

LCQ22: Parking spaces for commercial vehicles

Following is a question by the Hon Chan Han-pan and a written reply by the Secretary for Transport and Logistics, Mr Lam Sai-hung, in the Legislative Council today (November 1):

Question:

As at February this year, the ratio of parking spaces for commercial vehicles (CVs) to licensed CVs was about 0.6, meaning that four out of every 10 CVs are "homeless". Moreover, the shortage of parking spaces will become more acute under extreme weather as there is a need for all CVs to park. In this connection, will the Government inform this Council:

(1) whether it has compiled statistics on (i) the number of CVs damaged due to extreme weather, and the total amounts of repair costs and insurance compensation involved, and (ii) the number of fixed penalty notices issued by the Government against illegal parking of CVs the day before and after, and on the day of extreme weather, in each of the past three years (set out in a table);

(2) whether it will consider formulating new measures to increase the provision of CV parking spaces, including designating parking spaces specifically for night time or under inclement weather in the vicinity of Kwai Chung Container Terminals and in industrial areas/remote areas; if so, of the details and timetable; if not, the reasons for that; and

(3) given that the current Hong Kong Planning Standards and Guidelines require the provision of one "shared-use" parking space for light goods vehicles and light buses per 260 flats in subsidised housing development projects, whether the authorities will consider revising the relevant standard to increase the provision of CV parking spaces; if so, of the details and timetable; if not, the reasons for that?

Reply:

President,

Attaching great importance to the parking needs of commercial vehicles (CVs), the Government has been paying heed to the demand for parking of CVs, and proactively pursuing a host of short-term and medium-to-long-term measures to increase the supply of such parking spaces accordingly as far as possible, including:

(i) Continuing to provide additional on-street CV parking spaces at suitable locations and designate night-time CV parking spaces while ensuring that traffic flow, road safety or the loading/unloading activities of vehicles

will not be affected;

(ii) Continuing to actively utilise idle government lands, such as sites in new development areas where construction works have yet to commence, by exploring the feasibility of providing more short-term tenancy (STT) car parks. Meanwhile, the Government has been stipulating the minimum provision of CV parking spaces in the tenancy agreements of suitable STT car parks;

(iii) Encouraging schools to open for parking of student service vehicles during non-school hours;

(iv) Providing additional public parking spaces, including those for CVs, in suitable "Government, Institution or Community" facilities and public open space projects under the principle of "single site, multiple use". Subject to the results of technical feasibility assessments and the progress of seeking required approvals for the projects under planning, as well as the construction progress of the approved projects, it is expected that about 20 suitable development projects will be completed by batches to provide additional CV parking spaces starting from 2024-25;

(v) Revising the Hong Kong Planning Standards and Guidelines (HKPSG) in 2021, which increased the type and number of parking spaces for CVs in subsidised housing development projects; and

(vi) Requiring that a certain number of ancillary parking spaces and loading/unloading bays in suitable new development projects be opened for night-time parking of CVs.

In consultation with the Financial Services and the Treasury Bureau, the Insurance Authority (IA), the Hong Kong Police Force (HKPF) and the Transport Department (TD), a consolidated reply to the questions raised by the Hon Chan Han-pan is as follows:

(1) Regarding the total amount of insurance claims paid for CVs damaged due to extreme weather in the past three years, there is no relevant breakdown in the motor vehicle insurance market statistics maintained by the IA, and hence the relevant information cannot be provided.

Moreover, as regards the HKPF's enforcement work against illegal parking, there is no specific differentiation with respect to CVs, and therefore the HKPF does not maintain a separate breakdown on the number of fixed penalty notices (FPNs) issued to CVs. According to the prosecution records of the HKPF, for the period between January 1, 2021 and October 15, 2023, the numbers of FPNs issued against illegal parking (including those to CVs and other vehicles) the day before and after, and during Tropical Cyclone Warning Signal (No. 8 or above) and the Black Rainstorm Warning Signal were in force are as follows:

Year	No. of FPNs against illegal parking issued during extreme weather (Note 1), and the day before and after (i.e. including days with non-extreme weather) (Figure (i))	Ratio of the daily average of Figure (i) to the daily average of FPNs against illegal parking issued in the corresponding year
2021	around 82 400 (including Tropical Storm Lionrock, Typhoon Kompasu and Black Rainstorm Warning Signals amounting to 14 days in total)	around 1:1.4
2022	around 88 400 (including Typhoon Chaba, Typhoon Ma-on and Severe Tropical Storm Nalgae amounting to 12 days in total)	around 1:1.25
2023 (As at 15 October)	around 89 700 (including Typhoon Talim, Super Typhoon Saola, Severe Typhoon Koinu and Black Rainstorm Warning Signals amounting to 17 days in total)	around 1:1.59

Note 1: Including the durations when Tropical Cyclone Warning Signal (No. 8 or above), the Black Rainstorm Warning Signal were in force and when there were extreme conditions.

(2) and (3) As mentioned earlier, the TD has been taking forward a host of measures, including striving to continuously provide additional on-street CV parking spaces at suitable locations and designate night-time CV parking spaces while ensuring that traffic flow, road safety or the loading/unloading activities of vehicles will not be affected, with a view to increasing the supply of CV parking spaces. Considering the demand for on-street parking spaces for goods vehicles (including the time when goods vehicle drivers get off work) as well as the views of the trades, the TD is also reviewing the arrangements for on-street night-time parking spaces for goods vehicles in different districts. If the traffic conditions of individual locations allow, the TD would advance the opening hours of parking of these spaces from 8pm to 7pm. The TD will continue to closely monitor the changes in parking space supply in different districts and pay heed to the needs of the trades concerned, with a view to proactively increasing the supply of parking spaces for CVs in different districts and making flexible arrangements with regard to the local circumstances as far as possible.

According to the findings of the consultancy study on parking for CVs commenced by the TD in 2018, most of the CV drivers would park their vehicles near their places of residence or at STT sites. To address the parking needs of CV drivers, the Government revised the HKPSG in August 2021 to increase the type and number of parking spaces for CVs in subsidised housing

development projects. After revision, the provision standard has been raised to one "shared-use" space for light goods vehicles (LGV) and light buses per 260 flats from the previous standard of one LGV parking space per 200 to 600 flats (i.e. about per 400 flats on average). Moreover, the revised HKPSG stipulates that loading/unloading bays have to be opened for night-time parking of large-sized CVs. Subject to the progress of individual development projects, it is expected that the relevant development projects will be providing additional CV parking spaces progressively in the coming two to three years at the earliest.

In light of the parking demand of CVs, the Government will continue to proactively provide additional parking spaces for CVs at suitable locations, such as in the vicinity of container terminals, industrial areas and remote areas. The Government will also stipulate the minimum provision of CV parking spaces in the tenancy agreements of suitable STT car parks. Generally speaking, locations suitable for parking during adverse weather can also be used for parking under normal weather. From the angle of increasing the provision of parking spaces, it is not necessary to restrict the use of such spaces to parking during adverse weather.

LCQ12: Impact of United States executive order on Hong Kong's innovation and technology industry

Following is a question by the Hon Tang Fei and a written reply by the Secretary for Innovation, Technology and Industry, Professor Sun Dong, in the Legislative Council today (November 1):

Question:

In August this year, the President of the United States (US) signed an executive order (E.O.) which restricted US outbound investment in three areas in China, namely semiconductors and microelectronics, quantum information technologies, and artificial intelligence systems. There are views that this may have a significant impact on Hong Kong's innovation and technology (I&T) industry. In this connection, will the Government inform this Council:

- (1) whether it has assessed the direct or indirect adverse effects of the aforesaid E.O. on Hong Kong's I&T industry;
- (2) whether it has assessed if the E.O. will make it more difficult for Hong Kong's I&T companies to access international capital; and
- (3) of the support to be provided by the Government for the I&T industry affected by the E.O.?

Reply:

President,

The United States (US) implemented a series of measures unreasonably targeting Hong Kong to undermine and cause damage to normal trade and investment activities. The Hong Kong Special Administrative Region (HKSAR) Government indicated clearly its strong objection and disapproval and emphasised that the US should withdraw the unreasonable restrictions concerned.

The HKSAR Government has been striving to promote innovation and technology (I&T) development in Hong Kong. Against a complicated and volatile environment of international competition, integrating into national development, strengthening our own I&T system, and consolidating our edge as an international city is the best way to safeguard the sustainable I&T development in Hong Kong. With the support of our country, the HKSAR Government is confident in developing Hong Kong into an international I&T centre.

Having consulted the Financial Services and the Treasury Bureau and the Office of the Government Economist, a consolidated reply to the various parts of the question is provided as follows:

(1) and (2) As a highly international city, Hong Kong's I&T sector has all along been attracting capital, enterprises, technologies and talents from different regions successfully for diversified development in Hong Kong. When engaging in procurement and launching products, Hong Kong's I&T sector would typically not rely on or target at a single market. The HKSAR Government has also been encouraging enterprises to adopt a diversified marketing strategy to attract investments from various places around the world, so as to reduce dependence on a specific market. At the same time, we have been taking forward the sustainable development of Hong Kong's I&T ecosystem by strengthening our research and development (R&D) capabilities, allocating more resources on I&T, and enhancing the supporting infrastructure, and more. Impact of any unilateral policies implemented by individual country on Hong Kong's I&T development is relatively limited. Nevertheless, the HKSAR Government will continue to closely monitor the developments and respond with appropriate measures.

(3) The HKSAR Government has been supporting the development of Hong Kong's I&T industry through various measures. The Chief Executive announced in the 2023 Policy Address the setting up of a \$10 billion New Industrialisation Acceleration Scheme (NIAS), with a view to promoting the downstream development of new industrialisation. Under the NIAS, we will provide financial assistance for enterprises in the fields of life and health technologies, artificial intelligence and data science, advanced manufacturing, and new energy technologies. These include providing funding support for the set-up of new production facilities on a one (Government) to two (company) matching basis, subject to a funding ceiling of \$200 million. In addition, the Innovation and Technology Fund (ITF) supports various funding schemes, including schemes that provide funding to R&D projects

carried out by eligible organisations and enterprises or provide cash rebate on the enterprises' eligible R&D expenditure. We also provide enhanced tax deduction for qualifying R&D expenditure incurred by enterprises.

The HKSAR Government has also set up a \$2 billion Innovation and Technology Venture Fund under the ITF to co-invest with co-investment partner (CP) at a matching ratio of approximately one (Government) to two (CP) in local I&T start-ups upon invitation of the latter. In addition, the Hong Kong Science and Technology Parks Corporation's Corporate Venture Fund co-invests, on a matching basis, with angel investors or venture capital funds in start-ups which are currently located in the Hong Kong Science Park or have participated in its incubation programmes. The Cyberport has also been proactively providing early financing for its community start-ups through the Cyberport Macro Fund.

The HKSAR Government will continue to widen the fundraising channels for different companies including I&T enterprises. For example, with the successful experience in facilitating listing of pre-revenue biotechnology companies in Hong Kong, the Hong Kong Exchanges and Clearing Limited launched the listing regime for specialist technology companies in March this year to facilitate I&T enterprises' access to international capital. The HKSAR Government has also introduced diversified fund structures, provided a facilitating tax environment and strengthened co-operation with the Mainland, with a view to attracting investment funds from around the world to set up in Hong Kong and broadening the financing channels for different industries, including I&T enterprises.

LCQ17: Publicity and education activities of National Ecology Day

Following is a question by the Hon Starry Lee and a written reply by the Secretary for Environment and Ecology, Mr Tse Chin-wan, in the Legislative Council today (November 1):

Question:

It was decided at the third session of the Standing Committee of the 14th National People's Congress that August 15 would be designated as the National Ecology Day, and the State would launch ecological civilisation publicity and education activities in various forms. Regarding efforts in support of the National Ecology Day, will the Government inform this Council:

(1) whether it will make full use of various media platforms (including television, newspapers and the Internet) to strengthen publicity for the National Ecology Day; if so, of the details; if not, the reasons for that;

(2) whether it will encourage and support various sectors to organize different forms of thematic activities, including the production of micro movies on environmental protection, street art exhibitions on ecology, eco-tourism using green travel, as well as experiential activities on ecology for parents and children, so as to promote community-wide participation in the National Ecology Day; if so, of the details; if not, the reasons for that;

(3) whether it will organise learning activities with the theme of the National Ecology Day in primary and secondary schools (e.g. introducing relevant courses and holding seminars), so as to nurture environmental awareness among students; if so, of the details; if not, the reasons for that; and

(4) whether it will hold a high-level thematic forum on the day of the National Ecology Day and invite experts to give an in-depth interpretation of the concept of ecological civilisation as well as the contents of the relevant policies, laws and regulations; if so, of the details; if not, the reasons for that?

Reply:

President,

Our country has been emphasising that the nature provides the basic conditions for human survival and development, and that harmony between and co-existence of humanity and nature must be placed in a prominent position when planning development, thereby implementing the important concept that "lucid waters and lush mountains are invaluable assets". The Standing Committee of the 14th National People's Congress (NPC) decided earlier this year to designate August 15 as the National Ecology Day, so as to enhance the public's awareness towards pursuing ecological civilisation and environmental protection. In support of the establishment of the National Ecology Day, the Government of the Hong Kong Special Administrative Region (HKSAR) actively launched a series of publicity and education activities on ecological civilisation. Having consulted the Education Bureau (EDB), the Environmental Protection Department (EPD), the Agriculture, Fisheries and Conservation Department (AFCD) and the Radio Television Hong Kong (RTHK), a consolidated reply to the question raised by the Hon Starry Lee is as follows:

The HKSAR Government has promoted the establishment of the National Ecology Day through different channels, including social media platforms, websites and mobile applications of the Environment and Ecology Bureau (EEB), the EPD, the AFCD and non-governmental organisations (NGOs), as well as displayed relevant information and posters at their premises or facilities. The RTHK also produced a special interview programme on the National Ecology Day which was featured on "Hong Kong United", as well as broadcasted other television programmes relating to nature conservation, including the "Biodiversity in Hong Kong" series, "Biodiversity in Magazine" series, "Hong Kong Ecologists", and the upcoming natural ecology programme "Hong Kong's Greenery & Biodiversity".

To encourage our society to appreciate the beauty of natural environment and biodiversity of Hong Kong, the Hong Kong Wetland Park was opened to the public free of charge on August 15 and October 1 this year, while the AFCD offered eco-guide services for the public at the popular scenic spots in country parks in August and Q4 this year. To enhance the public's awareness and consciousness of the need for action to protect our environment and ecology, the EPD offered special discount for gift redemption or extra points for recycling at GREEN@COMMUNITY's relevant facilities on the National Ecology Day, as well as on October 1 and 2 respectively. We also hosted the National Ecology Day Launching Ceremony on August 15, and invited government officials, representatives of NGOs, academics and professional groups to exchange views on the concepts behind the establishment of the National Ecology Day by the Standing Committee of the 14th NPC, and the HKSAR Government's work in collaboration with different sectors of our society to promote the pursuit of ecological civilisation.

We also encouraged different sectors of our society to organise activities related to the National Ecology Day. Eight NGOs, namely Kadoorie Farm and Botanic Garden, Environmental Association, WWF-Hong Kong, Green Power, the Conservancy Association, the Hong Kong Bird Watching Society, Hong Kong Wetlands Conservation Association, and Hong Kong Ocean Park provided a total of 20 free activities and offers on August 15, including free admission, free guided eco-tours, night safari, workshops, seminars and distribution of souvenirs, which received overwhelming response from the public. Various organisations in Hong Kong also continue to organise different activities related to nature conservation and environmental protection for public participation. Details are available on the Hong Kong Biodiversity Information Hub website of the AFCD (bih.gov.hk/en/education-programmes/programmes/index.html), and the website of the Countryside Conservation Office under the EEB (www.eeb.gov.hk/en/conservation/ccfs/project-events.html).

As regards education of the National Ecology Day in primary and secondary schools, the EDB has been attaching great importance to environmental education, and all along adopting a multipronged approach within and beyond the classroom to develop students' knowledge, skills, and awareness on environmental protection. The concepts and values related to environmental and sustainable development education have been incorporated into the relevant subjects' curriculum for primary and secondary schools. In end-2021, the EDB released the Values Education Curriculum Framework (Pilot Version), and set "adopting a lifestyle that actively practises environmental protection" and "showing concern for global environmental issues and the challenge to sustainable development" as learning goals for primary and secondary school students respectively, with a view to cultivating the students' care about the nature, as well as awareness and sense of responsibility on conserving resources, protecting ecological environment and the common welfare of mankind. The EDB will also encourage schools to introduce the National Ecology Day to students, and make good use of the relevant resources to educate students to develop a habit of environmental protection in daily life. On the other hand, the AFCD regularly organises

school visit programmes for kindergartens, primary schools and secondary schools, and nurtures students' awareness on caring for nature and environmental protection through interpretation, exhibitions and interactive games. Moreover, the AFCD collaborated with the Education University of Hong Kong to produce a series of Curriculum-based Outdoor Learning Programmes in Country Parks learning and teaching packages, so as to facilitate students' learning in a natural setting. The AFCD will suitably incorporate the theme of the National Ecology Day into these activities, with a view to further enhancing students' and public's understanding on the concepts of ecological civilisation.

In future, the HKSAR Government will continue to co-operate with NGOs to promote the National Ecology Day and ecological civilisation through different forms of public education, publicity and ecological experience activities. In particular, further to holding the National Ecology Day Launching Ceremony this year, the HKSAR Government will consider how to further enrich the activities related to the National Ecology Day in the coming year, and one of the directions is to invite relevant experts to provide in-depth interpretations on the concept of ecological civilisation as well as relevant policies, laws and regulations. We also encourage all sectors of our society to organise activities related to the National Ecology Day in different forms, fostering public participation, and enhancing awareness towards ecological civilisation. Non-profit organisations such as schools, community groups, and environmental protection organisations may also apply for funding from the "Environmental Education and Community Action Projects" under the Environment and Conservation Fund to organise the relevant activities, so as to enhance public awareness and knowledge on environmental protection, encourage the public to take action to improve and protect Hong Kong's environment, and adopt a green and low-carbon lifestyle.

LCQ19: Installation of electronic payment systems in taxis

Following is a question by the Hon Michael Tien and a written reply by the Secretary for Transport and Logistics, Mr Lam Sai-hung, in the Legislative Council today (November 1):

Question:

There are views pointing out that payment of taxi fares through electronic platforms is the development trend in various countries and is in line with Hong Kong's objectives of building a smart city and enhancing the experience of tourists. However, although there are a number of electronic payment platforms in Hong Kong, the progress of installing electronic payment systems in taxis has been slow over the years, and payment by cash is still

the mainstream. In this connection, will the Government inform this Council:

(1) whether it has compiled statistics on the number of taxis in Hong Kong which have been installed with electronic payment systems, with a tabulated breakdown by the electronic payment systems installed (e.g. Octopus, WeChat Pay HK and AlipayHK);

(2) whether it has plans to enact legislation to make it mandatory for all taxis to provide electronic payment services; if so, of the details; if not, the reasons for that; and

(3) as it is learnt that the major obstacles to the provision of electronic payment services in taxis are the installation costs and the service fees or handling fees of electronic payment platforms, whether the Government will consider subsidizing the taxi trade to install electronic payment systems or discussing with operators of electronic payment platforms the reduction or waiver of the relevant service fees or handling fees, with a view to achieving the objectives of building a smart city and enhancing the experience of tourists?

Reply:

President,

Our reply to Hon Michael Tien's question is as follows:

(1) We understand from the taxi trade that, to facilitate payment of fares by passengers, some taxi drivers currently accept electronic payment (e-payment) (including Octopus and AlipayHK) from passengers for settling fares. Besides, a number of taxi hailing mobile applications in the market accept payment of fares by passengers using various e-payment methods (e.g. credit card, WeChat Pay HK and AlipayHK). The Government does not maintain figures of taxis installed with e-payment systems.

(2) and (3) The Government has been encouraging the taxi trade to introduce different e-payment methods to facilitate payment of fares by passengers. The Government has earlier reviewed the overall taxi operation and management, and proposed a series of measures to enhance personalised point-to-point transport services. These measures include introducing a taxi fleet regime, under which existing taxi owner may assemble taxis to form a fleet and apply to the Transport Department for a Taxi Fleet Licence to provide quality taxi services through professional fleet management under a regulated platform. Under the proposed taxi fleet regime, all fleet taxis must provide e-payment methods. This will set a leading and exemplary role in the trade, and will help further encourage more taxi drivers to introduce e-payment methods so that passengers will have more choices in fare payment.

Currently, there are 18 163 taxi licences in Hong Kong whose ownership are scattered. Among the about 9 000 licence holders, nearly 75 per cent of the licence holders only hold one taxi licence, and most of the taxi drivers are self-employed persons who hire taxis from taxi owners or companies to provide services. While some taxi drivers currently provide e-payment means

for passengers to settle taxi fares, some drivers, particularly the older ones, still consider cash to be the most convenient and direct means of fare collection, and also more convenient for them to pay taxi rental and fuel charges. Taking into account the above, we consider it more appropriate to continue to actively encourage the taxi trade to introduce e-payment methods through different ways at this stage.

As regards the costs and service or handling fees for installing e-payment systems, we understand that some e-payment platforms have now waived the relevant fees for taxi drivers. We will continue to communicate with the operators of different e-payment systems with a view to promoting the adoption of e-payment methods among the taxi trade, so as to facilitate payment of fares by passengers.

LCQ18: Provision of additional electric vehicle chargers on campus

Following is a question by Prof the Hon William Wong and a written reply by the Secretary for Education, Dr Choi Yuk-lin, in the Legislative Council today (November 1):

Question:

There are views that with the popularisation of electric vehicles (EVs), the switch to EVs for school buses and teachers' cars will become a trend, and the demand for EV chargers on campus is bound to grow day by day. In addition, the education sector has attached more and more importance to the Sustainable Development Goals (SDGs), and providing additional EV chargers on campus can achieve the effect of cultivating correct SDG values among the next generation. In this connection, will the Government inform this Council:

(1) of the measures in place to encourage the education sector to switch to using more EVs, for instance, whether there are policies and measures to encourage the switch to EVs for school buses and the provision of additional EV chargers on campus; if so, of the details; if not, whether it will consider formulating relevant policies;

(2) of the current number of EV chargers on campus, with a breakdown by school type (i.e. university, post-secondary college, secondary school and primary school), charging speed (i.e. standard, medium and quick) and District Council district;

(3) of the procedures and formalities for providing EV chargers on campus; whether there is a dedicated government department to centrally handle the relevant matters; if not, whether it will consider designating a government

department to take charge of the relevant matters;

(4) as it is learnt that the Lotteries Fund has donated electric school buses to special schools, but their applications for providing EV charging piles have not been approved, of the policies and measures put in place by the authorities to assist those schools to which electric school buses have been donated in installing EV chargers; and

(5) given that the Government has launched the EV-charging at Home Subsidy Scheme to subsidise the installation of EV charging-enabling infrastructure in private housing courts, whether the Government will launch a similar subsidy scheme to subsidise the installation of EV chargers in schools; if so, of the details; if not, the reasons for that?

Reply:

President,

To work towards the goal of achieving carbon neutrality before 2050 in Hong Kong, developing green transport is of paramount importance. The Government has implemented various measures in recent years to encourage citizens to switch to electric vehicles (EVs) to reduce air pollution and carbon emission. In consultation with the Environment and Ecology Bureau, the reply to the question raised by Prof the Hon William Wong is as follows:

(1) and (5) The Government has been actively promoting the use of new energy transport tools to the transport trade and charitable/non-profit making organisations, and subsidising the trials of various new energy transport technologies through the \$1.1 billion New Energy Transport Fund (NET Fund). Schools, education institutions or eligible non-franchised bus operators which have their own school buses are welcome to apply for the NET Fund to trial electric buses (e-buses) or electric light buses (e-LBs) as school buses. The subsidy level is the price difference between an EV and its conventional vehicle, or half of the price of an EV whichever is higher. In addition, the NET Fund also subsidises 75 per cent of the cost of the charging facility (including the charger and its installation). To encourage the switch of school buses to electric ones, the Government has organised briefings and workshops for schools, education institutions and school bus operators to share the benefits of using new energy transport and encourage the sector to apply for the NET Fund to trial electric school buses. Since 2011, the NET Fund has approved over 300 trials, including more than 40 e-buses and e-LBs, of which at least four were used as school buses.

The Government launched the EV-charging at Home Subsidy Scheme (EHSS) in October 2020. The Scheme aims to facilitate parking space owners of existing private residential buildings and housing estates with numerous owners and dispersed ownership to participate in the installation of EV charging-enabling infrastructure for their car parks by resolving their co-ordination and technical difficulties encountered, making it easier for them to install the required chargers in future for the charging of their EVs. The target recipient of the EHSS does not cover the parking spaces at schools. The

application period of the EHSS is going to end soon. The Government has no plan to expand the coverage of the EHSS to include parking spaces at schools and other facilities at this stage.

In addition, the Government updated the Joint Circular on Green Government Buildings in March 2023. The new requirement stipulates that all parking spaces for private cars, motorcycles and light goods vehicles (whether indoor or outdoor) within the boundaries of newly built government buildings with tender documents issued on or after April 1, 2023, must be fully equipped with EV medium chargers.

(2) to (4) The Government's standing policy on electric private car is that owners should primarily charge their private cars at home, work place or places they travel to regularly to meet the general daily operational needs. It is noted that some car parks of post-secondary institutions have been installed with charging facilities.

As for primary and secondary schools, they usually engage school bus operators to provide service for their students and some of the school buses serving students of several schools at the same time might not be parked at schools. Some schools premises are provided with a few parking spaces and the schools, based on actual operational needs and having fully consulted key stakeholders and obtained approval from the School Management Committee/ Incorporated Management Committee, may install EV charging facilities within school premises in compliance with relevant legislation and regulations. When installing EV charging facilities, schools are required to strictly observe relevant legislation and regulations, and guidelines issued by relevant government departments from time to time to ensure the facilities are in compliance with the safety standards and the requirements of the relevant legislation and regulations (e.g. the facilities must be installed at designated parking spaces within the registered school premises, electrical wiring works must be carried out by a registered electrical contractor and registered electrical workers of the appropriate grade, and the electrical installation must be inspected and tested before it is energised). Furthermore, schools should draw up school-based mechanism and guidelines to clearly set out the arrangements on the usage, expenditure, repair and maintenance of the EV charging facilities.

The Education Bureau (EDB) has not received any special schools' application for installation of EV charging facilities for donated EV school buses. Considering the fact that charging facilities are relatively new equipment to schools, the EDB is consulting relevant government departments and examining the formulation of guidelines applicable to schools so that schools can know more clearly about the legislation and regulations related to the installation of EV charging facilities and other factors requiring attention. The Government does not maintain information on the number of EV chargers installed at schools.