



Motorcycles in Hong Kong

Figure 1 – Number of licensed motor vehicles⁽¹⁾

Year (as at)	Selected vehicle types				All motor vehicles
	Motorcycles	Private cars	Goods vehicles	Public buses	
End-2017	53 317	552 710	112 980	12 967	766 200
End-2018	55 545 (+4.2%)	565 213 (+2.3%)	115 804 (+2.5%)	13 229 (+2.0%)	784 434 (+2.4%)
End-2019	58 937 (+6.1%)	573 932 (+1.5%)	113 325 (-2.1%)	13 328 (+0.7%)	794 366 (+1.3%)
End-2020	65 547 (+11.2%)	573 003 (-0.2%)	116 289 (+2.6%)	12 873 (-3.4%)	802 698 (+1.0%)
End-2021	71 897 (+9.7%)	581 012 (+1.4%)	117 443 (+1.0%)	12 365 (-3.9%)	817 874 (+1.9%)
End-2022	75 229 (+4.6%)	571 412 (-1.7%)	116 396 (-0.9%)	12 287 (-0.6%)	810 383 (-0.9%)
April 2023	75 216 (+3.9%)	579 281 (+1.2%)	116 642 (-0.1%)	12 553 (+2.9%)	818 761 (+1.2%)
April 2023 versus end-2017	+41.1%	+4.8%	+3.2%	-3.2%	+6.9%

Note: (1) Figures in brackets show year-on-year percentage change.

Figure 2 – Accident rate and driver casualty rate by vehicle type, 2021

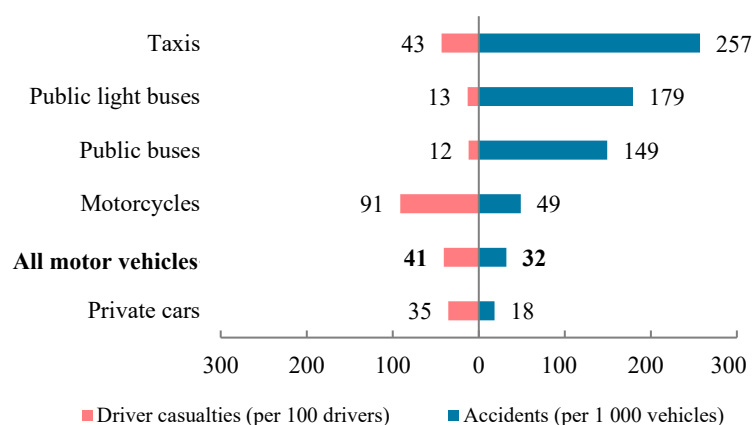
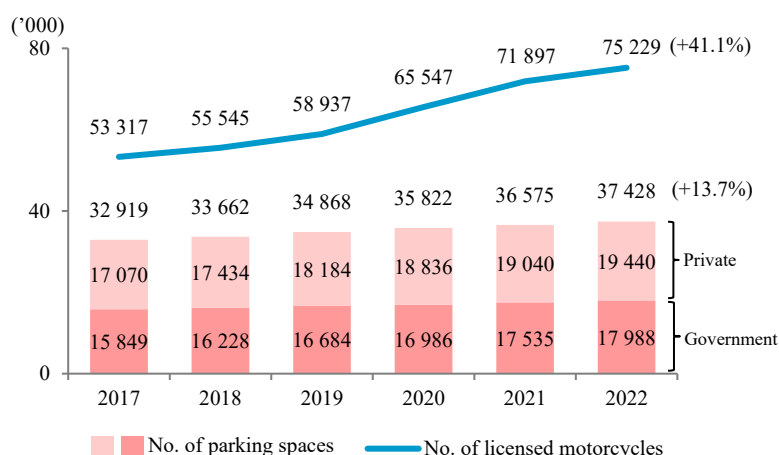


Figure 3 – Number of parking spaces for motorcycles

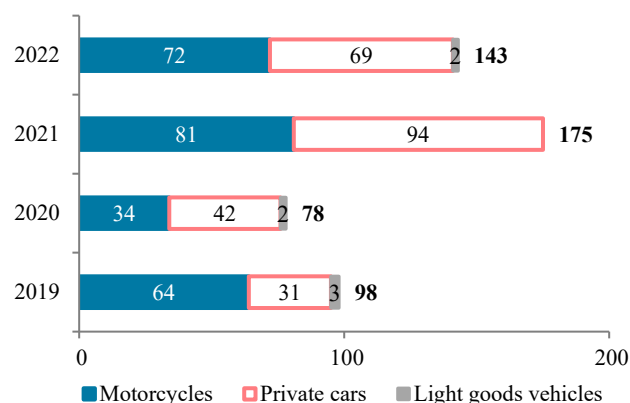


Highlights

- Hong Kong had some 810 000 licensed motor vehicles on roads as at end-2022. While private cars remained the most dominant type of licensed vehicles, motorcycles have gained appeal as an economical and agile mode of transportation on congested roads. The number of licensed motorcycles reached 75 229 in 2022, up from 53 317 in 2017 (**Figure 1**), outpacing the growth of all other types of vehicles during the period. The accelerated growth since 2020, moreover, might be attributed to the boom of food delivery services amid the COVID-19 pandemic, which has led to the rising use of motorcycles for commercial purposes. With the anti-COVID restrictions lifted since the beginning of 2023, the growth momentum in licensed motorcycles has become less frantic.
- Safety often remains a key concern for motorcyclists. Latest available data from the Transport Department (“TD”) showed that motorcycles had a lower accident rate than some commercial vehicle types such as taxis and public light buses in 2021, with 49 accidents reported per 1 000 motorcycles on the road (**Figure 2**). However, when an accident occurred, motorcyclists were more likely to suffer from casualties than drivers of taxis and other motor vehicles, making them the most vulnerable among all motor vehicle users. In view of a rising trend in motorcycle accidents and casualties, TD and the Hong Kong Police Force (“HKPF”) have scaled up publicity and education efforts for targeted stakeholders, such as organizing seminars for food delivery motorcyclists and industry players to raise their awareness of road safety.
- Another common concern for motorcyclists is a shortage of parking spaces. Between 2017 and 2022, the supply of motorcycle parking spaces provided by the Government and private operators climbed just 13.7%, leading to a widening gap with the demand for such parking spaces (**Figure 3**). This translated to one parking space for every two licensed motorcycles in 2022, worsening from one parking space for about 1.6 motorcycles in 2017. To address the surging demand, the Government has pledged to, among others, provide additional motorcycle parking spaces in new development projects, increase public access to parking spaces at government buildings, and utilize spaces underneath flyovers to boost the supply of motorcycle parking spaces.

Motorcycles in Hong Kong (cont'd)

Figure 4 – Major types of abandoned vehicles on unleased and unallocated government land⁽¹⁾ removed by LandsD



Note: (1) It generally refers to any vacant land that has not been disposed of for private development or allocated for government use. Figures exclude vehicles removed by way of inter-departmental joint clearance operations.

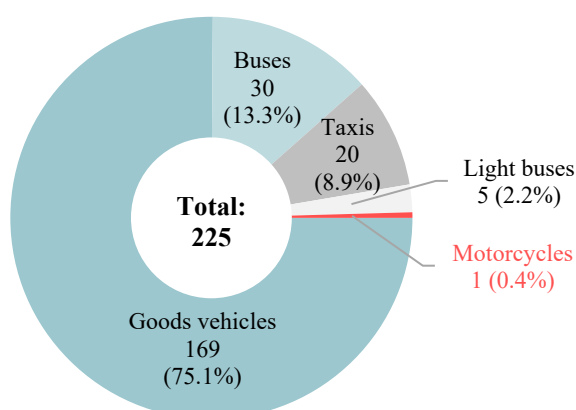
Figure 5 – Number of newly registered EVs⁽¹⁾

Vehicle types	2017		2022	
	EVs	Non-EVs	EVs	Non-EVs
Private cars	3 860 (8.8%)	39 782 (91.2%)	19 795 (52.8%)	17 683 (47.2%)
Motorcycles	2 (0.03%)	5 801 (99.97%)	163 (2.1%)	7 477 (97.9%)
Commercial vehicles ⁽²⁾	31 (0.2%)	14 401 (99.8%)	102 (1.1%)	8 800 (98.9%)
Total	3 893 (6.1%)	59 984 (93.9%)	20 060 (37.1%)	33 960 (62.9%)

Notes: (1) Figures in brackets show the percentage share of EVs and non-EVs for each vehicle type.

(2) They include taxis, buses, light buses and goods vehicles.

Figure 6 – Approved EV applications in the trials under NET Fund, up to end-March 2023⁽¹⁾



Note: (1) Figures may not add up to the total due to rounding.

Research Office
Research and Information Division
Legislative Council Secretariat
6 July 2023
Tel: 3919 3181

Highlights

- Unwanted vehicles, including motorcycles left on government or public roads (e.g. pavements and parking spaces), have been a persistent problem in Hong Kong, according to an investigation report of the Office of The Ombudsman. The Lands Department (“LandsD”) and HKPF together received an average of 1 800 complaints per year against abandoned vehicles from 2018 to 2022. Amid rising concerns, LandsD has removed at least 494 abandoned vehicles from unleased and unallocated government land since 2019. Over 60% of those removals took place in 2021 and 2022, with motorcycles and private cars being the most commonly removed vehicles (**Figure 4**). As for public roads, the Government started conducting joint clearance operations in 2021 involving departments such as LandsD, TD, and the Home Affairs Department. Up to the first quarter of 2022, 182 operations were carried out in 18 districts to handle about 1 300 abandoned vehicles. The type of vehicles removed, however, were not reported. To tackle the issue at source, the Government is also considering amending relevant laws to penalize vehicle owners who do not renew their vehicle licences or cancel registrations of unwanted vehicles, which constitute a cause of vehicle abandonment. The legislative amendment is expected to be tabled at the Legislative Council within 2023 and take effect in 2024.
- On the environmental front, the Government has a policy of offering financial incentives to promote the use of electric vehicles (“EVs”) as a green mode of transportation. This includes fully waiving the first registration tax for electric motorcycles and commercial vehicles, as well as granting higher tax concessions for private car owners switching to EVs. While electric private cars made up more than half of new private car registrations in 2022, electric motorcycles accounted for only 2.1% of newly registered motorcycles, though up somewhat from 0.03% in 2017 (**Figure 5**). Apparently, a vast majority of motorcyclists continue to favour non-EVs, probably owing to concerns such as limited availability of EV charging facilities for motorcycles and short cruising range (i.e. maximum distance that can be travelled on a single charge) of electric motorcycles compared with non-EV models.
- In an effort to promote wider adoption of green innovative transport technologies including EVs, the Government introduced the Pilot Green Transport Fund in 2011 to subsidize relevant trial projects by the transport trade and charitable/non-profit making organizations. The fund, renamed as the New Energy Transport Fund (“NET Fund”) in 2020, has extended its scope to include more vehicle types including motorcycles, with the funding capped at HK\$3 million per vehicle and HK\$10 million for each application. NET Fund has approved a total of 225 EV applications as at end-March 2023 (**Figure 6**). Although 75.1% of these approved applications were related to goods vehicles, the Government granted one application in 2021 for a delivery platform to test the use of electric motorcycles for food and grocery delivery.

Data sources: Latest figures from Environment and Ecology Bureau, Hong Kong Police Force, Lands Department, Transport Department, and Office of the Ombudsman.