Casualties of passengers under the age of 12 in traffic accidents by class of vehicle and degree of injury from 2013-2017 ${ }^{\text {Notel }}$

|  | 2013 |  |  |  | 2014 |  |  |  | 2015 |  |  |  | 2016 |  |  |  | 2017 |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Class of vehicle | Killed (\%) | Seriously injured (\%) | Slightly injured (\%) | Total (\%) | Killed <br> (\%) | Seriously injured (\%) | Slightly injured (\%) | Total (\%) | $\begin{array}{\|c} \hline \text { Killed } \\ (\%) \end{array}$ | Seriously injured (\%) | Slightly injured (\%) | Total (\%) | Killed <br> (\%) | $\begin{array}{c\|} \hline \text { Seriously } \\ \text { injured } \\ (\%) \\ \hline \end{array}$ | Slightly injured (\%) | Total (\%) | Killed (\%) | Seriously injured (\%) | Slightly injured (\%) | Total (\%) |
| Private car | $\begin{gathered} 2 \\ (1.0 \%) \end{gathered}$ | $\begin{gathered} 5 \\ (2.4 \%) \end{gathered}$ | $\begin{array}{\|c\|} 199 \\ (96.6 \%) \end{array}$ | $\left.\begin{gathered} 206 \\ (100.0 \%) \end{gathered} \right\rvert\,$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 6 \\ (3.4 \%) \end{gathered}$ | $\begin{gathered} 170 \\ (96.6 \%) \end{gathered}$ | $\left\|\begin{array}{c} 176 \\ (100.0 \%) \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 4 \\ (2.3 \%) \end{gathered}$ | $\begin{gathered} 171 \\ (97.7 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 175 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 3 \\ (1.6 \%) \end{gathered}$ | $\begin{gathered} 180 \\ (98.4 \%) \end{gathered}$ | $\left\|\begin{array}{c} 183 \\ (100.0 \%) \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 5 \\ (2.6 \%) \end{gathered}$ | $\begin{gathered} 185 \\ (97.4 \%) \end{gathered}$ | $\left\|\begin{array}{c} 190 \\ (100.0 \%) \end{array}\right\|$ |
| Student service vehicle | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 1 \\ (0.6 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 159 \\ (99.4 \%) \end{gathered}\right.$ | $\left\|\begin{array}{c} 160 \\ (100.0 \%) \end{array}\right\|$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 163 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 163 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 107 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 107 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 88 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 88 \\ (100.0 \%) \end{gathered}$ | $\left(\begin{array}{c} 0 \\ (0.0 \%) \end{array}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 85 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 85 \\ (100.0 \%) \end{gathered}\right.$ |
| Public bus | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 5 \\ (4.1 \%) \end{gathered}$ | $\begin{array}{\|c\|} 117 \\ (95.9 \%) \end{array}$ | $\left.\begin{gathered} 122 \\ (100.0 \%) \end{gathered} \right\rvert\,$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 3 \\ (2.4 \%) \end{gathered}$ | $\begin{array}{\|c\|} \hline 124 \\ (97.6 \%) \end{array}$ | $\left\|\begin{array}{c} 127 \\ (100.0 \%) \end{array}\right\|$ | $\begin{array}{\|c\|} 0 \\ (0.0 \%) \end{array}$ | $\begin{gathered} 1 \\ (1.0 \%) \end{gathered}$ | $\begin{gathered} 101 \\ (99.0 \%) \end{gathered}$ | $\begin{gathered} 102 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 111 \\ (100.0 \%) \end{gathered}$ | $\begin{gathered} 111 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 97 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 97 \\ (100.0 \%) \end{gathered}\right.$ |
| Public light bus | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 1 \\ (2.9 \%) \end{gathered}$ | $\begin{gathered} 34 \\ (97.1 \%) \end{gathered}$ | $\left\|\begin{array}{c} 35 \\ (100.0 \%) \end{array}\right\|$ | $\begin{array}{\|c} 0 \\ (0.0 \%) \end{array}$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 33 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 33 \\ (100.0 \%) \end{gathered}\right.$ | $\begin{gathered} 1 \\ (3.2 \%) \end{gathered}$ | $\begin{gathered} 1 \\ (3.2 \%) \end{gathered}$ | $\begin{gathered} 29 \\ (93.5 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 31 \\ (100.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 2 \\ (4.7 \%) \end{gathered}$ | $\begin{gathered} 41 \\ (95.3 \%) \end{gathered}$ | $\left.\left\lvert\, \begin{array}{c} 43 \\ (100.0 \%) \end{array}\right.\right)$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 31 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 31 \\ (100.0 \%) \end{gathered}\right.$ |
| Taxi | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 5 \\ (6.4 \%) \end{gathered}$ | $\begin{array}{\|c\|} 73 \\ (93.6 \%) \end{array}$ | $\left\|\begin{array}{c} 78 \\ (100.0 \%) \end{array}\right\|$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 4 \\ (6.0 \%) \end{gathered}$ | $\begin{array}{\|c\|} \hline 63 \\ (94.0 \%) \end{array}$ | $\left\lvert\, \begin{gathered} 67 \\ (100.0 \%) \end{gathered}\right.$ | $\begin{array}{\|c\|} 0 \\ (0.0 \%) \end{array}$ | $\begin{gathered} 1 \\ (1.3 \%) \end{gathered}$ | $\begin{gathered} 75 \\ (98.7 \%) \end{gathered}$ | $\begin{gathered} 76 \\ (100.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 2 \\ (2.9 \%) \end{gathered}$ | $\begin{gathered} 68 \\ (97.1 \%) \end{gathered}$ | $\begin{gathered} 70 \\ (100.0 \%) \end{gathered}$ | $\left\|\begin{array}{c} 0 \\ (0.0 \%) \end{array}\right\|$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 67 \\ (100.0 \%) \end{gathered}\right.$ | $\begin{gathered} 67 \\ (100.0 \%) \end{gathered}$ |
| Other ${ }^{\text {Note } 2}$ | $\begin{gathered} 1 \\ (1.8 \%) \end{gathered}$ | $\begin{gathered} 3 \\ (5.5 \%) \end{gathered}$ | $\begin{array}{c\|} 51 \\ (92.7 \%) \end{array}$ | $\left\|\begin{array}{c} 55 \\ (100.0 \%) \end{array}\right\|$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 2 \\ (5.4 \%) \end{gathered}$ | $\begin{gathered} 35 \\ (94.6 \%) \end{gathered}$ | $\left\|\begin{array}{c} 37 \\ (100.0 \%) \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 3 \\ (8.3 \%) \end{gathered}$ | $\begin{gathered} 33 \\ (91.7 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 36 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 2 \\ (9.5 \%) \end{gathered}$ | $\begin{gathered} 19 \\ (90.5 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 21 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 1 \\ (4.3 \%) \end{gathered}$ | $\begin{gathered} 22 \\ (95.7 \%) \end{gathered}$ | $\begin{gathered} 23 \\ (100.0 \%) \end{gathered}$ |
| Total | $\begin{gathered} 3 \\ (0.5 \%) \end{gathered}$ | $\begin{gathered} 20 \\ (3.0 \%) \end{gathered}$ | $\begin{gathered} 633 \\ (96.5 \%) \end{gathered}$ | $\left\|\begin{array}{c} 656 \\ (100.0 \%) \end{array}\right\|$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 15 \\ (2.5 \%) \end{gathered}$ | $\begin{gathered} 588 \\ (97.5 \%) \end{gathered}$ | $\left\|\begin{array}{c} 603 \\ (100.0 \%) \end{array}\right\|$ | $\left\lvert\, \begin{gathered} 1 \\ (0.2 \%) \end{gathered}\right.$ | $\begin{gathered} 10 \\ (1.9 \%) \end{gathered}$ | $\begin{gathered} 516 \\ (97.9 \%) \end{gathered}$ | $\left\lvert\, \begin{gathered} 527 \\ (100.0 \%) \end{gathered}\right.$ | $\begin{gathered} 0 \\ (0.0 \%) \end{gathered}$ | $\begin{gathered} 9 \\ (1.7 \%) \end{gathered}$ | $\begin{array}{\|c\|} 507 \\ (98.3 \%) \end{array}$ | $\left\lvert\, \begin{gathered} 516 \\ (100.0 \%) \end{gathered}\right.$ | $\left\lvert\, \begin{gathered} 0 \\ (0.0 \%) \end{gathered}\right.$ | $\begin{gathered} 6 \\ (1.2 \%) \end{gathered}$ | $\begin{array}{c\|} 487 \\ (98.8 \%) \end{array}$ | $\left\|\begin{array}{c} 493 \\ (100.0 \%) \end{array}\right\|$ |

Note1: The sum of individual percentages as shown in the table may not add up to $100 \%$ owing to rounding.
Note2: Other motor vehicles include trailer, special purpose vehicle, private light bus, private bus, golf cart, village vehicle and other vehicle types.

