



# TRAFFIC REPORT 2023

TRAFFIC BRANCH HEADQUARTERS  
HONG KONG POLICE FORCE



路上零意外 香港人人愛  
Zero Accidents on the Road,  
Hong Kong's Goal

切勿酒後駕駛  
If you drink, don't drive!



# Traffic Report 2023

## Introduction

This report provides a review on the traffic accidents and casualties in 2023, and details of police enforcement actions taken in the same period.

The objectives of this report are threefold :

- (a) provide a statistical illustration of traffic accidents and casualty figures and the overall enforcement actions during the period under review;
- (b) enable Regional / District management and traffic teams to evaluate the effectiveness of their own enforcement actions in promoting road safety; and
- (c) provide data for research and analysis of traffic accidents by interested bodies.

## Traffic Accidents with Person Injured (TAPI)

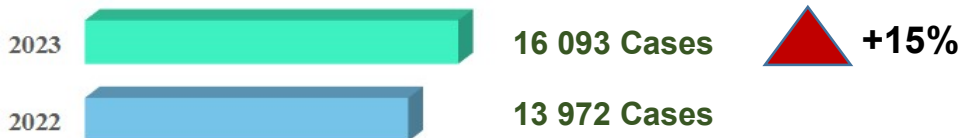
### Fatal Accidents



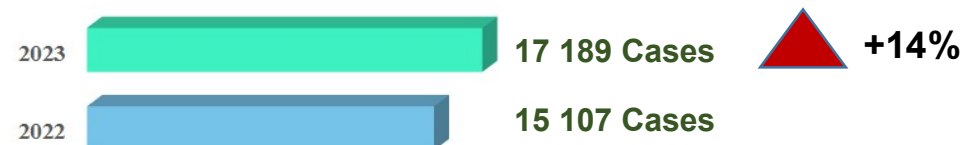
### Serious Accidents



### Slight Accidents



### Total TAPI



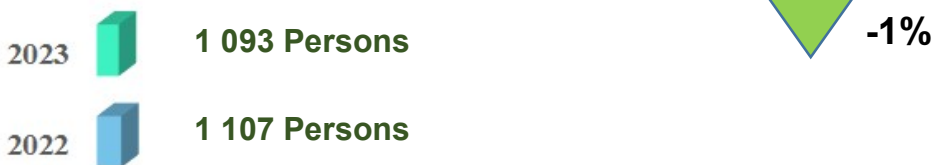
[Relevant statistics at Tables 1 - 13 (P.10 - 17)]

## Traffic Casualties

### Fatalities



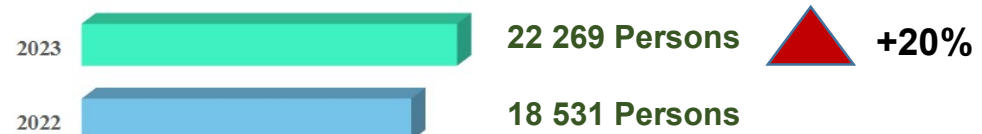
### Serious Casualties



### Slight Casualties











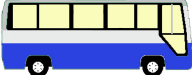


### Total Casualties



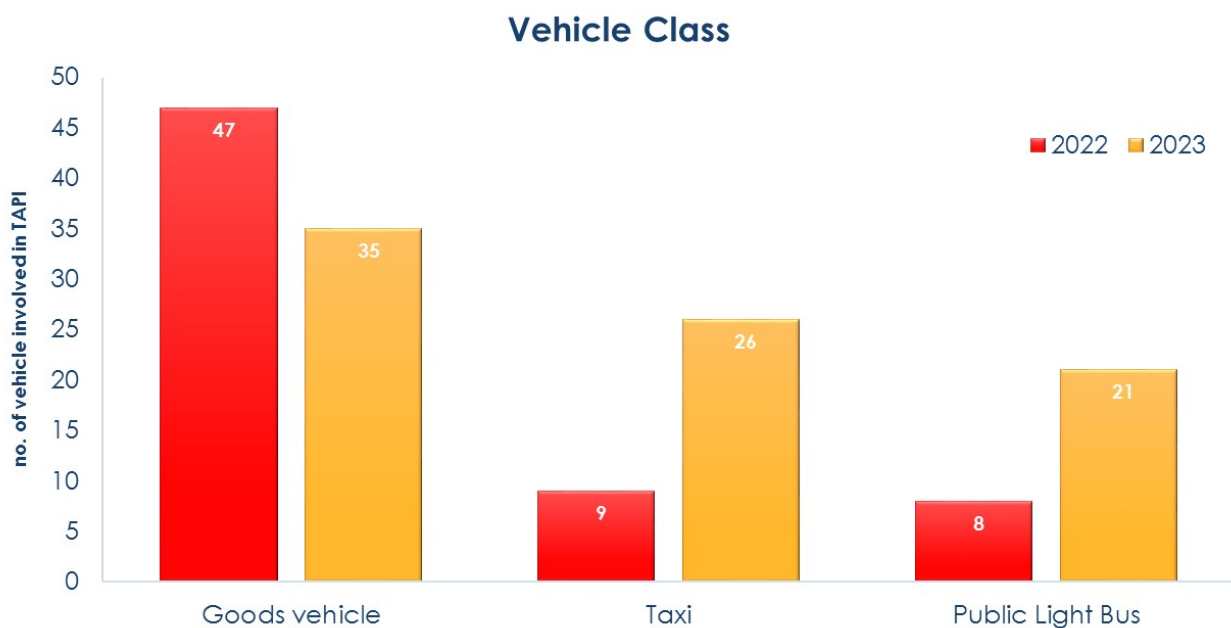
[Relevant statistics at Tables 14 - 26 (P.18 - 24)]

## Vehicle Class

In respect of the class of vehicle involved in TAPI, “private car” formed the largest group at 11 067 (38%), followed by “taxi” at 5 265 (18%) and “goods vehicle” at 4 415 (15%).

<b>Private Car</b>  11 067 (38%) ▲2 012 (+22%)	<b>Taxi</b>  5 265 (18%) ▲1 223 (+30%)	<b>Goods vehicle</b>  4 415 (15%) ▲352 (+9%)
<b>Motorcycle</b>  2 801 (10%) ▼109 (-4%)	<b>Franchised Public Bus</b>  1 648 (6%) ▲319 (+24%)	<b>Public Light Bus</b>  791 (3%) ▲118 (+18%)
<b>Other Public Buses</b>  406 (1%) ▲150 (+59%)	<b>Private Light Bus</b>  90 (0.3%) ▲20 (+29%)	<b>Private Bus</b>  36 (0.1%) ▲24 (+200%)
<b>Bicycle</b>  2 129 (7%) ▼286 (-12%)	<b>Others</b> 160 (0.6%) ▲18 (+13%)	<b>Total</b>  28 808 ▲3 841 (+15%)

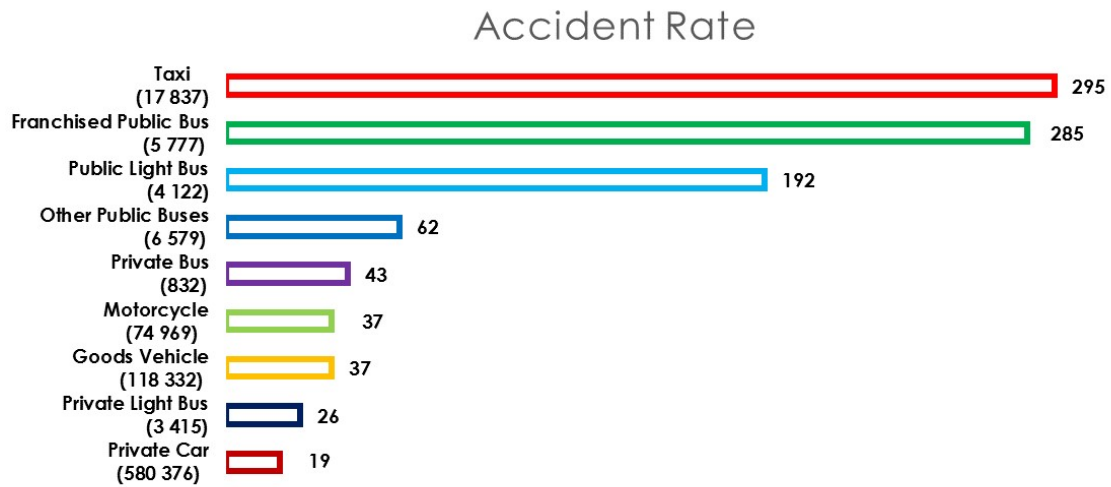
In terms of vehicle types involved in fatal TAPI, goods vehicle constituted the most, followed by taxi and public light bus.



[Relevant statistics at Tables 27 - 28 (P.25 - 26)]

## Accident Rate Per 1 000 Licenced Vehicles

Working on the accident rate per 1 000 licenced vehicles, the most accident prone vehicle class was “taxi” at 295, followed by “franchised public bus” at 285 and “public light bus” at 192.

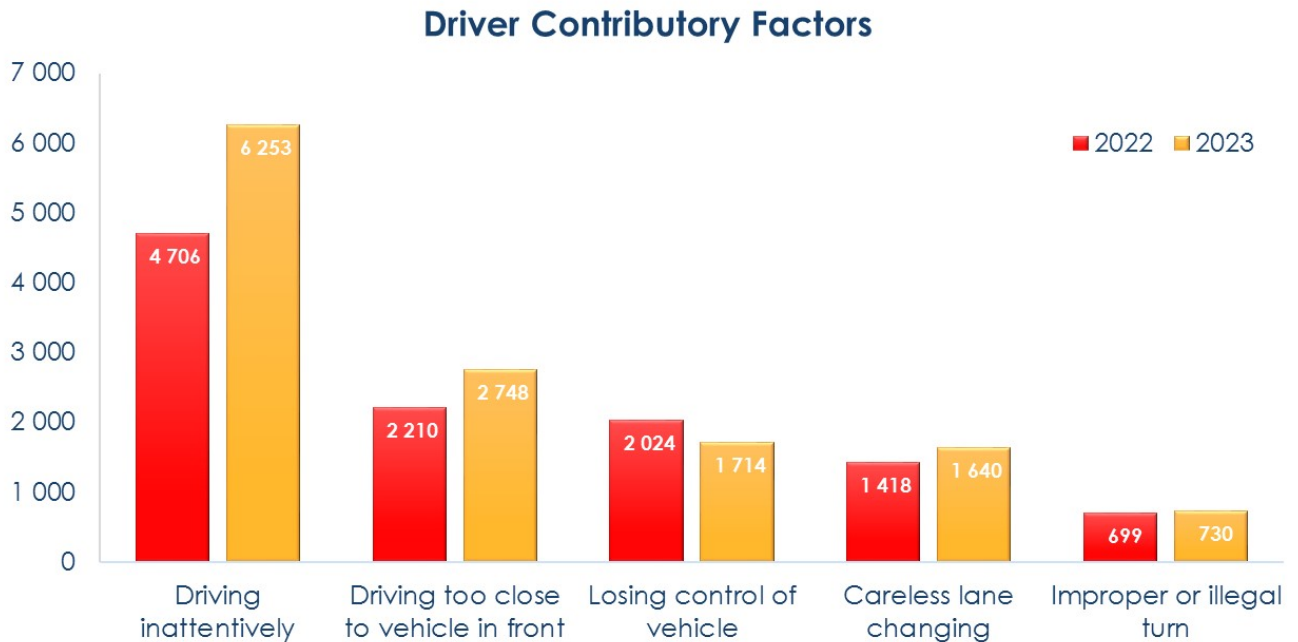


Remark : Figures in brackets denote the number of vehicles licensed in 2023 (mid-year).

[Relevant statistics at Table 28 (P.26)]

## Driver Contributory Factors

The top 5 driver contributory factors of TAPI were “Driving inattentively”, “Driving too close to vehicle in front”, “Losing control of vehicle”, “Careless lane changing” and “Improper or illegal turn”.

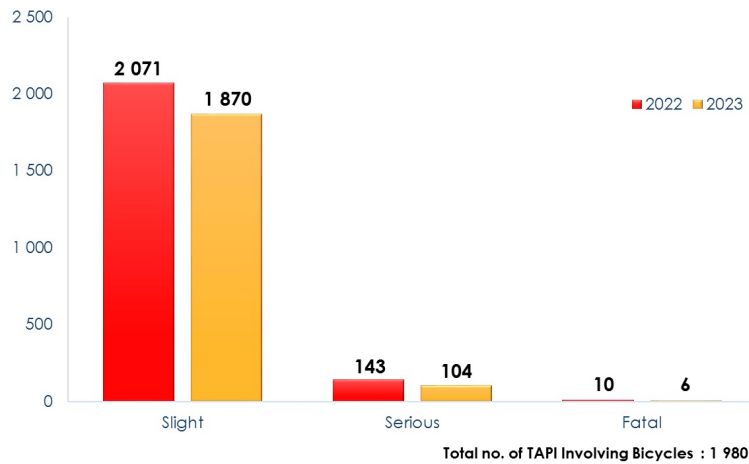


[Relevant statistics at Tables 29 - 30 (P.27)]

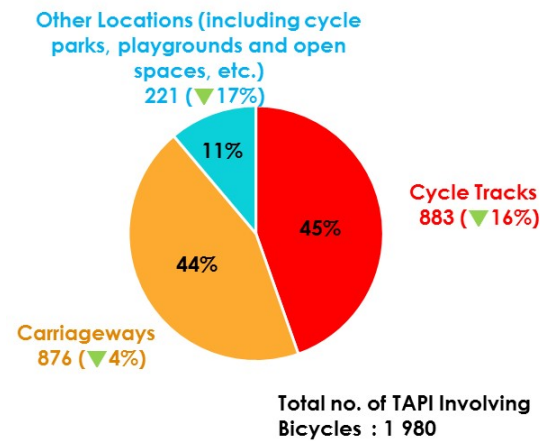
## TAPI Involving Bicycles

The numbers of TAPI involving bicycles decreased from 2 224 in 2022 to 1 980 in 2023 (-11%), of which the killed and seriously injured (KSI) accidents recorded a reduction of 28%, from 153 in 2022 to 110 in 2023. In 2023, 45% and 44% of TAPI involving bicycles occurred at cycle tracks and carriageways respectively.

**TAPI Involving Bicycles  
by Severity**



**TAPI Involving Bicycles  
by Location**



Remark: (▲ / ▼ compared with 2022)

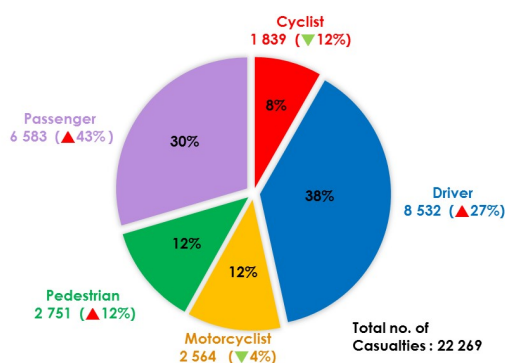
Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 31 - 32 (P.28 - 29)]

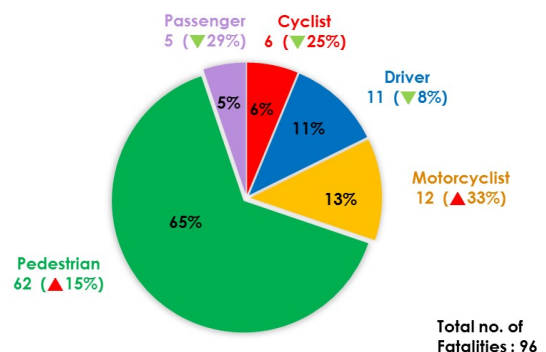
## Traffic Casualties Categorised by Class of Road User

Concerning the types of casualty involved in TAPI, “driver” formed the largest group at 8 532 persons (38%), followed by “passenger” 6 583 persons (30%). For the types of fatality involved in TAPI, “pedestrian” accounted for 62 persons (65%).

**Traffic Casualties**



**Traffic Fatalities**



Remark: (▲ / ▼ compared with 2022)

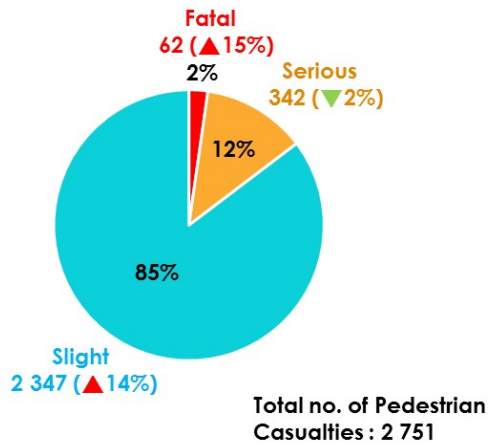
Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 19 - 20 (P.21)]

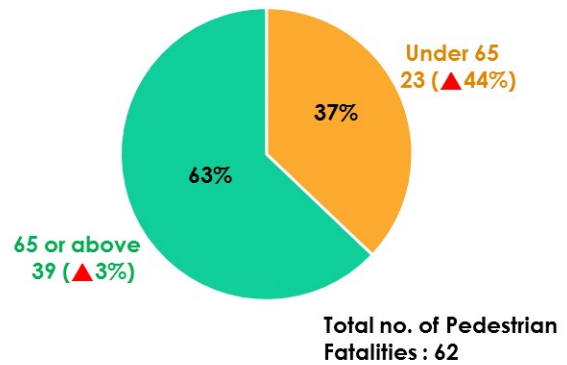
## Traffic Pedestrian Casualties

In 2023, there were 2 751 pedestrian casualties and 62 pedestrian fatalities. Elderly pedestrian (aged 65 or above) was the most vulnerable group in TAPI, accounting for 63% of the total pedestrian fatalities. The top 3 pedestrian contributory factors of TAPI were “Pedestrian inattentiveness”, “Crossing road heedless of traffic (elsewhere)” and “Crossing road heedless of traffic (at crossing)”.

**Pedestrian Casualties**



**Pedestrian Fatalities**



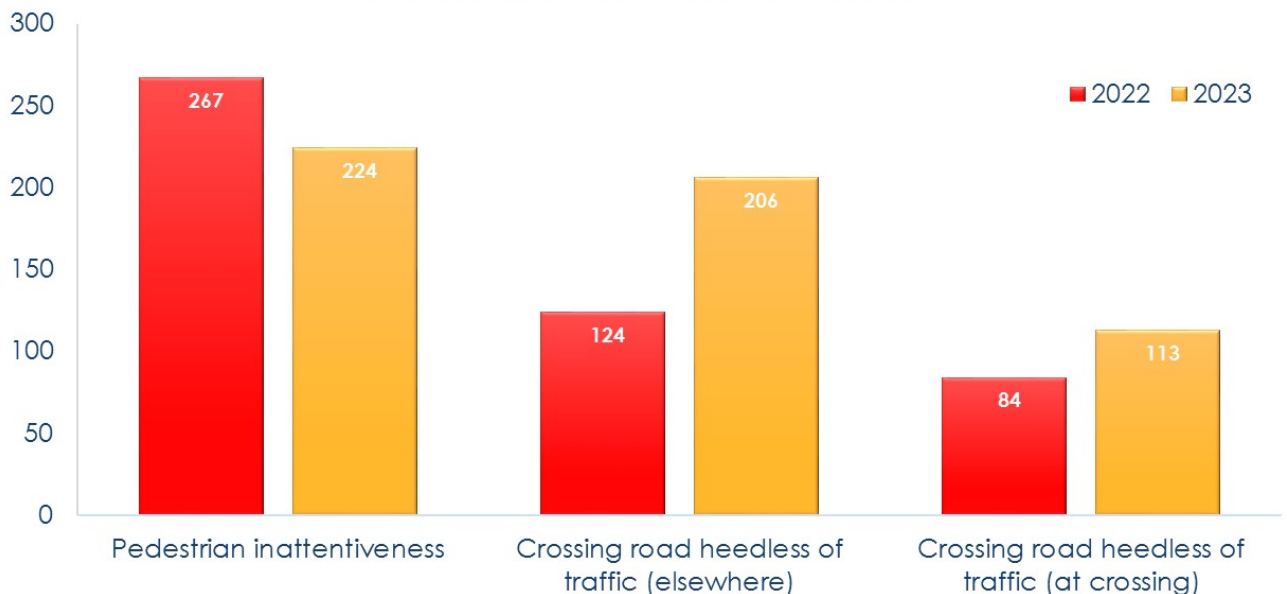
Remark: (▲ / ▼ compared with 2022)

Note: Individual figures may not add up to 100% due to rounding up.

[Relevant statistics at Tables 23 - 26 (P.23 - 24)]

## **Top 3 Pedestrian Contributory Factors**

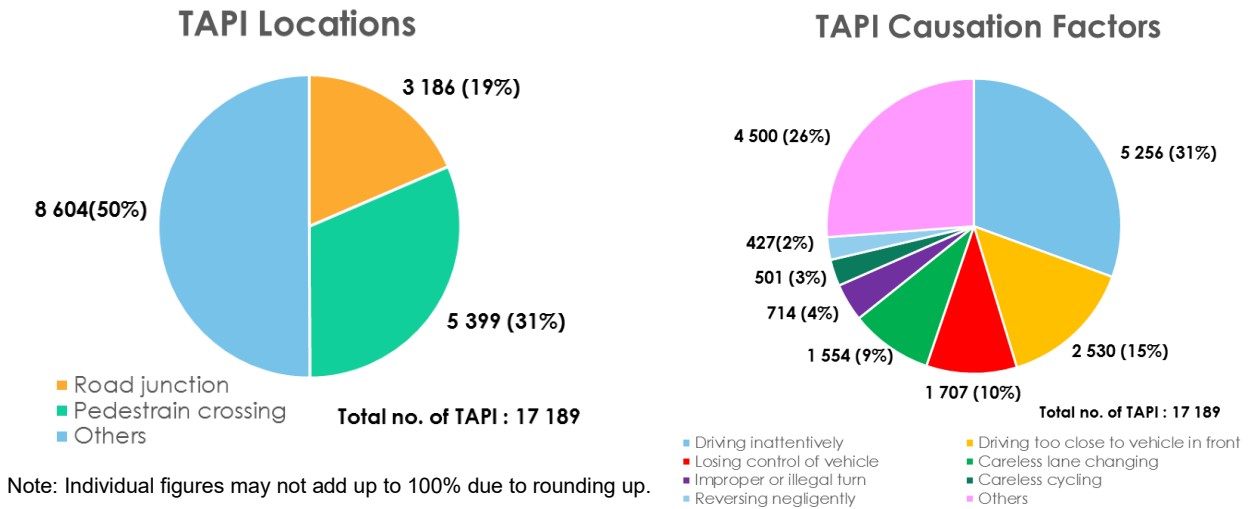
**Pedestrian Contributory Factors**





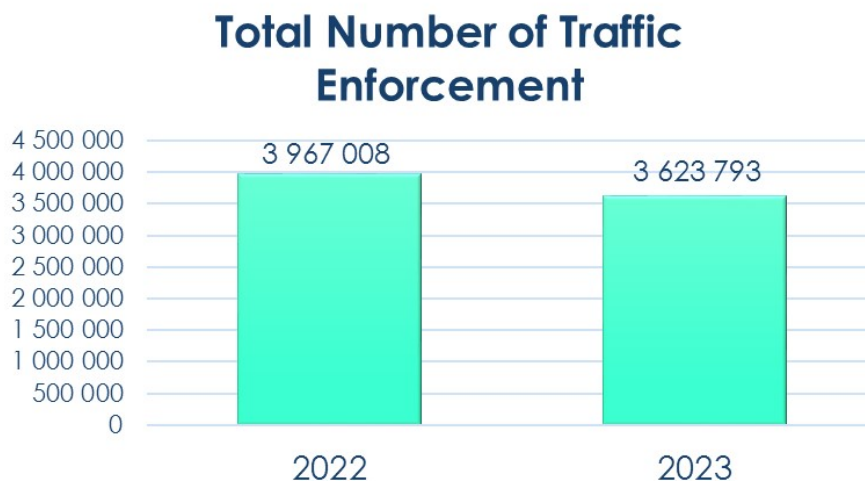
## Location & Causation of Accidents

Pedestrian crossings and road junctions continued to be the locations that TAPI most likely to occur. Of the 17 189 accidents, 5 399 cases (31%) occurred at or near pedestrian crossings, while 3 186 cases (19%) occurred at or in the vicinity of road junctions. “Driving inattentively”, “Driving too close to vehicle in front” and “Losing control of vehicle” were the top 3 causation factors of TAPI.



## Traffic Enforcement (including Arrest, Summons & Fixed Penalty Ticket)

Police enforcement actions during 2023 continued to focus on reducing traffic accidents and improving traffic flow. When compared with 2022, the overall enforcement decreased by 9% to 3 623 793. It was mostly attributable to the drop in the issuance of Fixed Penalty tickets, Pol.525 by 10% from 3 363 471 in 2022 to 3 013 019 in 2023.



[Relevant statistics at Tables 33 - 39 (P.30 – 35)]

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## **Part A**

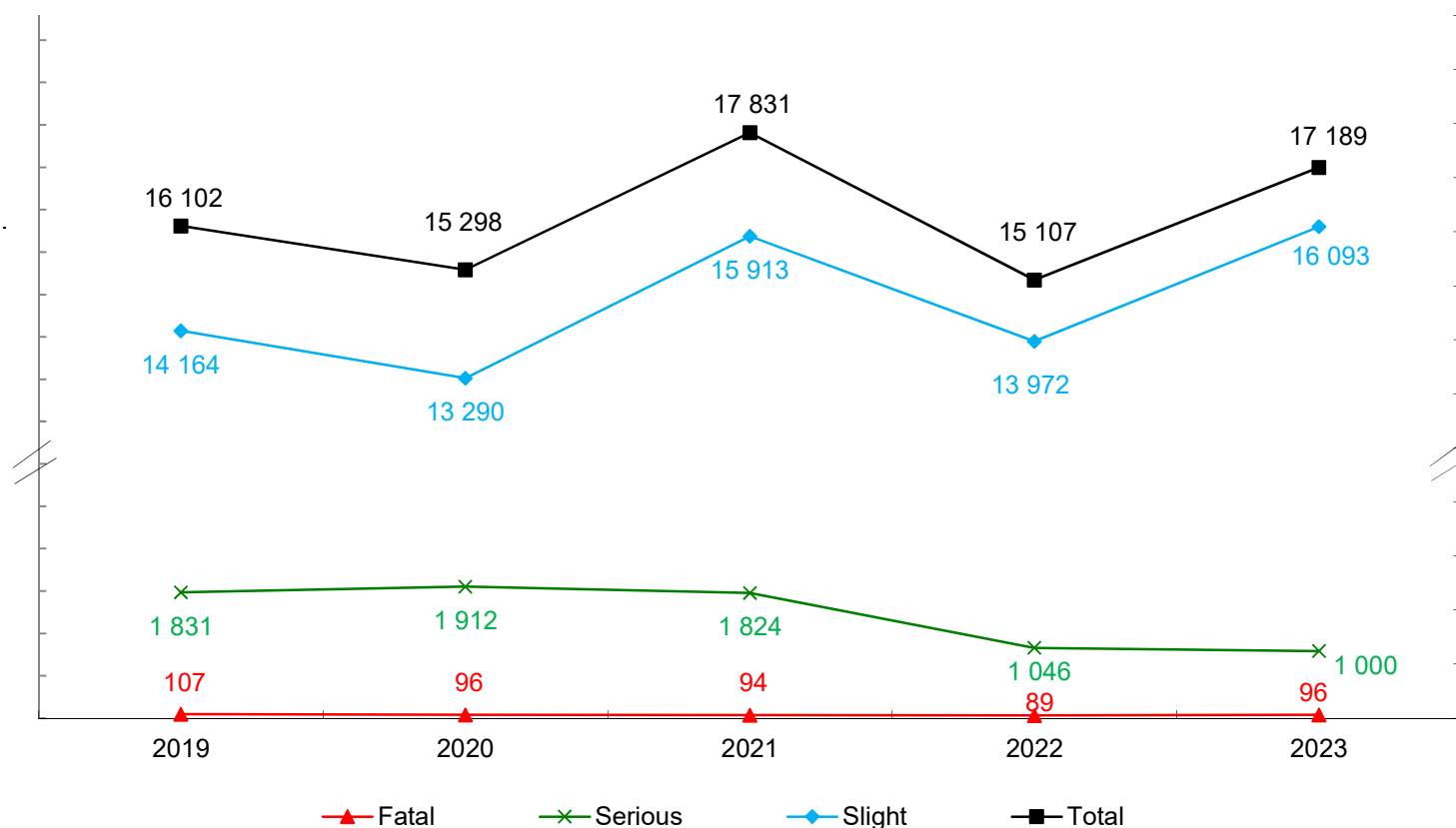
### **TAPI and Casualties**



**Table 1 - TAPI by Severity from 2019 to 2023**

Year	Severity				±% change compared with last year
	Fatal	Serious	Slight	Total	
2019	107	1 831	14 164	16 102	+1%
2020	96	1 912	13 290	15 298	-5%
2021	94	1 824	15 913	17 831	+17%
2022	89	1 046	13 972	15 107	-15%
2023	96	1 000	16 093	17 189	+14%

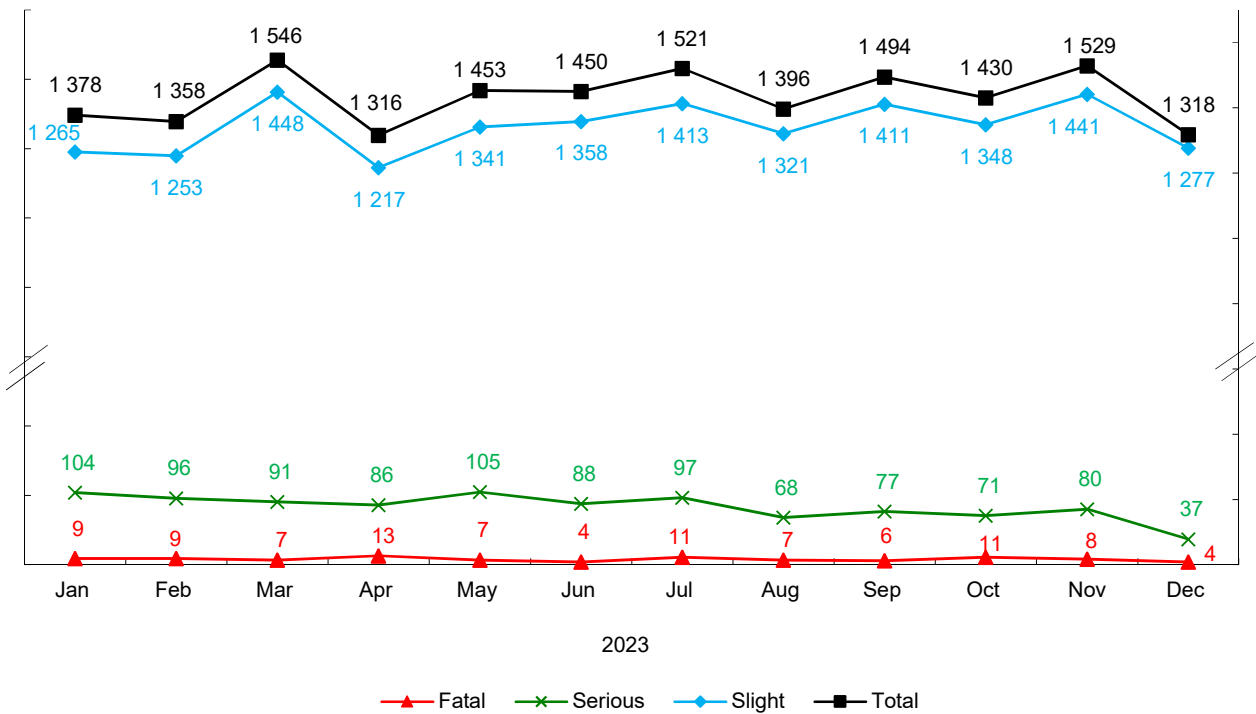
**Table 2 - Trends of TAPI by Severity from 2019 to 2023**



**Table 3 - Monthly Figures for TAPI**

Year Month \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
January	7	183	1 175	<b>1 365</b>	3	128	1 317	<b>1 448</b>	9	104	1 265	<b>1 378</b>	-5%
February	9	186	1 152	<b>1 347</b>	8	72	753	<b>833</b>	9	96	1 253	<b>1 358</b>	+63%
March	5	187	1 245	<b>1 437</b>	7	66	774	<b>847</b>	7	91	1 448	<b>1 546</b>	+83%
April	6	166	1 299	<b>1 471</b>	5	91	964	<b>1 060</b>	13	86	1 217	<b>1 316</b>	+24%
May	3	174	1 407	<b>1 584</b>	10	109	1 304	<b>1 423</b>	7	105	1 341	<b>1 453</b>	+2%
June	8	160	1 313	<b>1 481</b>	6	99	1 356	<b>1 461</b>	4	88	1 358	<b>1 450</b>	-1%
July	7	160	1 330	<b>1 497</b>	7	97	1 239	<b>1 343</b>	11	97	1 413	<b>1 521</b>	+13%
August	9	124	1 363	<b>1 496</b>	7	90	1 288	<b>1 385</b>	7	68	1 321	<b>1 396</b>	+1%
September	11	154	1 357	<b>1 522</b>	9	86	1 207	<b>1 302</b>	6	77	1 411	<b>1 494</b>	+15%
October	12	123	1 354	<b>1 489</b>	12	83	1 343	<b>1 438</b>	11	71	1 348	<b>1 430</b>	-1%
November	6	121	1 464	<b>1 591</b>	9	68	1 202	<b>1 279</b>	8	80	1 441	<b>1 529</b>	+20%
December	11	86	1 454	<b>1 551</b>	6	57	1 225	<b>1 288</b>	4	37	1 277	<b>1 318</b>	+2%
<b>Total</b>	<b>94</b>	<b>1 824</b>	<b>15 913</b>	<b>17 831</b>	<b>89</b>	<b>1 046</b>	<b>13 972</b>	<b>15 107</b>	<b>96</b>	<b>1 000</b>	<b>16 093</b>	<b>17 189</b>	<b>+14%</b>

**Table 4 - Monthly TAPI Trends in 2023**



**Table 5 - TAPI by Police Region**

Region \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	19	369	2 481	<b>2 869</b>	13	244	2 172	<b>2 429</b>	13	294	2 624	<b>2 931</b>	+21%
Kowloon East	16	244	2 608	<b>2 868</b>	18	160	2 200	<b>2 378</b>	20	170	2 551	<b>2 741</b>	+15%
Kowloon West	15	97	3 337	<b>3 449</b>	17	63	3 022	<b>3 102</b>	15	62	3 533	<b>3 610</b>	+16%
New Territories South	21	439	3 431	<b>3 891</b>	14	401	3 219	<b>3 634</b>	23	347	3 653	<b>4 023</b>	+11%
New Territories North	23	675	4 056	<b>4 754</b>	27	178	3 359	<b>3 564</b>	25	127	3 732	<b>3 884</b>	+9%
<b>Total</b>	<b>94</b>	<b>1 824</b>	<b>15 913</b>	<b>17 831</b>	<b>89</b>	<b>1 046</b>	<b>13 972</b>	<b>15 107</b>	<b>96</b> (+8%)	<b>1 000</b> (-4%)	<b>16 093</b> (+15%)	<b>17 189</b> (+14%)	<b>+14%</b>

Figures in brackets denote the % change compared with last year.

**Table 6 - TAPI by Police Division - HKI**

Division \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Central	4	50	398	<b>452</b>	3	26	366	<b>395</b>	1	48	493	<b>542</b>	+37%
Peak	0	3	24	<b>27</b>	0	4	22	<b>26</b>	0	4	27	<b>31</b>	+19%
Western	2	37	278	<b>317</b>	2	27	225	<b>254</b>	4	49	290	<b>343</b>	+35%
Aberdeen	1	40	252	<b>293</b>	1	39	241	<b>281</b>	3	44	327	<b>374</b>	+33%
Stanley	1	10	54	<b>65</b>	0	7	48	<b>55</b>	0	6	36	<b>42</b>	-24%
Happy Valley	0	18	232	<b>250</b>	0	22	175	<b>197</b>	0	15	197	<b>212</b>	+8%
Wanchai	3	64	484	<b>551</b>	0	29	398	<b>427</b>	3	44	503	<b>550</b>	+29%
North Point	3	68	357	<b>428</b>	3	32	338	<b>373</b>	0	33	335	<b>368</b>	-1%
Chai Wan	5	75	380	<b>460</b>	4	56	346	<b>406</b>	2	49	402	<b>453</b>	+12%
Cheung Chau *	0	4	22	<b>26</b>	0	2	13	<b>15</b>	0	2	14	<b>16</b>	+7%
<b>Total</b>	<b>19</b>	<b>369</b>	<b>2 481</b>	<b>2 869</b>	<b>13</b>	<b>244</b>	<b>2 172</b>	<b>2 429</b>	<b>13</b>	<b>294</b>	<b>2 624</b>	<b>2 931</b>	<b>+21%</b>

\* Traffic accidents on Islands less Lantau District are included in Hong Kong Island Police Region.



**Table 7 - TAPI by Police Division - KE**

Year		2021				2022				2023				±% change between 2022 and 2023
Division	Severity	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Wong Tai Sin		2	74	644	720	5	35	543	583	4	31	639	674	+16%
Sai Kung		2	10	157	169	2	7	125	134	3	15	121	139	+4%
Kwun Tong		6	47	573	626	3	34	484	521	4	37	574	615	+18%
Tseung Kwan O		2	64	599	665	3	39	515	557	2	50	539	591	+6%
Ngau Tau Kok		3	28	397	428	2	25	322	349	5	16	403	424	+21%
Sau Mau Ping		1	21	238	260	3	20	211	234	2	21	275	298	+27%
<b>Total</b>		<b>16</b>	<b>244</b>	<b>2 608</b>	<b>2 868</b>	<b>18</b>	<b>160</b>	<b>2 200</b>	<b>2 378</b>	<b>20</b>	<b>170</b>	<b>2 551</b>	<b>2 741</b>	<b>+15%</b>

**Table 8 - TAPI by Police Division - KW**

Year		2021				2022				2023				±% change between 2022 and 2023
Division	Severity	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Yau Ma Tei		3	15	530	548	1	6	478	485	0	2	620	622	+28%
Tsim Sha Tsui		0	5	246	251	0	3	236	239	1	5	320	326	+36%
Mong Kok		7	11	552	570	1	12	532	545	4	13	632	649	+19%
Sham Shui Po		2	19	312	333	2	11	304	317	2	12	272	286	-10%
Cheung Sha Wan		1	21	661	683	7	14	568	589	3	14	673	690	+17%
Kowloon City		0	10	615	625	4	8	578	590	2	6	598	606	+3%
Hung Hom		2	16	421	439	2	9	326	337	3	10	418	431	+28%
<b>Total</b>		<b>15</b>	<b>97</b>	<b>3 337</b>	<b>3 449</b>	<b>17</b>	<b>63</b>	<b>3 022</b>	<b>3 102</b>	<b>15</b>	<b>62</b>	<b>3 533</b>	<b>3 610</b>	<b>+16%</b>

**Table 9 - TAPI by Police Division - NTS**

Division \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Tsuen Wan	6	121	848	975	4	92	855	951	3	90	899	992	+4%
Kwai Chung	2	49	367	418	2	59	317	378	4	36	383	423	+12%
Tsing Yi	5	64	428	497	3	71	393	467	6	54	512	572	+22%
Shatin	1	53	572	626	1	44	531	576	2	43	529	574	-0.3%
Tin Sum	4	48	415	467	1	42	365	408	3	37	396	436	+7%
Ma On Shan	0	47	472	519	1	46	416	463	0	35	432	467	+1%
Lantau North	2	32	238	272	2	26	252	280	3	31	293	327	+17%
Lantau South	0	11	42	53	0	7	37	44	0	7	30	37	-16%
Airport	1	14	49	64	0	14	53	67	2	14	179	195	+191%
<b>Total</b>	<b>21</b>	<b>439</b>	<b>3 431</b>	<b>3 891</b>	<b>14</b>	<b>401</b>	<b>3 219</b>	<b>3 634</b>	<b>23</b>	<b>347</b>	<b>3 653</b>	<b>4 023</b>	<b>+11%</b>

**Table 10 - TAPI by Police Division - NTN**

Division \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Tuen Mun	1	44	372	417	4	14	297	315	0	10	359	369	+17%
Castle Peak	1	58	447	506	3	12	342	357	3	16	443	462	+29%
Tin Shui Wai	0	63	296	359	2	14	276	292	6	8	346	360	+23%
Yuen Long	10	101	861	972	6	27	700	733	6	14	756	776	+6%
Pat Heung	1	53	301	355	3	10	215	228	1	15	256	272	+19%
Tai Po	3	189	951	1 143	3	42	810	855	5	31	788	824	-4%
Sheung Shui	4	106	558	668	4	37	483	524	4	22	579	605	+15%
Lok Ma Chau	1	51	197	249	1	10	186	197	0	8	151	159	-19%
Ta Kwu Ling	0	4	40	44	0	7	27	34	0	3	28	31	-9%
Sha Tau Kok	2	6	33	41	1	5	23	29	0	0	26	26	-10%
<b>Total</b>	<b>23</b>	<b>675</b>	<b>4 056</b>	<b>4 754</b>	<b>27</b>	<b>178</b>	<b>3 359</b>	<b>3 564</b>	<b>25</b>	<b>127</b>	<b>3 732</b>	<b>3 884</b>	<b>+9%</b>

**Table 11 - Average TAPI by Hour of the Day**

Year Region Hour	2021						2022						2023						±% change between 2022 and 2023
	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	
0001-0100	0.11	0.18	0.21	0.22	0.24	<b>0.95</b>	0.13	0.15	0.23	0.22	0.19	<b>0.92</b>	0.12	0.18	0.28	0.31	0.31	<b>1.19</b>	<b>+30%</b>
0101-0200	0.11	0.08	0.17	0.10	0.13	<b>0.59</b>	0.08	0.07	0.20	0.14	0.10	<b>0.59</b>	0.11	0.08	0.20	0.19	0.19	<b>0.76</b>	<b>+28%</b>
0201-0300	0.07	0.07	0.12	0.08	0.09	<b>0.44</b>	0.10	0.07	0.11	0.10	0.07	<b>0.45</b>	0.09	0.09	0.19	0.14	0.10	<b>0.61</b>	<b>+35%</b>
0301-0400	0.04	0.05	0.08	0.06	0.11	<b>0.34</b>	0.06	0.05	0.11	0.08	0.08	<b>0.38</b>	0.06	0.03	0.08	0.07	0.09	<b>0.34</b>	<b>-10%</b>
0401-0500	0.05	0.07	0.12	0.05	0.05	<b>0.35</b>	0.05	0.03	0.09	0.06	0.02	<b>0.25</b>	0.05	0.04	0.11	0.08	0.08	<b>0.37</b>	<b>+45%</b>
0501-0600	0.06	0.10	0.10	0.10	0.06	<b>0.40</b>	0.03	0.03	0.07	0.07	0.07	<b>0.27</b>	0.05	0.07	0.11	0.09	0.10	<b>0.43</b>	<b>+61%</b>
0601-0700	0.14	0.16	0.15	0.17	0.22	<b>0.85</b>	0.06	0.11	0.13	0.15	0.14	<b>0.60</b>	0.15	0.17	0.16	0.22	0.19	<b>0.89</b>	<b>+49%</b>
0701-0800	0.24	0.32	0.31	0.53	0.58	<b>1.98</b>	0.22	0.33	0.29	0.41	0.43	<b>1.68</b>	0.28	0.28	0.34	0.54	0.60	<b>2.04</b>	<b>+21%</b>
0801-0900	0.42	0.44	0.43	0.62	0.65	<b>2.57</b>	0.33	0.30	0.42	0.62	0.50	<b>2.16</b>	0.47	0.35	0.52	0.74	0.67	<b>2.74</b>	<b>+27%</b>
0901-1000	0.46	0.38	0.41	0.62	0.57	<b>2.44</b>	0.35	0.32	0.42	0.55	0.44	<b>2.08</b>	0.49	0.40	0.48	0.54	0.45	<b>2.36</b>	<b>+14%</b>
1001-1100	0.45	0.36	0.43	0.54	0.67	<b>2.45</b>	0.36	0.31	0.37	0.47	0.46	<b>1.96</b>	0.41	0.40	0.44	0.56	0.43	<b>2.25</b>	<b>+15%</b>
1101-1200	0.49	0.45	0.48	0.58	0.70	<b>2.69</b>	0.42	0.37	0.40	0.63	0.50	<b>2.32</b>	0.50	0.41	0.53	0.59	0.51	<b>2.53</b>	<b>+9%</b>
1201-1300	0.56	0.39	0.58	0.65	0.90	<b>3.07</b>	0.55	0.41	0.56	0.64	0.56	<b>2.72</b>	0.54	0.40	0.57	0.55	0.59	<b>2.65</b>	<b>-3%</b>
1301-1400	0.56	0.49	0.68	0.62	0.93	<b>3.28</b>	0.44	0.42	0.53	0.67	0.64	<b>2.70</b>	0.59	0.44	0.50	0.58	0.57	<b>2.68</b>	<b>-1%</b>
1401-1500	0.52	0.48	0.58	0.72	0.92	<b>3.22</b>	0.45	0.40	0.58	0.64	0.67	<b>2.72</b>	0.54	0.41	0.60	0.64	0.60	<b>2.81</b>	<b>+3%</b>
1501-1600	0.55	0.50	0.65	0.69	0.92	<b>3.32</b>	0.41	0.40	0.53	0.62	0.73	<b>2.68</b>	0.50	0.47	0.68	0.66	0.64	<b>2.95</b>	<b>+10%</b>
1601-1700	0.48	0.55	0.61	0.74	0.97	<b>3.35</b>	0.40	0.41	0.61	0.64	0.80	<b>2.86</b>	0.54	0.51	0.61	0.67	0.77	<b>3.10</b>	<b>+9%</b>
1701-1800	0.53	0.57	0.61	0.75	1.04	<b>3.51</b>	0.39	0.41	0.47	0.67	0.78	<b>2.73</b>	0.52	0.54	0.65	0.72	0.83	<b>3.25</b>	<b>+19%</b>
1801-1900	0.53	0.55	0.67	0.78	0.98	<b>3.52</b>	0.50	0.49	0.63	0.74	0.73	<b>3.09</b>	0.55	0.60	0.71	0.78	0.81	<b>3.45</b>	<b>+12%</b>
1901-2000	0.45	0.44	0.64	0.58	0.63	<b>2.74</b>	0.41	0.40	0.48	0.52	0.53	<b>2.35</b>	0.39	0.39	0.54	0.67	0.56	<b>2.55</b>	<b>+9%</b>
2001-2100	0.32	0.34	0.40	0.44	0.47	<b>1.97</b>	0.29	0.27	0.33	0.35	0.36	<b>1.60</b>	0.31	0.30	0.35	0.43	0.44	<b>1.83</b>	<b>+14%</b>
2101-2200	0.27	0.32	0.39	0.36	0.45	<b>1.78</b>	0.23	0.29	0.28	0.34	0.31	<b>1.46</b>	0.26	0.35	0.45	0.50	0.41	<b>1.96</b>	<b>+34%</b>
2201-2300	0.25	0.33	0.41	0.38	0.39	<b>1.76</b>	0.24	0.30	0.38	0.35	0.37	<b>1.65</b>	0.31	0.37	0.39	0.44	0.35	<b>1.87</b>	<b>+13%</b>
2301-2400	0.18	0.24	0.23	0.28	0.35	<b>1.28</b>	0.16	0.19	0.25	0.29	0.27	<b>1.16</b>	0.21	0.25	0.38	0.30	0.35	<b>1.48</b>	<b>+28%</b>

**Table 12 - Average TAPI by Day of the Week**

Year Region Day	2021						2022						2023						±% change between 2022 and 2023
	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	HKI	KE	KW	NTS	NTN	Total	
<b>Sun</b>	7.06	7.94	8.13	10.42	15.21	<b>48.77</b>	5.85	6.00	6.65	10.33	10.77	<b>39.60</b>	6.92	6.51	8.21	9.96	10.51	<b>42.11</b>	<b>+6%</b>
<b>Mon</b>	7.42	7.27	9.15	9.96	11.44	<b>45.25</b>	6.65	6.48	7.69	9.52	9.04	<b>39.38</b>	8.46	6.96	9.10	10.27	11.23	<b>46.02</b>	<b>+17%</b>
<b>Tue</b>	8.56	7.56	9.50	11.02	10.79	<b>47.42</b>	6.85	6.60	8.17	9.08	8.79	<b>39.48</b>	8.48	6.81	10.33	10.83	10.40	<b>46.85</b>	<b>+19%</b>
<b>Wed</b>	8.06	7.23	9.29	9.77	12.00	<b>46.35</b>	6.42	6.17	9.06	9.98	9.15	<b>40.79</b>	8.46	7.46	9.60	11.23	9.94	<b>46.69</b>	<b>+14%</b>
<b>Thu</b>	7.63	7.92	9.87	10.40	12.10	<b>47.92</b>	6.98	6.29	9.58	9.56	9.04	<b>41.44</b>	8.27	8.81	10.63	11.65	10.58	<b>49.94</b>	<b>+21%</b>
<b>Fri</b>	8.70	8.60	9.75	11.04	12.75	<b>50.85</b>	7.08	7.33	8.71	10.92	9.71	<b>43.75</b>	8.60	7.85	11.02	11.37	9.88	<b>48.71</b>	<b>+11%</b>
<b>Sat</b>	7.58	8.46	10.42	12.00	16.90	<b>55.37</b>	6.75	6.74	9.60	10.30	11.81	<b>45.21</b>	7.04	8.19	10.38	11.87	11.94	<b>49.42</b>	<b>+9%</b>

**Table 13 - TAPI on Expressways**

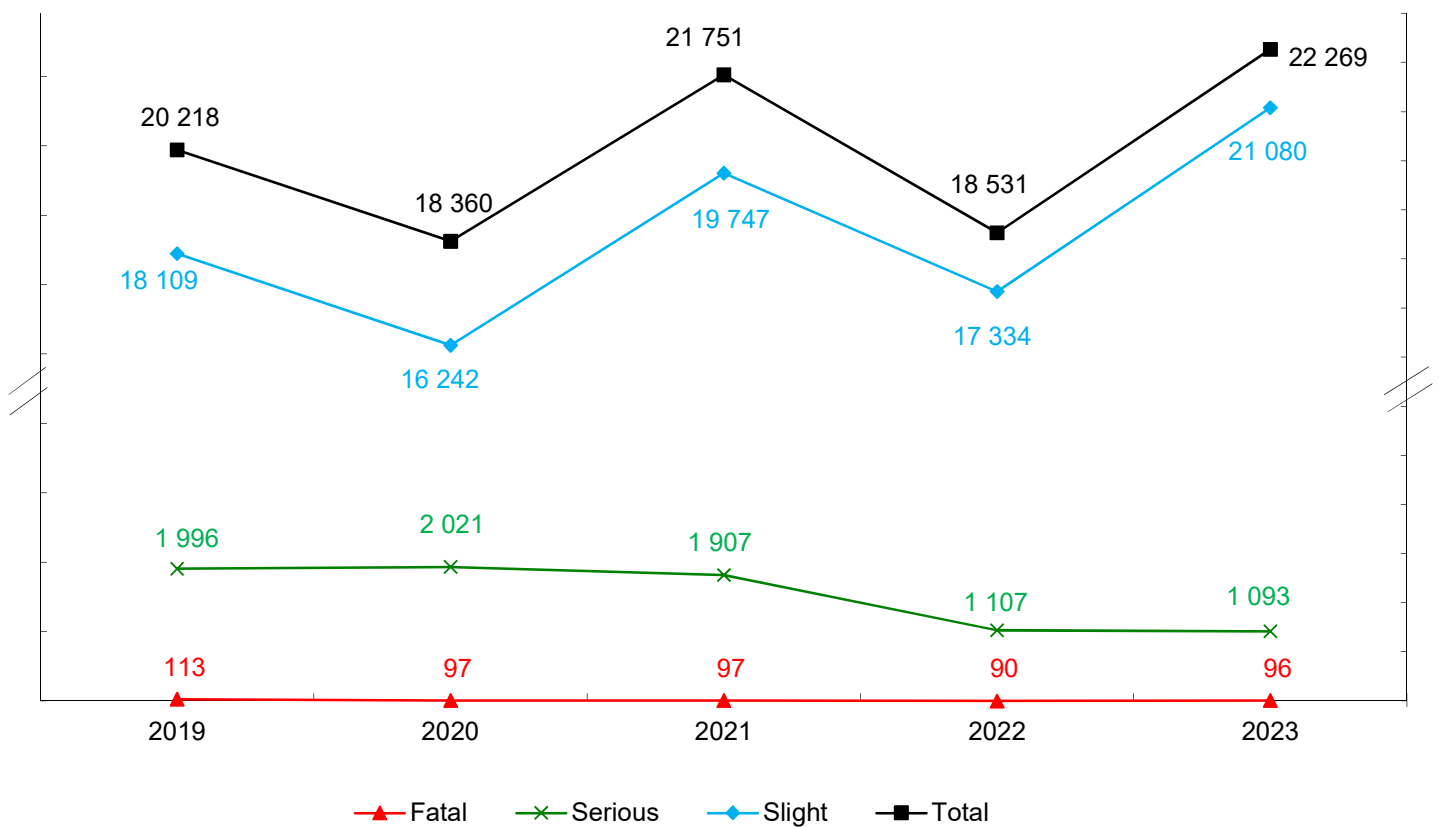
Expressway	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Sha Tin Road	0	1	12	13	0	0	20	20	0	2	12	14	-30%
Tolo Highway	0	37	198	235	1	15	177	193	0	9	212	221	+15%
Fanling Highway	0	7	77	84	0	6	65	71	0	5	65	70	-1%
San Tin Highway	0	5	38	43	0	2	42	44	0	2	34	36	-18%
Yuen Long Highway	1	9	73	83	0	6	74	80	0	1	92	93	+16%
Tuen Mun Road	1	29	216	246	2	17	203	222	1	22	267	290	+31%
Tsuen Wan Road	1	14	79	94	0	5	68	73	0	4	81	85	+16%
Tai Po Road - Sha Tin *	0	5	44	49	0	4	37	41	0	4	32	36	-12%
Tate's Cairn Highway	0	4	39	43	0	1	40	41	0	4	61	65	+59%
Kwun Tong Bypass	0	7	86	93	1	3	62	66	0	6	71	77	+17%
Island Eastern Corridor	0	17	131	148	0	8	102	110	0	9	121	130	+18%
North Lantau Highway	0	7	26	33	1	5	29	35	1	9	86	96	+174%
Tsing Kwai Highway	0	8	27	35	0	2	28	30	0	9	40	49	+63%
West Kowloon Expressway	0	1	37	38	0	2	37	39	0	0	39	39	0%
Cheung Tsing Highway	0	3	12	15	0	1	7	8	0	2	20	22	+175%
Tsing Long Highway	0	5	31	36	0	3	28	31	1	5	36	42	+35%
Tsing Sha Highway	2	1	24	27	1	4	23	28	0	5	36	41	+46%
<b>Total</b>	<b>5</b>	<b>160</b>	<b>1 150</b>	<b>1 315</b>	<b>6</b>	<b>84</b>	<b>1 042</b>	<b>1 132</b>	<b>3</b>	<b>98</b>	<b>1 305</b>	<b>1 406</b>	<b>+24%</b>

\* Section between Sha Tin Racecourse and HK Institute of Vocational Ed. (VTC) - Sha Tin.

**Table 14 - Traffic Casualties by Severity from 2019 to 2023**

Year	Severity				±% change compared with last year
	Fatal	Serious	Slight	Total	
2019	113	1 996	18 109	20 218	+3%
2020	97	2 021	16 242	18 360	-9%
2021	97	1 907	19 747	21 751	+18%
2022	90	1 107	17 334	18 531	-15%
2023	96	1 093	21 080	22 269	+20%

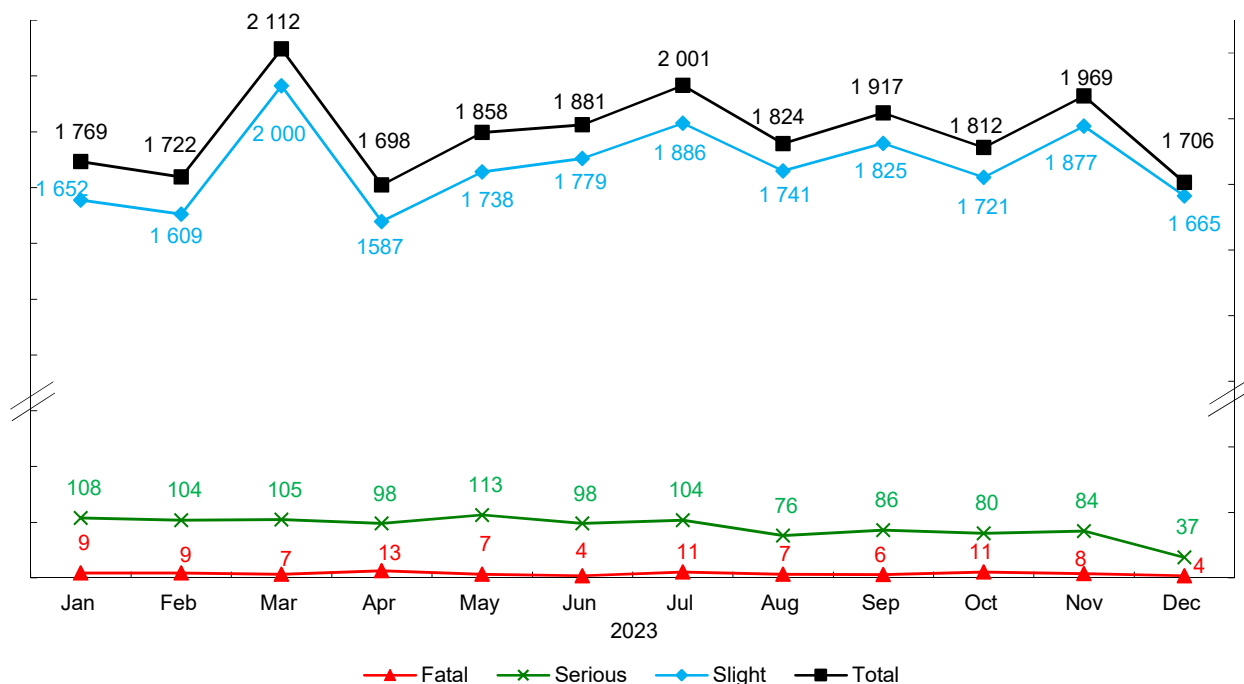
**Table 15 - Trends of Traffic Casualties by Severity from 2019 to 2023**



**Table 16 - Monthly Figures for Traffic Casualties**

Year \ Month	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
January	7	185	1 448	1 640	3	130	1 621	1 754	9	108	1 652	1 769	+1%
February	9	189	1 467	1 665	8	75	903	986	9	104	1 609	1 722	+75%
March	5	192	1 541	1 738	7	70	922	999	7	105	2 000	2 112	+111%
April	6	170	1 610	1 786	5	95	1 197	1 297	13	98	1 587	1 698	+31%
May	3	182	1 766	1 951	10	115	1 633	1 758	7	113	1 738	1 858	+6%
June	8	173	1 659	1 840	6	110	1 719	1 835	4	98	1 779	1 881	+3%
July	7	171	1 652	1 830	7	101	1 541	1 649	11	104	1 886	2 001	+21%
August	10	135	1 688	1 833	7	95	1 606	1 708	7	76	1 741	1 824	+7%
September	11	157	1 677	1 845	9	93	1 541	1 643	6	86	1 825	1 917	+17%
October	13	133	1 670	1 816	12	86	1 624	1 722	11	80	1 721	1 812	+5%
November	6	127	1 771	1 904	9	72	1 512	1 593	8	84	1 877	1 969	+24%
December	12	93	1 798	1 903	7	65	1 515	1 587	4	37	1 665	1 706	+7%
<b>Total</b>	<b>97</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>90</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>96</b>	<b>1 093</b>	<b>21 080</b>	<b>22 269</b>	<b>+20%</b>

**Table 17 - Monthly Traffic Casualty Trends in 2023**



**Table 18 - Traffic Casualties by Police Region**

Region \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	19	381	2 938	<b>3 338</b>	13	254	2 550	<b>2 817</b>	13	309	3 204	<b>3 526</b>	<b>+25%</b>
Kowloon East	17	255	3 255	<b>3 527</b>	18	164	2 727	<b>2 909</b>	20	185	3 429	<b>3 634</b>	<b>+25%</b>
Kowloon West	15	100	4 078	<b>4 193</b>	17	69	3 747	<b>3 833</b>	15	65	4 450	<b>4 530</b>	<b>+18%</b>
New Territories South	21	471	4 309	<b>4 801</b>	15	431	4 202	<b>4 648</b>	23	381	4 958	<b>5 362</b>	<b>+15%</b>
New Territories North	25	700	5 167	<b>5 892</b>	27	189	4 108	<b>4 324</b>	25	153	5 039	<b>5 217</b>	<b>+21%</b>
<b>Total</b>	<b>97</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>90</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>96</b> <b>(+7%)</b>	<b>1 093</b> <b>(-1%)</b>	<b>21 080</b> <b>(+22%)</b>	<b>22 269</b> <b>(+20%)</b>	<b>+20%</b>

Figures in brackets denote the % change compared with last year.

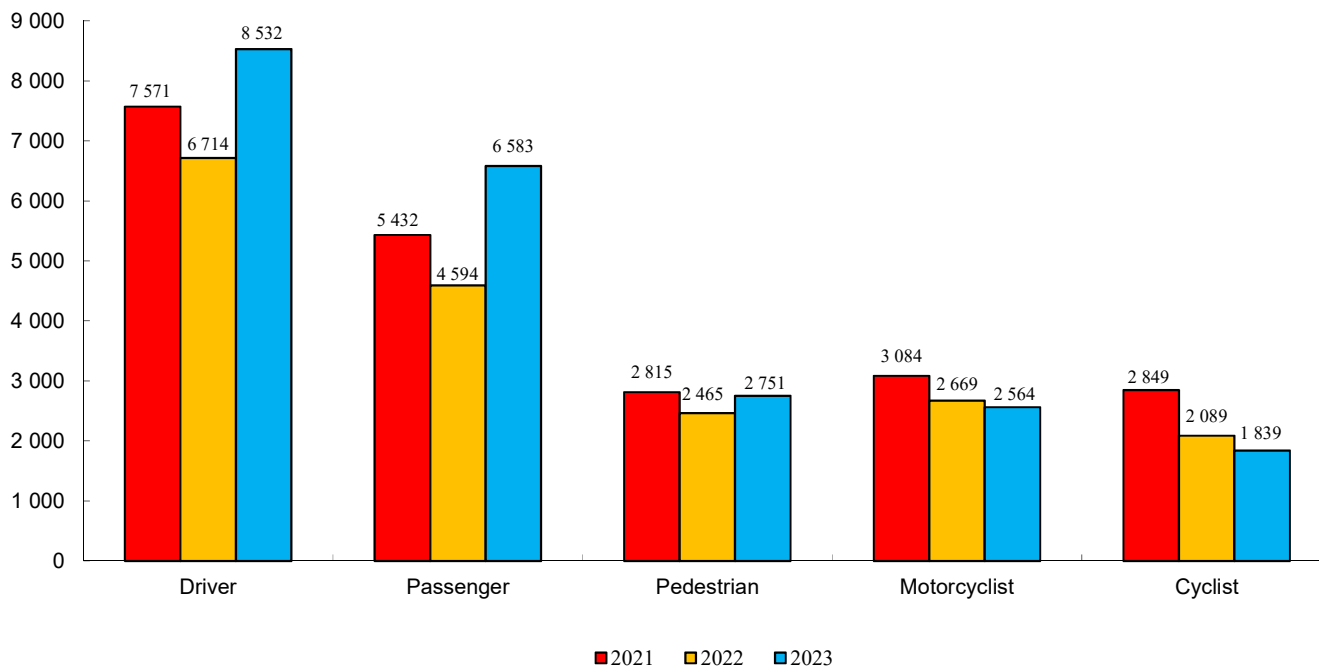


**Table 19 - Traffic Casualties by Class of Road User**

Year Severity Class	2021						2022						2023						±% change between 2022 and 2023
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
Driver	14	14%	326	7 231	<b>7 571</b>	<b>35%</b>	12	13%	195	6 507	<b>6 714</b>	<b>36%</b>	11	11%	208	8 313	<b>8 532</b>	<b>38%</b>	<b>+27%</b>
Passenger	7	7%	250	5 175	<b>5 432</b>	<b>25%</b>	7	8%	156	4 431	<b>4 594</b>	<b>25%</b>	5	5%	206	6 372	<b>6 583</b>	<b>30%</b>	<b>+43%</b>
Pedestrian	55	57%	439	2 321	<b>2 815</b>	<b>13%</b>	54	60%	348	2 063	<b>2 465</b>	<b>13%</b>	62	65%	342	2 347	<b>2 751</b>	<b>12%</b>	<b>+12%</b>
Motorcyclist	13	13%	410	2 661	<b>3 084</b>	<b>14%</b>	9	10%	280	2 380	<b>2 669</b>	<b>14%</b>	12	13%	244	2 308	<b>2 564</b>	<b>12%</b>	<b>-4%</b>
Cyclist	8	8%	482	2 359	<b>2 849</b>	<b>13%</b>	8	9%	128	1 953	<b>2 089</b>	<b>11%</b>	6	6%	93	1 740	<b>1 839</b>	<b>8%</b>	<b>-12%</b>
<b>Total</b>	<b>97</b>	<b>100%</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>100%</b>	<b>90</b>	<b>100%</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>100%</b>	<b>96</b>	<b>100%</b>	<b>1 093</b>	<b>21 080</b>	<b>22 269</b>	<b>100%</b>	<b>+20%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 20 - Comparison of Traffic Casualties by Class of Road User**

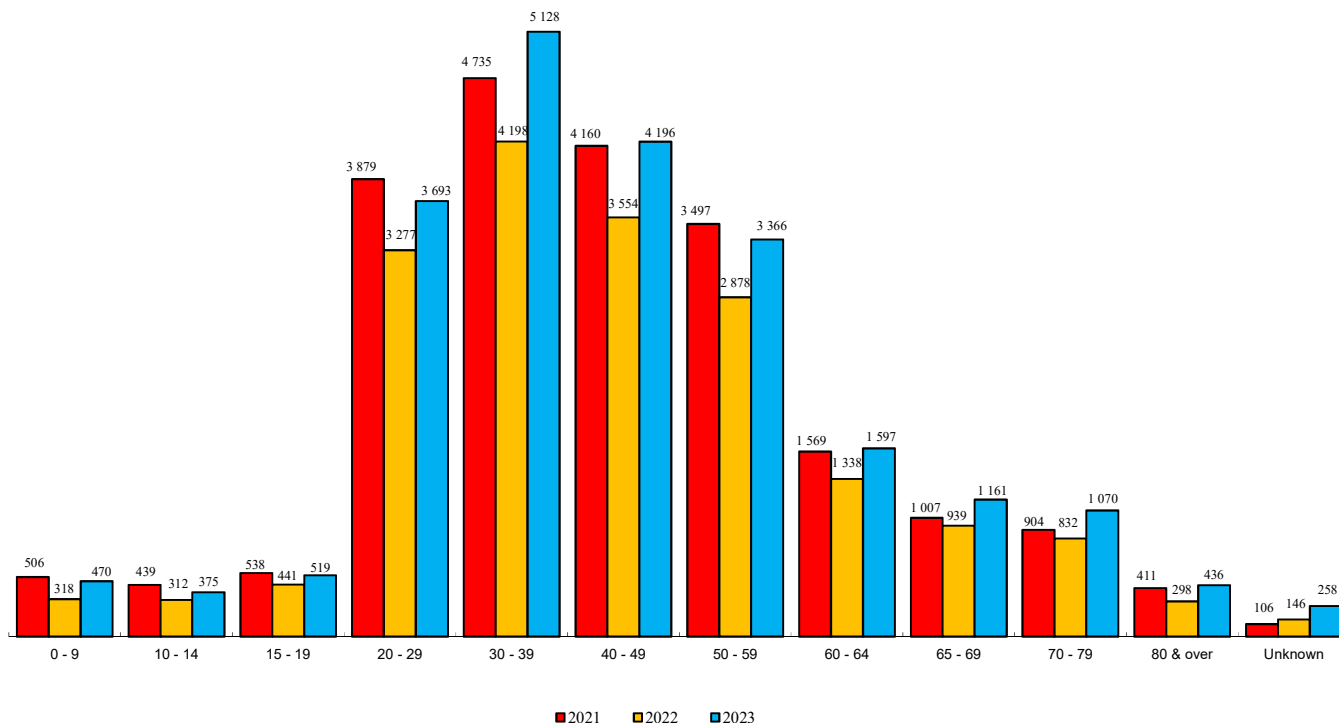


**Table 21 - Traffic Casualties by Age Group**

Year Severity Age	2021						2022						2023						±% change between 2022 and 2023
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
0 - 9	0	0%	18	488	506	2%	0	0%	9	309	318	2%	0	0%	13	457	470	2%	+48%
10 - 14	0	0%	40	399	439	2%	0	0%	18	294	312	2%	0	0%	10	365	375	2%	+20%
15 - 19	0	0%	52	486	538	2%	2	2%	22	417	441	2%	0	0%	22	497	519	2%	+18%
20 - 29	10	10%	236	3 633	3 879	18%	5	6%	156	3 116	3 277	18%	6	6%	136	3 551	3 693	17%	+13%
30 - 39	5	5%	305	4 425	4 735	22%	4	4%	196	3 998	4 198	23%	6	6%	188	4 934	5 128	23%	+22%
40 - 49	6	6%	342	3 812	4 160	19%	8	9%	183	3 363	3 554	19%	10	10%	194	3 992	4 196	19%	+18%
50 - 59	16	16%	390	3 091	3 497	16%	12	13%	214	2 652	2 878	16%	15	16%	192	3 159	3 366	15%	+17%
60 - 64	14	14%	202	1 353	1 569	7%	11	12%	94	1 233	1 338	7%	12	13%	99	1 486	1 597	7%	+19%
65 - 69	13	13%	125	869	1 007	5%	13	14%	79	847	939	5%	10	10%	96	1 055	1 161	5%	+24%
70 - 79	13	13%	120	771	904	4%	21	23%	75	736	832	4%	15	16%	90	965	1 070	5%	+29%
80 & over	20	21%	76	315	411	2%	14	16%	61	223	298	2%	22	23%	51	363	436	2%	+46%
Unknown	0	0%	1	105	106	0.5%	0	0%	0	146	146	1%	0	0%	2	256	258	1%	+77%
<b>Total</b>	<b>97</b>	<b>100%</b>	<b>1 907</b>	<b>19 747</b>	<b>21 751</b>	<b>100%</b>	<b>90</b>	<b>100%</b>	<b>1 107</b>	<b>17 334</b>	<b>18 531</b>	<b>100%</b>	<b>96</b>	<b>100%</b>	<b>1 093</b>	<b>21 080</b>	<b>22 269</b>	<b>100%</b>	<b>+20%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 22 - Comparison of Traffic Casualties by Age Group**



**Table 23 - Traffic Pedestrian Casualties by Police Region**

Region \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	15	123	537	675	11	100	444	555	10	125	542	677	+22%
Kowloon East	12	71	329	412	10	48	325	383	13	46	384	443	+16%
Kowloon West	10	46	588	644	10	41	589	640	13	39	609	661	+3%
New Territories South	9	106	369	484	10	114	331	455	14	100	385	499	+10%
New Territories North	9	93	498	600	13	45	374	432	12	32	427	471	+9%
<b>Total</b>	<b>55</b>	<b>439</b>	<b>2 321</b>	<b>2 815</b>	<b>54</b>	<b>348</b>	<b>2 063</b>	<b>2 465</b>	<b>62</b> <b>(+15%)</b>	<b>342</b> <b>(-2%)</b>	<b>2 347</b> <b>(+14%)</b>	<b>2 751</b> <b>(+12%)</b>	<b>+12%</b>

Figures in brackets denote the % change compared with last year.

**Table 24 - Traffic Elderly Pedestrian Casualties (Aged 65 or above) by Police Region**

Region \ Severity	2021				2022				2023				±% change between 2022 and 2023
	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
Hong Kong Island	10	49	121	180	9	43	117	169	4	53	135	192	+14%
Kowloon East	7	25	85	117	8	24	92	124	7	17	109	133	+7%
Kowloon West	8	21	172	201	8	18	168	194	8	12	190	210	+8%
New Territories South	5	43	95	143	3	45	82	130	12	35	86	133	+2%
New Territories North	6	29	105	140	10	12	93	115	8	8	100	116	+1%
<b>Total</b>	<b>36</b>	<b>167</b>	<b>578</b>	<b>781</b>	<b>38</b>	<b>142</b>	<b>552</b>	<b>732</b>	<b>39</b> <b>(+3%)</b>	<b>125</b> <b>(-12%)</b>	<b>620</b> <b>(+12%)</b>	<b>784</b> <b>(+7%)</b>	<b>+7%</b>

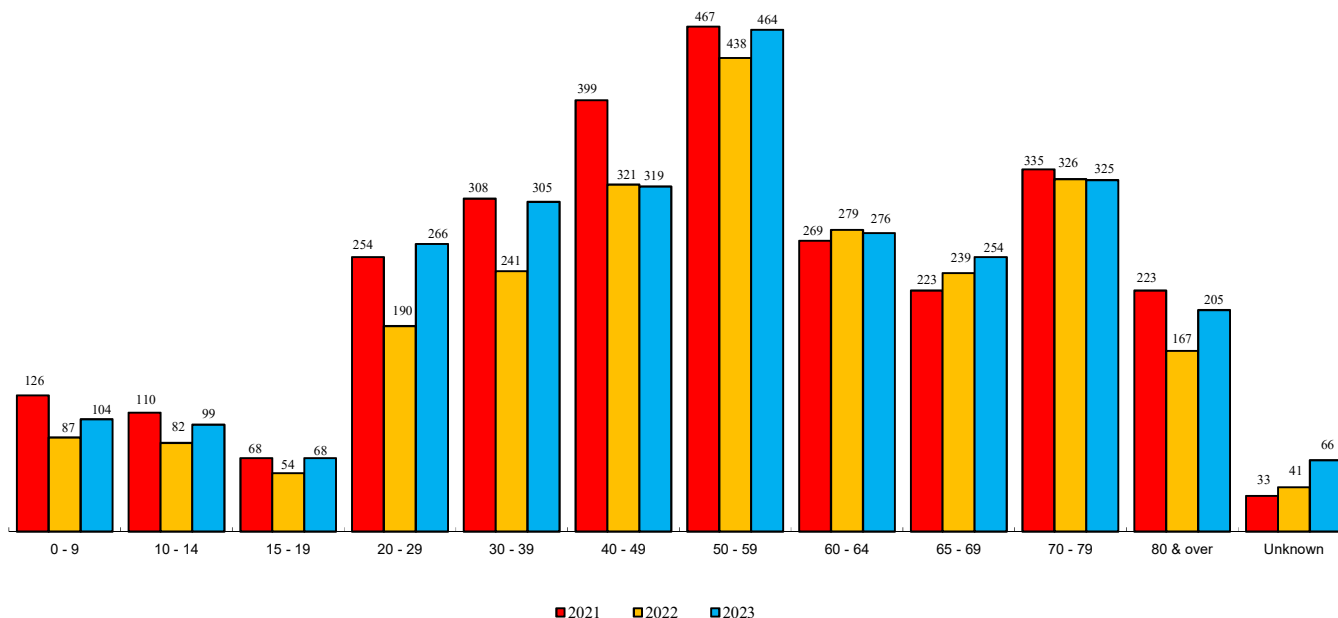
Figures in brackets denote the % change compared with last year.

**Table 25 - Traffic Pedestrian Casualties by Age Group**














Year Severity Age	2021						2022						2023						±% change between 2022 and 2023
	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	Fatal	% share	Serious	Slight	Total	% share	
0 - 9	0	0%	10	116	126	4%	0	0%	7	80	87	4%	0	0%	9	95	104	4%	+20%
10 - 14	0	0%	16	94	110	4%	0	0%	13	69	82	3%	0	0%	8	91	99	4%	+21%
15 - 19	0	0%	10	58	68	2%	0	0%	7	47	54	2%	0	0%	8	60	68	2%	+26%
20 - 29	3	5%	15	236	254	9%	0	0%	16	174	190	8%	0	0%	27	239	266	10%	+40%
30 - 39	0	0%	31	277	308	11%	1	2%	25	215	241	10%	1	2%	26	278	305	11%	+27%
40 - 49	1	2%	54	344	399	14%	1	2%	29	291	321	13%	3	5%	36	280	319	12%	-1%
50 - 59	7	13%	79	381	467	17%	7	13%	69	362	438	18%	11	18%	61	392	464	17%	+6%
60 - 64	8	15%	57	204	269	10%	7	13%	40	232	279	11%	8	13%	42	226	276	10%	-1%
65 - 69	7	13%	58	158	223	8%	9	17%	37	193	239	10%	10	16%	41	203	254	9%	+6%
70 - 79	10	18%	60	265	335	12%	16	30%	55	255	326	13%	7	11%	48	270	325	12%	-0.3%
80 & over	19	35%	49	155	223	8%	13	24%	50	104	167	7%	22	35%	36	147	205	7%	+23%
Unknown	0	0%	0	33	33	1%	0	0%	0	41	41	2%	0	0%	0	66	66	2%	+61%
<b>Total</b>	<b>55</b>	<b>100%</b>	<b>439</b>	<b>2 321</b>	<b>2 815</b>	<b>100%</b>	<b>54</b>	<b>100%</b>	<b>348</b>	<b>2 063</b>	<b>2 465</b>	<b>100%</b>	<b>62</b>	<b>100%</b>	<b>342</b>	<b>2 347</b>	<b>2 751</b>	<b>100%</b>	<b>+12%</b>

Individual figures may not add up to 100% due to rounding up.

**Table 26 - Comparison of Traffic Pedestrian Casualties by Age Group**
















**Table 27 - Number of Vehicles Involved in TAPI in 2022**

Region	Severity														Other Vehicles #	Total
		Private Car	Goods Vehicle	Taxi	Motorcycle	Franchised Public Bus *	Public Light Bus	Other Public Buses @	Private Light Bus	Private Bus	Bicycle	Tram	Light Rail Transit	Handcart		
Hong Kong Island	Fatal	2	5	0	5	1	0	2	0	0	0	1	0	0	0	16
	Serious	78	49	55	83	19	8	4	0	0	19	1	0	0	1	317
	Slight	1 253	440	703	502	314	92	32	7	3	81	37	0	1	12	3 477
	<b>Total</b>	<b>1 333</b>	<b>494</b>	<b>758</b>	<b>590</b>	<b>334</b>	<b>100</b>	<b>38</b>	<b>7</b>	<b>3</b>	<b>100</b>	<b>39</b>	<b>0</b>	<b>1</b>	<b>13</b>	<b>3 810</b>
Kowloon East	Fatal	5	10	4	6	1	3	2	0	0	0	0	0	0	0	31
	Serious	63	32	29	68	9	10	3	1	0	11	0	0	0	3	229
	Slight	1 308	549	695	531	218	151	28	16	2	225	0	0	0	5	3 728
	<b>Total</b>	<b>1 376</b>	<b>591</b>	<b>728</b>	<b>605</b>	<b>228</b>	<b>164</b>	<b>33</b>	<b>17</b>	<b>2</b>	<b>236</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3 988</b>
Kowloon West	Fatal	3	7	2	3	1	2	1	1	0	3	0	0	0	0	23
	Serious	32	12	14	12	5	1	1	0	0	6	0	0	0	0	83
	Slight	2 166	868	1 135	532	313	102	38	19	3	80	0	0	2	26	5 284
	<b>Total</b>	<b>2 201</b>	<b>887</b>	<b>1 151</b>	<b>547</b>	<b>319</b>	<b>105</b>	<b>40</b>	<b>20</b>	<b>3</b>	<b>89</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>26</b>	<b>5 390</b>
NT South	Fatal	3	13	0	1	2	2	0	0	0	0	0	0	0	0	21
	Serious	181	135	89	113	20	27	5	4	0	57	0	0	0	4	635
	Slight	1 939	1 032	779	511	276	152	63	7	3	646	0	0	0	22	5 430
	<b>Total</b>	<b>2 123</b>	<b>1 180</b>	<b>868</b>	<b>625</b>	<b>298</b>	<b>181</b>	<b>68</b>	<b>11</b>	<b>3</b>	<b>703</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>26</b>	<b>6 086</b>
NT North	Fatal	8	12	3	3	2	1	1	0	0	7	0	0	1	0	38
	Serious	62	56	25	41	8	11	4	0	0	72	0	1	0	4	284
	Slight	1 952	843	509	499	140	111	72	15	1	1 208	0	5	0	16	5 371
	<b>Total</b>	<b>2 022</b>	<b>911</b>	<b>537</b>	<b>543</b>	<b>150</b>	<b>123</b>	<b>77</b>	<b>15</b>	<b>1</b>	<b>1 287</b>	<b>0</b>	<b>6</b>	<b>1</b>	<b>20</b>	<b>5 693</b>
Total	Fatal	21	47	9	18	7	8	6	1	0	10	1	0	1	0	129
	Serious	416	284	212	317	61	57	17	5	0	165	1	1	0	12	1 548
	Slight	8 618	3 732	3 821	2 575	1 261	608	233	64	12	2 240	37	5	3	81	23 290
	<b>Total</b>	<b>9 055</b>	<b>4 063</b>	<b>4 042</b>	<b>2 910</b>	<b>1 329</b>	<b>673</b>	<b>256</b>	<b>70</b>	<b>12</b>	<b>2 415</b>	<b>39</b>	<b>6</b>	<b>4</b>	<b>93</b>	<b>24 967</b>
<b>% share</b>		<b>36%</b>	<b>16%</b>	<b>16%</b>	<b>12%</b>	<b>5%</b>	<b>3%</b>	<b>1%</b>	<b>0.3%</b>	<b>0.05%</b>	<b>10%</b>	<b>0.2%</b>	<b>0.02%</b>	<b>0.02%</b>	<b>0.4%</b>	<b>100%</b>
<b>Accident rate per 1 000 licensed vehicles</b>		<b>16</b>	<b>34</b>	<b>225</b>	<b>40</b>	<b>224</b>	<b>162</b>	<b>40</b>	<b>20</b>	<b>15</b>	← N.A. →					<b>28</b>

N.B.  
 \* : Kowloon Motor Bus, Franchised City Bus, New Lantao Bus, New World First Bus, Long Win Bus and unconfirmed franchised bus  
 @ : Other Public Buses include non-franchised Public Bus and MTR Bus.  
 # : Other vehicles include trailer, village vehicle, unknown vehicle and other vehicles.

**Table 28 - Number of Vehicles Involved in TAPI in 2023**

Region	Severity														Other Vehicles #	Total
		Private Car	Taxi	Goods Vehicle	Motorcycle	Franchised Public Bus *	Public Light Bus	Other Public Buses @	Private Light Bus	Private Bus	Bicycle	Tram	Light Rail Transit	Handcart		
Hong Kong Island	Fatal	0	3	8	2	0	1	1	0	0	0	1	0	0	0	16
	Serious	116	78	47	76	35	21	6	3	0	17	2	0	0	0	401
	Slight	1 638	966	540	493	353	84	65	16	7	83	44	0	1	10	4 300
	<b>Total</b>	<b>1 754</b>	<b>1 047</b>	<b>595</b>	<b>571</b>	<b>388</b>	<b>106</b>	<b>72</b>	<b>19</b>	<b>7</b>	<b>100</b>	<b>47</b>	<b>0</b>	<b>1</b>	<b>10</b>	<b>4 717</b>
Kowloon East	Fatal	2	6	3	4	3	8	0	0	0	2	0	0	0	1	29
	Serious	62	40	33	65	9	14	5	1	0	16	0	0	0	2	247
	Slight	1 542	849	630	498	257	173	41	18	9	261	0	0	0	3	4 281
	<b>Total</b>	<b>1 606</b>	<b>895</b>	<b>666</b>	<b>567</b>	<b>269</b>	<b>195</b>	<b>46</b>	<b>19</b>	<b>9</b>	<b>279</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>4 557</b>
Kowloon West	Fatal	3	5	3	1	0	4	0	0	1	0	0	0	0	0	17
	Serious	15	24	11	13	7	3	2	0	0	6	0	0	0	0	81
	Slight	2 539	1 435	972	506	431	123	70	14	6	75	0	0	1	30	6 202
	<b>Total</b>	<b>2 557</b>	<b>1 464</b>	<b>986</b>	<b>520</b>	<b>438</b>	<b>130</b>	<b>72</b>	<b>14</b>	<b>7</b>	<b>81</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>30</b>	<b>6 300</b>
NT South	Fatal	3	8	13	4	1	2	3	0	0	0	0	0	0	0	34
	Serious	152	84	92	86	27	19	11	2	1	53	0	0	0	4	531
	Slight	2 398	1 116	1 014	538	311	191	101	18	5	525	0	0	0	35	6 252
	<b>Total</b>	<b>2 553</b>	<b>1 208</b>	<b>1 119</b>	<b>628</b>	<b>339</b>	<b>212</b>	<b>115</b>	<b>20</b>	<b>6</b>	<b>578</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>39</b>	<b>6 817</b>
NT North	Fatal	7	4	8	4	2	6	0	0	0	5	0	0	0	0	36
	Serious	85	17	43	26	11	9	3	0	0	22	0	1	0	3	220
	Slight	2 505	630	998	485	201	133	98	18	7	1 064	0	3	0	19	6 161
	<b>Total</b>	<b>2 597</b>	<b>651</b>	<b>1 049</b>	<b>515</b>	<b>214</b>	<b>148</b>	<b>101</b>	<b>18</b>	<b>7</b>	<b>1 091</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>22</b>	<b>6 417</b>
Total	Fatal	15	26	35	15	6	21	4	0	1	7	1	0	0	1	132
	Serious	430	243	226	266	89	66	27	6	1	114	2	1	0	9	1 480
	Slight	10 622	4 996	4 154	2 520	1 553	704	375	84	34	2 008	44	3	2	97	27 196
	<b>Total</b>	<b>11 067</b>	<b>5 265</b>	<b>4 415</b>	<b>2 801</b>	<b>1 648</b>	<b>791</b>	<b>406</b>	<b>90</b>	<b>36</b>	<b>2 129</b>	<b>47</b>	<b>4</b>	<b>2</b>	<b>107</b>	<b>28 808</b>
<b>% share</b>		<b>38%</b>	<b>18%</b>	<b>15%</b>	<b>10%</b>	<b>6%</b>	<b>3%</b>	<b>1%</b>	<b>0.3%</b>	<b>0.1%</b>	<b>7%</b>	<b>0.2%</b>	<b>0.01%</b>	<b>0.01%</b>	<b>0.4%</b>	<b>100%</b>
<b>Accident rate per 1 000 licensed vehicles</b>		<b>19</b>	<b>295</b>	<b>37</b>	<b>37</b>	<b>285</b>	<b>192</b>	<b>62</b>	<b>26</b>	<b>43</b>	← N.A. →					<b>33</b>

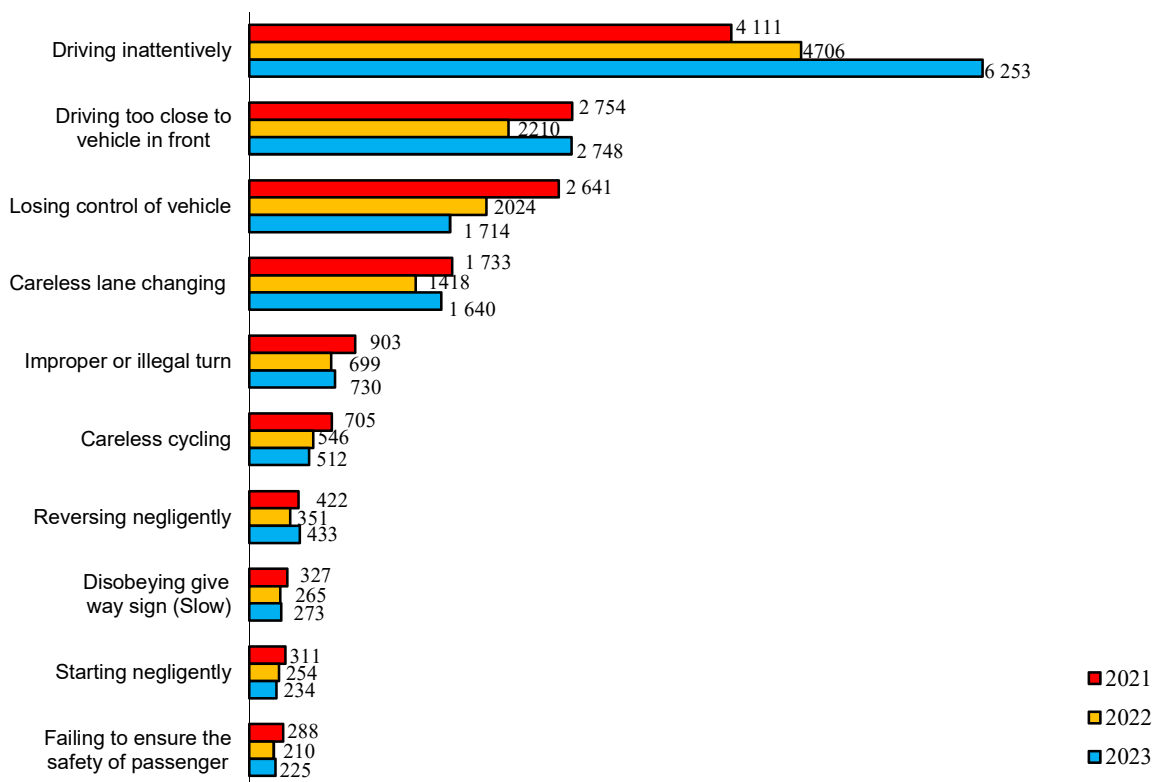
N.B.  
 \* : Kowloon Motor Bus, Franchised City Bus, New Lantao Bus, New World First Bus, Long Win Bus and unconfirmed franchised bus  
 @ : Other Public Buses include non-franchised Public Bus and MTR Bus  
 # : Other vehicles include trailer, village vehicle, unknown vehicle and other vehicles

**Table 29 - Major Driver Contributory Factors of TAPI**

Factor	2021	2022	2023	±% change between 2022 and 2023
1. Driving inattentively	4 111 ( 3 868 )	4 706 ( 4 058 )	6 253 ( 5 256 )	+33% +30%
2. Driving too close to vehicle in front	2 754 ( 2 525 )	2 210 ( 2 016 )	2 748 ( 2 530 )	+24% +25%
3. Losing control of vehicle	2 641 ( 2 625 )	2 024 ( 2 010 )	1 714 ( 1 707 )	-15% -15%
4. Careless lane changing	1 733 ( 1 665 )	1 418 ( 1 344 )	1 640 ( 1 554 )	+16% +16%
5. Improper or illegal turn	903 ( 892 )	699 ( 685 )	730 ( 714 )	+4% +4%
6. Careless cycling	705 ( 693 )	546 ( 535 )	512 ( 501 )	-6% -6%
7. Reversing negligently	422 ( 419 )	351 ( 350 )	433 ( 427 )	+23% +22%
8. Disobeying give way sign (Slow)	327 ( 322 )	265 ( 260 )	273 ( 264 )	+3% +2%
9. Starting negligently	311 ( 308 )	254 ( 253 )	234 ( 232 )	-8% -8%
10. Failing to ensure the safety of passenger	288 ( 288 )	210 ( 210 )	225 ( 225 )	+7% +7%

Figures on top are the number of drivers and figures in brackets denote the numbers of traffic accidents involved.

**Table 30 - Comparison of Major Driver Contributory Factors of TAPI**



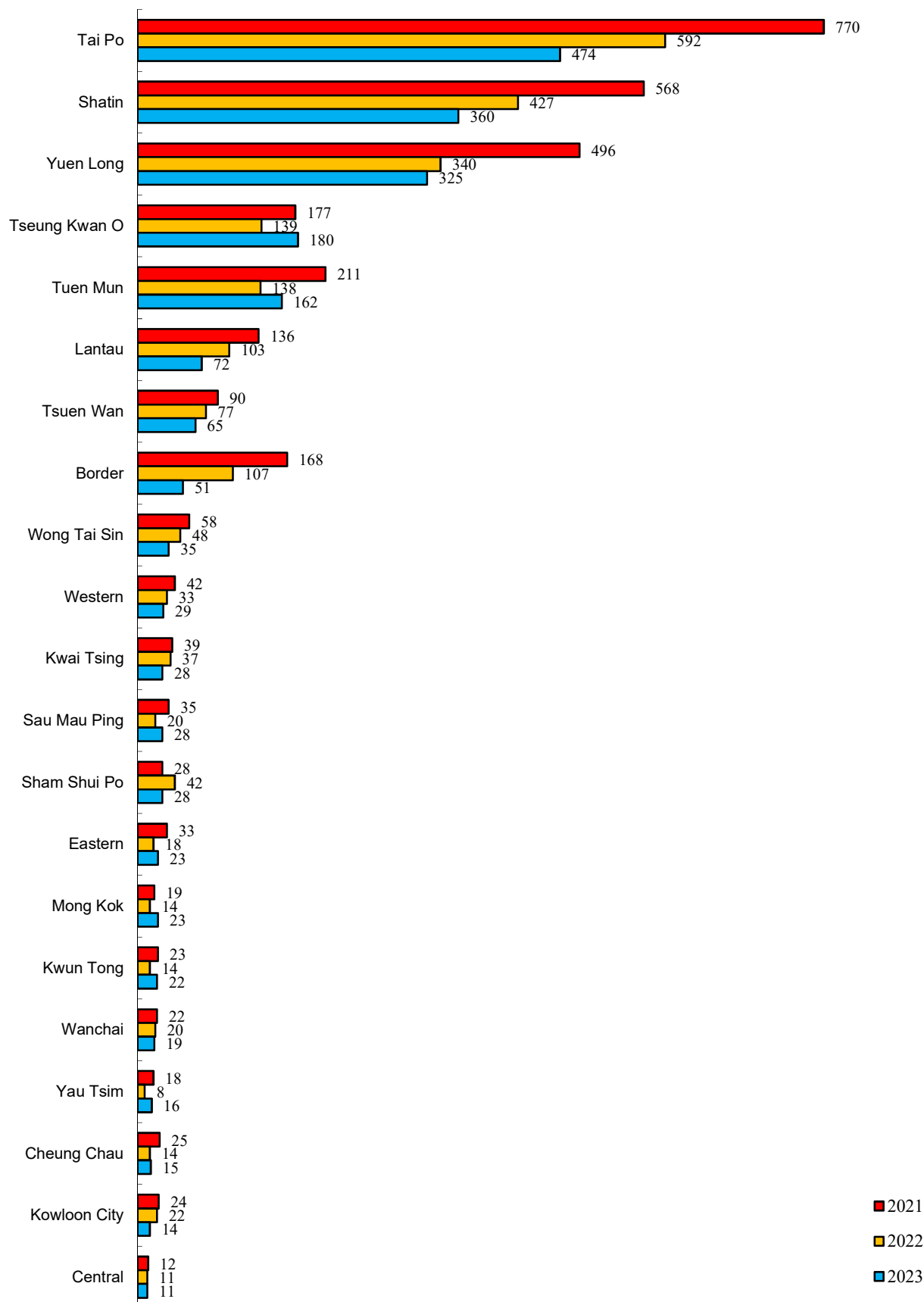
**Table 31 - TAPI Involving Bicycles by Police Region**

Year	Happened		Cycle Tracks				Carriageways				Other Locations *				Grand Total
	Region	Severity	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	Fatal	Serious	Slight	Total	
2021	Hong Kong Island		0	0	0	0	0	21	84	105	0	3	26	29	134
	Kowloon East		0	5	119	124	0	14	87	101	0	3	65	68	293
	Kowloon West		0	0	0	0	1	3	72	76	0	0	13	13	89
	New Territories South		1	22	445	468	1	39	221	261	0	13	91	104	833
	New Territories North		1	188	593	782	3	149	527	679	1	47	136	184	1 645
	<b>Total</b>		<b>2</b>	<b>215</b>	<b>1 157</b>	<b>1 374</b>	<b>5</b>	<b>226</b>	<b>991</b>	<b>1 222</b>	<b>1</b>	<b>66</b>	<b>331</b>	<b>398</b>	<b>2 994</b>
2022	Hong Kong Island		0	0	0	0	0	17	68	85	0	1	10	11	96
	Kowloon East		0	5	98	103	0	1	72	73	0	3	42	45	221
	Kowloon West		0	0	0	0	3	6	63	72	0	0	14	14	86
	New Territories South		0	19	370	389	0	24	163	187	0	10	58	68	644
	New Territories North		1	24	531	556	4	29	459	492	2	4	123	129	1 177
	<b>Total</b>		<b>1</b>	<b>48</b>	<b>999</b>	<b>1 048</b>	<b>7</b>	<b>77</b>	<b>825</b>	<b>909</b>	<b>2</b>	<b>18</b>	<b>247</b>	<b>267</b>	<b>2 224</b>
2023	Hong Kong Island		0	0	0	0	0	13	75	88	0	3	6	9	97
	Kowloon East		0	8	136	144	2	7	81	90	0	1	30	31	265
	Kowloon West		0	0	0	0	0	5	67	72	0	1	8	9	81
	New Territories South		0	19	292	311	0	18	149	167	0	9	38	47	525
	New Territories North		1	3	424	428	3	10	446	459	0	7	118	125	1 012
	<b>Total</b>		<b>1</b>	<b>30</b>	<b>852</b>	<b>883</b>	<b>5</b>	<b>53</b>	<b>818</b>	<b>876</b>	<b>0</b>	<b>21</b>	<b>200</b>	<b>221</b>	<b>1 980</b>
<b>±% change</b>			<b>0%</b>	<b>-38%</b>	<b>-15%</b>	<b>-16%</b>	<b>-29%</b>	<b>-31%</b>	<b>-1%</b>	<b>-4%</b>	<b>-100%</b>	<b>+17%</b>	<b>-19%</b>	<b>-17%</b>	<b>-11%</b>

\* Other locations refer to places such as cycle parks, playgrounds and open spaces.



**Table 32 - Comparison of TAPI Involving Bicycles by Police District**

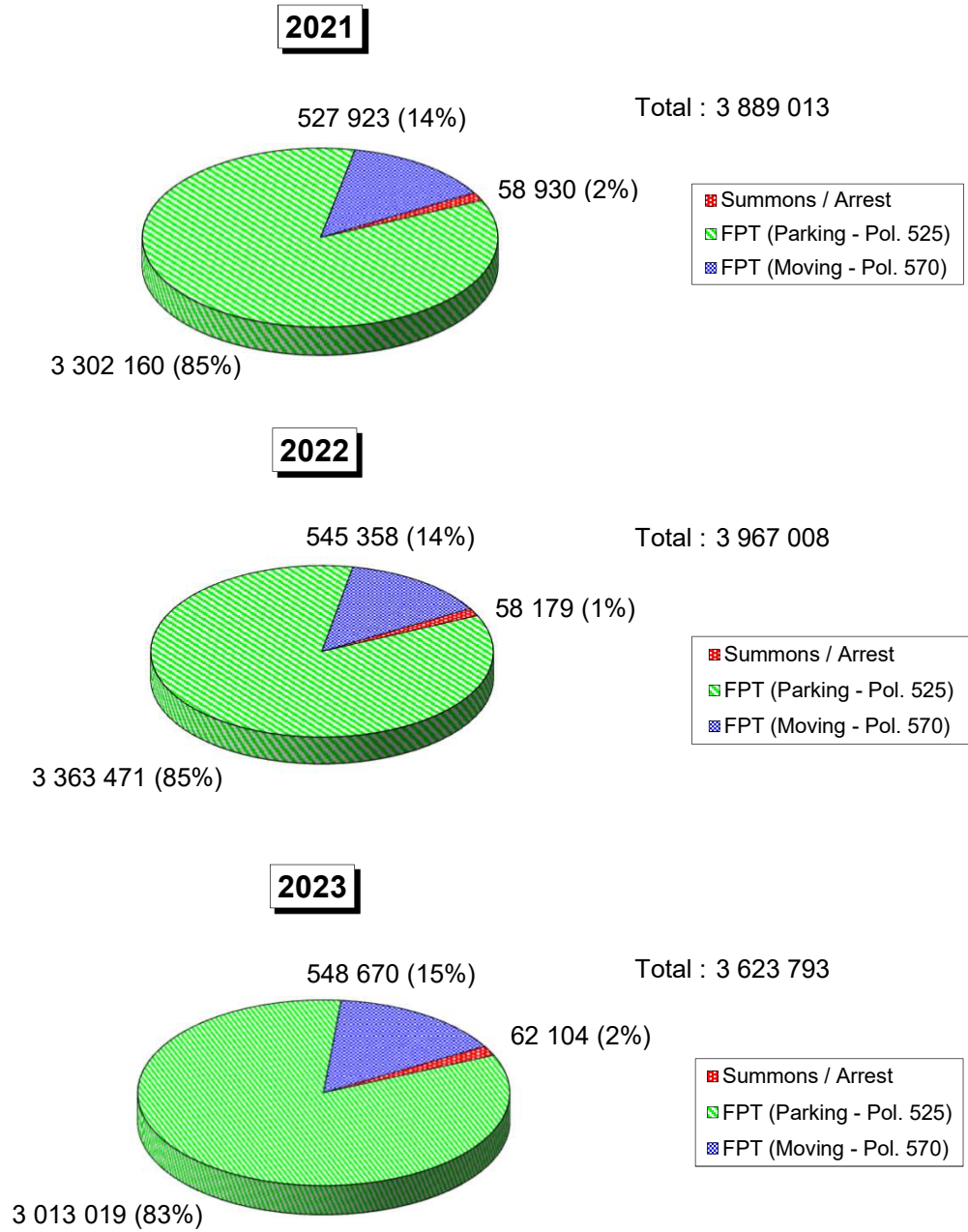


## **Part B**

### **Traffic Enforcement Statistics**



**Table 33 - Comparison of Traffic Enforcement**



**Table 34 - Comparison of Fixed Penalty Ticket (FPT) / Summons / Arrest**

	2021	2022	2023	±% change between 2022 and 2023
FPT (Parking - Pol. 525)	3 302 160	3 363 471	3 013 019	-10%
FPT (Moving - Pol. 570)	527 923	545 358	548 670	+1%
Summons / Arrest	58 930	58 179	62 104	+7%
<b>Total</b>	<b>3 889 013</b>	<b>3 967 008</b>	<b>3 623 793</b>	<b>-9%</b>

**Table 35 - Comparison of Traffic Enforcement by Offence**

	Offence	2021	2022	2023	±% change between 2022 and 2023
1	Offences by pedestrians	8 814	6 692	8 912	+33%
2	Offences by cyclists	6 768	5 832	4 094	-30%
3	Drink driving	838	772	709	-8%
4	Drug driving	121	73	67	-8%
5	Careless driving	17 075	18 035	20 862	+16%
6	Dangerous driving (includes causing death)	1 134	1 164	1 105	-5%
7	Insecure load	738	837	695	-17%
8	Overloading	2 796	3 136	2 559	-18%
9	Traffic signal offences	53 499	53 275	48 827	-8%
10	Traffic sign offences	46 076	49 336	46 918	-5%
11	Using handheld mobile phone/telecommunications equipment while vehicle is in motion	25 574	25 298	26 929	+6%
12	Failing to give precedence to pedestrian on zebra crossing	568	780	737	-6%
13	Double white line offences	20 938	24 106	30 115	+25%
14	Yellow stripe crossing	409	422	452	+7%
15	Box junction offence	1 281	2 036	2 401	+18%
16	U turn causing obstruction	21	26	51	+96%
17	Seat belt offences	7 458	7 458	7 868	+5%
18	Soliciting passenger	0	1	4	+300%
19	Refusing hire	27	65	85	+31%
20	Overcharging	11	17	42	+147%
21	Taximeter offences	0	26	12	-54%
22	Driving in a motor race or speed trail	24	11	6	-45%
23	Speeding	266 333	265 283	253 571	-4%
24	Others	126 350	138 856	153 753	+11%
<b>A1</b>	<b>Grand total</b>	<b>586 853</b>	<b>603 537</b>	<b>610 774</b>	<b>+1%</b>

<b>B1</b>	<b>Total Pol. 525</b>	<b>3 302 160</b>	<b>3 363 471</b>	<b>3 013 019</b>	<b>-10%</b>
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25	Verbal warning - Driver	16 333	13 734	12 793	-7%
26	Verbal warning - Cyclist	940	909	406	-55%
27	Verbal warning - Pedestrian	923	730	527	-28%
<b>C1</b>	<b>Total Warnings</b>	<b>18 196</b>	<b>15 373</b>	<b>13 726</b>	<b>-11%</b>

**Table 36 - Enforcement Statistics by Police Region in 2023**

	Offence	HKI	KE	KW	NTS	NTN	Others	Total
1	Offences by pedestrians	1 594	1 118	2 540	1 629	2 031	0	8 912
2	Offences by cyclists	105	456	313	573	2 568	79	4 094
3	Drink driving	72	103	152	216	166	0	709
4	Drug driving	11	5	7	35	9	0	67
5	Careless driving	3 106	3 998	5 264	4 467	4 027	0	20 862
6	Dangerous driving (includes causing death)	116	220	391	223	155	0	1 105
7	Insecure load	78	70	13	291	243	0	695
8	Overloading	73	923	305	716	530	12	2 559
9	Traffic signal offences	7 647	6 352	20 115	4 478	10 232	3	48 827
10	Traffic sign offences	13 740	6 768	8 810	10 700	6 899	1	46 918
11	Using handheld mobile phone/telecommunications equipment while vehicle is in motion	1 321	2 270	2 092	13 860	7 386	0	26 929
12	Failing to give precedence to pedestrian on zebra crossing	182	126	213	147	69	0	737
13	Double white line offences	6 268	6 778	6 986	5 198	4 885	0	30 115
14	Yellow stripe crossing	102	12	313	12	13	0	452
15	Box junction offence	199	494	1 127	373	207	1	2 401
16	U turn causing obstruction	21	3	5	9	13	0	51
17	Seat belt offences	370	407	1 757	3 067	2 266	1	7 868
18	Soliciting passenger	0	0	0	4	0	0	4
19	Refusing hire	42	12	14	14	3	0	85
20	Overcharging	22	2	11	6	1	0	42
21	Taximeter offences	3	1	7	1	0	0	12
22	Driving in a motor race or speed trail	0	0	0	0	6	0	6
23	Speeding	19 792	50 576	58 089	53 898	71 215	1	253 571
24	Others	25 488	15 580	28 508	42 776	40 965	436	153 753
<b>A1</b>	<b>Grand total</b>	<b>80 352</b>	<b>96 274</b>	<b>137 032</b>	<b>142 693</b>	<b>153 889</b>	<b>534</b>	<b>610 774</b>
<b>B1</b>	<b>Total Pol. 525</b>	<b>523 167</b>	<b>443 038</b>	<b>960 276</b>	<b>471 527</b>	<b>615 011</b>	<b>0</b>	<b>3 013 019</b>
25	Verbal warning - Driver	144	101	297	3 211	9 040	0	12 793
26	Verbal warning - Cyclist	1	11	0	314	80	0	406
27	Verbal warning - Pedestrian	103	132	7	247	38	0	527
<b>C1</b>	<b>Total Warnings</b>	<b>248</b>	<b>244</b>	<b>304</b>	<b>3 772</b>	<b>9 158</b>	<b>0</b>	<b>13 726</b>

**Table 37 - Complaints Against Taxi Related Offences in 2023**

Complaints received for	Complaints reported to Police (including TCU referrals)						Complaints reported to TCU	Referral from TCU to Police
	HKI	KE	KW	NTS	NTN	Total		
Soliciting passengers	0	0	0	0	2	<b>2</b>	30	14
Refusing hire	507	128	295	292	213	<b>1 435</b>	2 878	719
Refusing to drive to destination	52	31	28	37	32	<b>180</b>	310	70
Failing to drive to destination by direct route	99	133	346	218	128	<b>924</b>	2 081	471
Overcharging	350	106	291	195	92	<b>1 034</b>	1 525	468
Taximeter offences *	1	0	4	3	8	<b>16</b>	191	46
Behaving other than in a civil and orderly manner	216	59	305	119	116	<b>815</b>	1 730	350
Others	37	2 249	37	2 815	40	<b>5 178</b>	2 351	616
<b>Total</b>	<b>1 262</b>	<b>2 706</b>	<b>1 306</b>	<b>3 679</b>	<b>631</b>	<b>9 584</b>	<b>11 096</b>	<b>2 754</b>

Note : \* As the Police reclassified, number of "Complaints reported to Police" cases are less than "Referral cases from TCU to Police".

**Table 38 - Enforcement Against Taxi Related Offences in 2023**

Action	Offence	HKI	KE	KW	NTS	NTN	Total
Pol. 570 (FPT)	Taxi driver not moving forward at taxi stand	2	1	1	0	0	4
	Taxi driver of first or second taxi at taxi stand not sitting in or standing beside his taxi	1	0	2	0	0	3
	Taxi driver at stand accepting hire out of turn	0	0	0	0	1	1
	Not setting taximeter to recording position	2	0	0	0	2	4
	Seatbelt offences	31	38	83	543	115	810
	<b>Sub-total</b>		<b>36</b>	<b>39</b>	<b>86</b>	<b>543</b>	<b>118</b>
Summons or Arrest	Soliciting passenger	0	0	0	4	0	4
	Refusing hire	42	12	14	14	3	85
	Refusing to drive to destination	3	3	6	4	2	18
	Failing to drive to destination by the most direct and practicable route	2	2	8	1	0	13
	Overcharging	22	2	11	6	1	42
	Taximeter offences	3	1	7	1	0	12
	Stopping elsewhere than at taxi stand	0	0	0	0	0	0
	Behaving other than in a civil and orderly manner	2	5	1	8	0	16
	Seatbelt offences	0	0	0	0	1	1
	Taxi stand offences	51	0	8	95	4	158
	Taxi driver identity plate offences	10	1	21	30	3	65
	Others	30	7	28	28	4	97
<b>Sub-total</b>		<b>165</b>	<b>33</b>	<b>104</b>	<b>191</b>	<b>18</b>	<b>511</b>
<b>Grand Total</b>		<b>201</b>	<b>72</b>	<b>190</b>	<b>734</b>	<b>136</b>	<b>1 333</b>



**Table 39 - Enforcement Arising from Traffic Accidents**

Offence	2021	2022	2023	±% change between 2022 and 2023
Dangerous Driving Causing Death	50	43	52	+21%
Dangerous Driving	773	593	718	+21%
Careless Driving	14 632	13 734	15 700	+14%
Speeding	10	20	18	-10%
Drink Driving	175	201	157	-22%
Defective Vehicles	222	277	363	+31%
Others	2 114	1 707	1 769	+4%
<b>Total (Summons/Arrest)</b>	<b>17 976</b>	<b>16 575</b>	<b>18 777</b>	<b>+13%</b>

## **Explanatory Notes**

### Accident

An incident reported to the Police, involving personal injury occurring on roads in the Territory, in which one or more vehicles are involved

### Casualty

A person killed or injured in an accident in which there may be more than one casualty.

### Fatal accident

Traffic accident in which one or more persons die within 30 days of the accident.

### Serious accident

Traffic accident in which one or more persons are injured and admitted into hospital for more than twelve hours.

### Slight accident

Traffic accident in which all persons injured do not require hospital admission, or admitted into hospital for not more than twelve hours.

### Fatal casualty

Sustained injury causing death within 30 days of the accident.

### Serious injury

An injury for which a person is admitted into hospital for more than twelve hours. Injuries causing death 30 or more days after the accident are also included in this category.

### Slight injury

An injury for which a person does not require hospital admission, or admitted into hospital for not more than twelve hours.

### Road users

Pedestrians and vehicle users which include all occupants (i.e. drivers and passengers, including persons injured while boarding or alighting from the vehicle).

### Vehicles involved

Vehicles whose drivers or passengers are injured, which hit a pedestrian or another vehicle whose driver or passengers are injured, or which contribute to the accident.