extension of the LIMSS for 2026-27? By what means does the Government plan to ensure the effective allocation of the additional resources and enhance building maintenance safety?

2. What are the key performance data (e.g. the proportion of safety devices installed or replaced, and the reduction in incidents) of the LIMSS, which has been launched since 2018-19 with an allocation of approximately \$4.5 billion? Upon allocation of the additional resources, how will the Government enhance the LIMSS to focus on the targeted groups including the “three-nil buildings”, owners with financial difficulties, and aged and dilapidated buildings, while stepping up efforts to combat bid-rigging?

Asked by: Hon HUNG Kam-in (LegCo internal reference no.: 28)

Reply:

In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with 4 modern safety devices (including double braking system, unintended car movement protection device, ascending car overspeed protection device, and car door locking device and door safety edge) or to replace the entire lifts, thereby enhancing the safety standards of aged lifts.

Modernised lifts not only achieve a higher level of safety, but also operate with greater reliability and comfort. As at end of 2025, the URA issued “Approval-in-Principle” Letters to 6 051 lifts. The works for 2 263 lifts were completed and 2 206 are in progress, with over 95% of the applicants opting for lift replacement; and the remaining 1 582 are under planning. It is anticipated that the above works in progress or under planning will be completed by 2028-29.

According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases, and will maintain the current manpower deployment to extend the LIMSS to continue handling the above some 1 200 lifts in an orderly manner, so as to avoid inflating market prices and affecting works quality due to the significant increase in lift modernisation works, and to progressively complete all the lift modernisation works under the LIMSS in an orderly manner between now and 2030-31. As with the previous allocation, about 4% of the additional \$1 billion will be reserved for administration, support, and outreach community services, while the remainder will be fully used to subsidise lift modernisation works.

In addition to providing eligible building owners with subsidies for lift modernisation works, the LIMSS also offers additional subsidies for elderly owner-occupiers whose applications have been approved. While the average rateable value of the eligible buildings shall not exceed the specified limit, the scope covers “three-nil buildings” of which an owners’ corporation has yet to be set up. After the allocation of the additional funding, the subsidy principles remain unchanged. Regarding “three-nil buildings”, the URA will provide the relevant owners with necessary assistance, including free legal advisory services, to help them reach a consensus on carrying out lift modernisation works.

On mitigating the risk of bid-rigging, the URA has engaged independent consultants to provide free consultancy services to buildings participating in the LIMSS. These services include assessing the scope of works, providing cost estimates, and preparing tender document templates; helping applicants invite tenders for works via the URA’s electronic tendering platform; providing tender analysis reports to assist applicants in evaluating and selecting suitable tenders; and monitoring works and contract management. Applicants under the LIMSS must use the URA’s tender document templates and electronic tendering platform to invite tenders. Furthermore, the URA will arrange for independent professionals to oversee the tender opening procedures and, when vetting subsidy amounts, will take into account the project costs estimated by its consultants to ensure that the subsidy amounts are reasonable and at market levels. These arrangements help enhance the fairness, impartiality and competitiveness of the tendering process. It is worth mentioning that the URA is also revamping its Smart Tender, with a view to improving future tendering arrangements and further preventing bid-rigging.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)136

(Question Serial No.3652)

Head: (42) Electrical and Mechanical Services Department

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

Programme: (2) Mechanical Installations Safety

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

Director of Bureau: Secretary for Development

Question:

In paragraph 235 of the Budget Speech, it is stated that the Development Bureau is conducting a comprehensive review of the Operation Building Bright 2.0, and will draw up a new subsidy scheme for which a sum of \$3 billion has been earmarked; at the same time \$1 billion will be allocated to extend the Lift Modernisation Subsidy Scheme (LIMSS) to provide subsidies to property owners. In this regard, will the Government inform this Committee of:

(1) whether the Government has compiled statistics on the number of pending or approved applications that can be processed with the additional \$1 billion allocation to the LIMSS, and the number of lifts involved;

(2) a breakdown of the number of lifts with modernisation works completed since the launch of the LIMSS by year; the number of withdrawal cases due to owners' failure to reach a consensus or their completion of the modernisation works on their own; and whether the Government has assessed the potential risks to the overall lift safety posed by these withdrawn applications?

Asked by: Hon KOON Ho-ming, Peter Douglas (LegCo internal reference no.: 19)

Reply:

A consolidated reply to the Member's questions is as follows:

In 2018, the Government, in partnership with the Urban Renewal Authority (URA), launched the Lift Modernisation Subsidy Scheme (LIMSS), with the aim to assist eligible residential and composite buildings in retrofitting aged lifts with modern safety devices or to replace the entire lifts, thereby enhancing the safety standards of such lifts. The LIMSS was allocated \$4.51 billion, and 2 rounds of applications were invited between 2018 and 2019, with a total of approximately 2 000 eligible applications (involving about 8 000 lifts) received. Subsequently, some applicants (involving about 590 lifts in 158 applications) chose to withdraw from the LIMSS, bringing the overall number of eligible applications down to 1 808 (involving 7 406 lifts).

According to our latest estimate, the \$4.51 billion allocation for the LIMSS is only sufficient to cover the modernisation works for around 6 200 lifts, which means that some 1 200 lifts (involving about 120 applications) currently on the waiting list with lower priority will not be benefitted. To address this, the Government will allocate an additional \$1 billion to deal with the remaining cases.

In terms of progress, as at December 2025, 1 687 cases were granted “Approval-in-Principle” Letters (including those with modernisation completed), involving 6 051 lifts. Among these, the works for 2 263 lifts were completed; 2 206 are in progress; and 1 582 are under planning. It is anticipated that the works in progress or under planning will be completed by 2028-29.

The number of lifts with modernisation works completed by year is tabulated below:

Year	Number of lifts with modernisation works completed
2018-19	30
2019-20	144
2020-21	110
2021-22	61
2022-23	205
2023-24	471
2024-25	657
2025 (From April to December)	585
Total	2 263

As mentioned above, there are a total of 158 cases (involving 590 lifts) in which the applicants have chosen to withdraw from the LIMSS since its launch. To our knowledge, the main reason was that the owners had failed to reach a consensus and thus withdrew their applications. Nevertheless, for those lifts that have yet to undergo modernisation works, they are still required to be regularly inspected and maintained by qualified persons in accordance with the Lifts and Escalators Ordinance (Cap. 618) to ensure their safe operation. Furthermore, the Electrical and Mechanical Services Department has imposed an additional requirement since 2019, mandating lift contractors to arrange for qualified persons to carry out 2 special maintenance sessions every year for aged lifts that have yet to undergo modernisation works, which cover comprehensive maintenance of key components and inspection of braking devices, etc. This requirement aims to strengthen the maintenance and inspection of key components of lifts lacking any of the modern safety devices by responsible persons for lifts and the trade, thereby improving the safety level of aged lifts.

- End -

CONTROLLING OFFICER'S REPLY

DEVB(W)137

(Question Serial No. 3499)

Head: (194) Water Supplies Department

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

Programme: (1) Water Supply: Planning and Distribution

Controlling Officer: Director of Water Supplies (WONG Yan-lok, Roger)

Director of Bureau: Secretary for Development

Question:

Regarding water consumption in the past 3 years in Hong Kong, would the Government inform this Committee of:

1. the water consumption per year in Hong Kong, the source of drinking water supply and the proportion of drinking water purchased from the Mainland;
2. the number and results of tests on drinking water of residential units each year;
3. the ratio of using fresh water for flushing; whether it will be lowered in the coming 10 years; if yes, of the details;
4. the estimated number of households living in village houses in rural areas that will convert to salt water for flushing in the coming year (broken down by District Council district);
5. with the increasing popularity of smart water closet, the number of illegal installation cases identified by the Department in which no backflow prevention device was installed as required in the past 3 years;
6. the respective number of reports of fresh water main bursts and salt water main bursts in each district each year;
7. the total quantity of drinking water wasted each year; and
8. the progress of the Replacement and Rehabilitation Programme for water mains?

Asked by: Hon CHAN Hak-kan (LegCo internal reference no.: 57)

Reply:

At present, the major sources of fresh water supply in Hong Kong include rainwater collected from local catchments of impounding reservoirs, Dongjiang (DJ) water imported from Guangdong Province and fresh water produced by the first stage of Tseung Kwan O Desalination Plant.

1. The fresh water consumptions (including consumption of fresh water for flushing), the supply quantity and proportion of DJ water in Hong Kong in the past 3 years are tabulated below:

Year	Fresh water consumption (million cubic metres)	DJ water	
		Supply quantity (million cubic metres)	Percentage in fresh water consumption
2023	1 068	820	77%
2024	1 060	818	77%
2025	1 075	820	76%

2. The Water Supplies Department (WSD) implemented the Enhanced Water Quality Monitoring Programme (“Enhanced Programme”) in December 2017 to monitor the drinking water at consumers’ taps in randomly selected premises. The parameters currently being monitored include 5 metals (viz. cadmium, chromium, copper, lead and nickel), residual chlorine and Escherichia coli. The numbers of tests on drinking water samples under the Enhanced Programme in the past 3 years are as follows:

	2023	2024	2025 ^(Note 1)
Number of randomly selected premises (Number of samples)	661 (1 987)	644 (1 933)	690 (2 072)

Note 1: Since 2017, antimony has not been detected in all samples collected under the Enhanced Programme. The testing for antimony has been discontinued since June 2025, following experts’ recommendations and the endorsement of the Drinking Water Safety Advisory Committee.

According to the test results of the sampling protocol under the Enhanced Programme in the past 3 years, the drinking water of all premises randomly selected for monitoring complied with the Hong Kong Drinking Water Standards.

3. Salt water for flushing is largely adopted in Hong Kong. The consumption of temporary fresh water for flushing currently accounts for only about 15% of the total flushing water consumption. The WSD is proactively and progressively expanding the supply of lower grade water (including salt water and recycled water) for flushing to save fresh water resources. The consumption of fresh water for flushing in the future will gradually decrease to an amount accounting for about 12% of the total flushing water consumption by 2030.

To expand the supply of lower grade water, the WSD completed the first phase of grey water recycling system at Anderson Road in end 2024. Treated grey water will be supplied for flushing and other non-potable uses progressively to tie in with the development progress of the area and its population intake. In addition, the WSD began to supply reclaimed water to certain areas of Sheung Shui and Fanling in phases from March 2024 to replace the current temporary mains fresh water for flushing. We will also extend the supply of reclaimed water to Kwu Tung North and Fanling North New Development Areas (NDAs) in accordance with their development progresses. Besides, the WSD has extended the salt water supply system to Shui Chuen O Estate in Sha Tin for flushing since 2025. It is expected that the extension of the salt water flushing system to Tung Chung New Town and its extension will commence within 2026.

4. Currently, some of the villages in the New Territories still using fresh water for flushing are mainly located in Yuen Long, North, Tai Po, Islands, Sai Kung and Tuen Mun districts. Some of these remote villages are generally scattered, with low density and distant from the seafront, etc. To supply salt water for flushing there, it is necessary to construct water mains of long distance and pumping stations, which do not constitute the most cost-effective and energy efficient solution. As mentioned above, the Government is constructing salt water flushing systems for Tung Chung New Town and its extension so that the systems could supply salt water to these areas including the nearby villages for flushing by phases. Moreover, the Government is implementing the supply of reclaimed water for flushing and other non-potable use in the Northern Metropolis

The Government will continue to review the situation and expand the supply of salt water for flushing and recycled water to other NDAs and those areas still using fresh water for flushing whenever technically feasible and cost-effective to further save fresh water resources.

5. In the past 3 years, i.e. 2023, 2024 and 2025, the WSD did not institute prosecution against the cases of smart water closets without a backflow prevention device installed which contravene the Waterworks Regulations.
6. The numbers of fresh water and salt water main burst ^{Note 2} cases in the past 3 years by District Council district are tabulated below:

District	Burst cases					
	Fresh water main			Salt water main		
	2023	2024	2025	2023	2024	2025
Central & Western	2	1	0	1	1	0
Eastern	1	0	2	1	1	2
Islands	4	1	1	0	0	0
Southern	1	2	2	0	2	0
Wan Chai	0	1	0	0	3	0
Kowloon City	1	3	1	0	0	0
Kwun Tong	0	0	1	0	1	0
Sham Shui Po	1	1	0	1	2	1
Wong Tai Sin	0	0	1	4	0	0
Yau Tsim Mong	1	0	1	0	2	0
North	2	1	1	0	0	0
Sai Kung	3	1	0	0	0	1
Sha Tin	0	0	0	1	0	1
Tai Po	1	0	1	1	0	0
Kwai Tsing	0	1	0	1	0	1
Tuen Mun	1	0	1	3	2	0
Tsuen Wan	2	1	0	0	0	0
Yuen Long	1	0	2	0	0	0
Total	21	13	14	13	14	6

Note 2: “Main burst” refers to a rupture of a water main caused by parts or structural failure which triggers a rapid and large volume of overflow of water causing drop of water supply pressure. As a consequences, the water supply system can no longer maintain continuous water supply to the affected areas, leading to serious traffic disruption and widespread water supply suspension.

7. In the past 3 years, i.e. 2023, 2024 and 2025, the leakage rates of government fresh water mains were 14%, 13.4% and 12.8% respectively.
8. Since 2015, the WSD has implemented the “Risk-based Asset Management Programme for Water Mains” (“Programme”) by introducing factors such as years of service, materials, past records of bursts or leaks, surrounding environment, etc. for assessing the risk of water main bursts or leaks so as to replace or rehabilitate water mains with higher risk progressively with a view to maintaining the healthiness of the water supply network and reducing the risk of water main bursts or leaks. As at the end of December 2025, a total of approximately 584 km long water mains have been included in the Programme. Amongst them, approximately 250 km long water mains have been replaced or rehabilitated. Therefore, the works on a total length of around 334 km of water mains will be progressively carried out under the Programme.

- End -