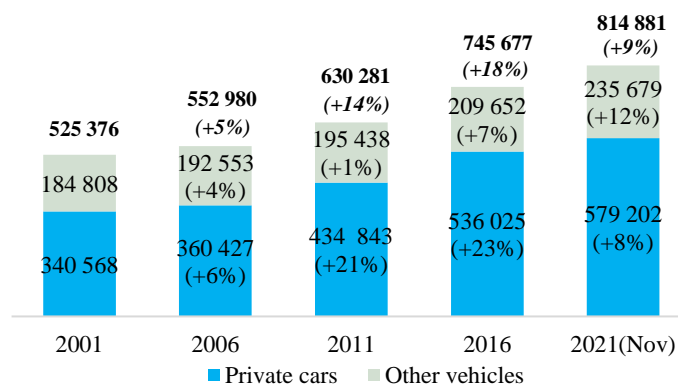


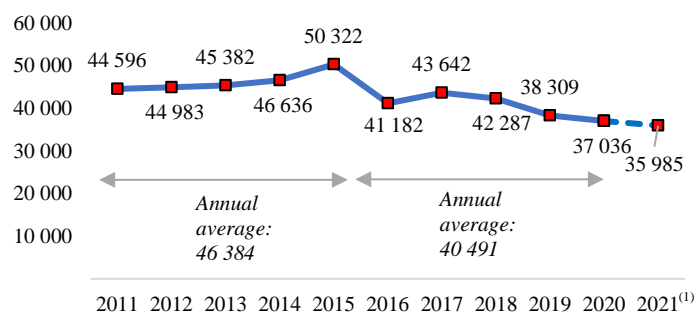
## Private cars in Hong Kong

**Figure 1 – Long term trend of licensed private car number<sup>(1)</sup>**



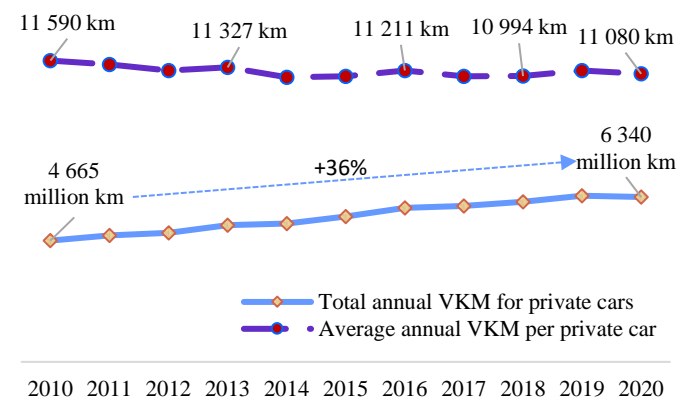
Note: (1) All vehicles imported into Hong Kong must be registered and levied a first registration tax, and all vehicles can be driven on roads only with a licence issued by Transport Department. Figures shown above are as at year end, except for 2021.

**Figure 2 – Number of first registered private cars**



Note: (1) Up to November 2021.

**Figure 3 – Vehicle-kilometers (“VKM”) of private cars**



### Highlights

- Private cars are often considered as a major contributor to urban problems from congestion to air pollution. Yet, they may be essential to some daily commuters as an alternative to poor access to public transport despite Hong Kong’s well-connected public transport system in general. The number of licensed cars on the roads has grown markedly from 340 568 to 579 202 over the past two decades or so, with the growth being particularly visible during the 10-year period from 2007-2016 (**Figure 1**), before slowing afterwards.
- A few factors contributed to the more measured rise in the number of private cars in recent years, including the termination of first registration tax (“FRT”) concession for environmental-friendly petrol cars (which was introduced in 2007) and the economic downturn in 2019 and 2020. More specifically, newly registered private cars stood at an annual average of 40 491 during 2016-2020, which was almost 6 000 less than that during the period of 2011-2015. In the first 11 months of 2021, there were 35 985 newly registered private cars, 6.5% lower compared to the same period in 2018 (but the figure was 8.8% higher than a year earlier partly due to the lower base of comparison in the same period of 2020 amid the COVID-19 pandemic) (**Figure 2**).
- With a growing fleet size, albeit at a moderated pace, private cars inevitably remain the heaviest road users as a group. According to surveys undertaken by Transport Department (“TD”), the estimated vehicle journey of private cars, as measured in terms of vehicle-kilometres (“VKM”), rose 36% between 2010 and 2020 (to 6 340 million in 2020 and accounted for 47% of all vehicles’ VKM). Yet, the average annual VKM per private car has been rather steady at around 11 000 km, though it has shown a mild downward trend (**Figure 3**).

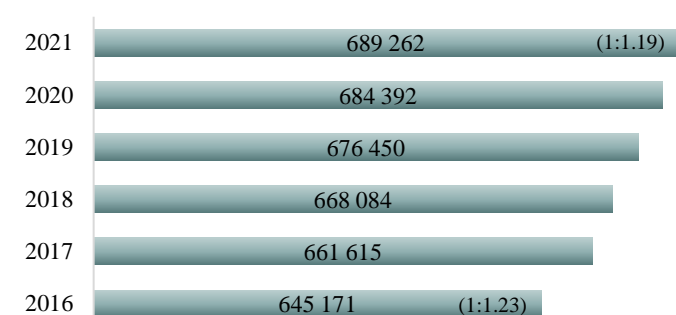
## Private cars in Hong Kong (cont'd)

**Figure 4 – Public road length in Hong Kong**

Changes to public road length	HK Island	Kowloon	New Territories	Total
1991-2000	+4.1%	+13.8%	+41.9%	+24.5%
2001-2010	+3.7%	+3.4%	+12.9%	+8.6%
2011-2020	0%	+3.7%	+3.6%	+2.9%
1991-2020	+7.5%	+22.8%	+68.5%	+40.4%
Roads length in 2020 (km)	444	479	1 223	2 146
Average vehicle speed (km/h) <sup>(1)</sup> in 2020 (2011 figures)	21.6 (20.1)	21.0 (24.2)	40.0 (40.2)	n.a.

Note: (1) Average vehicle speed for 1991 and 2001 is not available.

**Figure 5 – Parking space for private cars as at February of the year<sup>(1)</sup>**



Note: (1) Parking space for private cars include public parking spaces operated by the government and the private sector, and private spaces exclusively for private use. Figure in bracket is the ratio of the number of licensed private cars to the number of parking space.

**Figure 6 – Number of registered private cars by fuel type**

At year-end	Petrol	Diesel	Electric	Others	Total
2011	469 218	2 263	178 (0.04%)	26	471 685
2016	568 638	7 532	6 829 (1.30%)	38	536 025
2017	577 961	11 760	10 666 (1.80%)	56	600 443
2018	594 526	11 999	11 080 (1.80%)	78	617 683
2019	602 708	11 981	13 447 (2.10%)	94	628 230
2020	621 288	11 968	17 998 (2.80%)	104	651 358
2021 (Nov)	616 621	11 908	26 260 (4.00%)	110	654 899

## Highlights

- Whereas the traffic volume continued to rise, building new road in densely populated urban area has become less sustainable due to space and planning constraints. The overall total length of public roads in the past decade has grown by a mere 2.9% (60 km) which was far less than the pace observed in the previous decades. Increased pressure on roads in selected districts ensued, with Kowloon recording a 13% drop in average vehicle speed from 24.2 km/h to 21 km/h over the past decade. Meanwhile, the average vehicle speed in Hong Kong Island as a whole improved somewhat while that in the New Territories changed little over the same period. (Figure 4).
- At the same time, parking space shortage has become a grave concern for some private car users in recent years. From 2016 to 2021, the number of private car parking space has increased only modestly by 5% from 645 171 to 689 262, lagging the 7.5% increase in licensed private cars over the same period. This resulted in the average number of parking space per private car declining from 1.23 in 2016 to 1.19 in 2021 (Figure 5). To address the long-term shortage, TD is reviewing the planning standards for parking space in Hong Kong.
- It has long been the Government's policy to promote electric cars which are considered more environmentally-friendly. In recent years, rapid growth of electric cars has been recorded. As at end-November 2021, a total of 26 260 electric cars were registered i.e. doubled in less than three years (Figure 6). Although electric cars represented only 4% of the total registered car fleet, its growth momentum will likely sustain under the Government's vision of zero carbon emissions.
- Against the various developments mentioned above, the evolving demand in transport infrastructure, such as the need for measures to relieve worsening congestions in selected districts and parking spaces with adequate charging facilities, would warrant close monitoring.

Data sources: Latest figures from Transport and Housing Bureau and Transport Department.

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