LCQ3: Electric vehicle charging facilities

Following is a question by the Hon Jimmy Ng and a reply by the Secretary for Environment and Ecology, Mr Tse Chin-wan, in the Legislative Council today (May 14):

Question:

It is learnt that the demand for electric vehicle (EV) charging facilities has continued to increase in recent years, and the Government will launch the Fast Charger Incentive Scheme (the Incentive Scheme) to subsidise the installation of fast charging facilities by the private sector. Furthermore, the community also hopes that more fast charging facilities can be provided in government premises. In this connection, will the Government inform this Council:

(1) given that the Government is retrofitting charging facilities for about 7 000 additional parking spaces in government premises, of the progress of the relevant works and the number of quick chargers to be retrofitted; whether it will launch a new scheme to install quick chargers in government premises; if so, of the details; if not, the reasons for that;

(2) given that the EV-charging at Home Subsidy Scheme (EHSS), which subsidises the installation of EV charging facilities in car parks of private housing estates, has ceased to accept applications since the end of 2023, whether the Government will make further funding injection to re-launch the EHSS; if so, of the details; if not, the reasons for that; and

(3) whether it will increase the amount of subsidy under the Incentive Scheme to encourage commercial organisations to install fast charging facilities in districts where there are fewer EV chargers, so that chargers will be more evenly distributed among the 18 districts across the territory; if so, of the details; if not, the reasons for that?

Reply:

President,

To improve air quality and reduce carbon emissions, the Government is committed to promoting the use of electric vehicles (EV). In recent years, Hong Kong has achieved remarkable results in the popularisation of EV. The number of EV was eightfold from about 14 000 five years ago to about 110 000 at the end of last year. Currently, about seven out of every 10 newly registered private cars are electric private cars (e-PC), and the growth rate is among the highest in the world.

Charging network is very important in promoting the popularisation of

EV. It would be most convenient for e-PC and light vehicles to be charged at the car owners' residence, workplace, or frequently visited parking spaces. Due to their longer parking time, fast charging is not necessary. As for commercial EV, such as electric taxis, a quick or even fast charging network is necessary. As of March 2025, Hong Kong had nearly 100 000 parking spaces equipped with charging infrastructure. There are 11 180 public charging facilities, of which about 2 000 are quick or fast charging facilities. We will continue to adopt a multi-pronged approach to increase charging facilities, including converting conventional petrol filling stations (PFS) into fast charging stations or retrofitting PFS with fast charging facilities.

My responses to the Hon Jimmy Ng's three questions are as follows:

(1) The Chief Executive's 2022 Policy Address proposed to provide charging facilities in 7 000 additional parking spaces in government premises. As of March 2025, 4 158 chargers have been installed. Relevant departments have reviewed the progress of the remaining works, and the target can be achieved by the end of 2025.

The Government adding EV charging facilities in its car parks mainly to facilitate charging of EV parked there. Vehicles parked in car parks generally have a longer time to charge. The cost of fast chargers is much higher than that of medium chargers. To make optimal use of resources, the EV charging facilities currently added to government car parks are mainly medium chargers. Among the 4 158 chargers, there are 27 quick or fast chargers which are mainly used as pure charging spaces rather than parking spaces.

(2) The EV-charging at Home Subsidy Scheme (EHSS) was launched in October 2020 with two phases, with a total funding subsidy of $3.5 billion. The Environmental Protection Department completed the vetting of all applications in the first quarter of 2024, with a total of 724 applications approved. As of the end of April 2025, 42 020 parking spaces have completed the installation of EV charging infrastructure. It is expected that the number of parking spaces with installation works completed will increase to about 77 000 by the end of this year. Through the EHSS and by the end of the 2027-28 financial year, EV charging infrastructure will be installed in about 140 000 parking spaces in the carparks of existing private residential buildings or housing estates.

In order to prepare for the large-scale use of EV in the future, the Government began as early as in 2011 to encourage the installation of EV charging infrastructure in parking spaces in newly built private housing estates by tightening the exemption for calculating the gross floor area of â€‹â€‹buildings. To date, more than 93 700 relevant parking spaces have been approved. Together with the EHSS, it is estimated that more than 200 000 private building parking spaces will be equipped with charging infrastructure by mid-2027. As the number of EV increases, there are already services in the market to provide installation of EV charging facilities in housing estates, so there is no need to inject funds to extend the EHSS.

(3) There are currently 169 PFS distributed across the territories in Hong Kong, with the number in each district varying significantly. For example, there are 26 PFS in Yuen Long, the number of which is about nine times of that of Tsuen Wan of three PFS only. Hong Kong is not a large place, and today's fuel vehicles can refuel across regions with no difficulties. For EV users, it is more practical to increase the number of charging facilities as soon as possible. Therefore, the Government's strategy at this stage is to make the most use of the market in installing fast charging facilities as soon as possible, improve the convenience of EV users, and at the same time promote market competition to keep the price of EV charging at a reasonable level.

In this regard, the Environment and Ecology Bureau has set up an interdepartmental working group to co-ordinate and resolve difficulties encountered by various parties in setting up charging facilities, with a view to expanding Hong Kong's EV charging network as soon as possible. In addition, to help EV drivers find the most convenient location to charge their vehicles, we will provide real-time information on public charging facilities through various mobile applications.

The Chief Executive's 2024 Policy Address announced that the Government will earmark $300 million for a fast charging facility incentive scheme, with the target of providing 3 000 fast chargers to support some 160 000 EV additionally. It is expected that all fast chargers will be put into service gradually from 2026 to the end of 2028.

We consulted the Panel on Environmental Affairs of the Legislative Council on the scheme on January 20 this year, and further optimised the scheme in response to Members' views, including simplifying the application procedures to reduce administrative costs and shorten approval time. Under the scheme, each newly installed fast charger can receive a subsidy of $100,000, and each applicant can receive a maximum subsidy of $20 million, or subsidy for a maximum of 200 chargers. The applicants are required to arrange land and electricity supply on their own and bear the relevant costs. Subsidised fast chargers must provide electronic payment options and adopt an energy-based fee-charging mode. In addition, subsidised organisations are required to provide real-time information on the usage of relevant chargers and charging fees, and purchase public liability insurance, etc. We are now finalising the implementation details of the scheme and expect to launch and start accepting applications starting from next month.

Thank you, President.