

香港統計月刊

Hong Kong Monthly Digest of Statistics

2020 年 2 月

February 2020

專題文章

Feature Article

2009 年至 2018 年香港道路交通意外統計

Road Traffic Accident Statistics in Hong Kong, 2009 to 2018

2009 年至 2018 年香港道路交通意外統計

Road Traffic Accident Statistics in Hong Kong, 2009 to 2018

根據由香港警務處搜集及由運輸署管理的道路交通意外數據，在 2018 年香港共發生 15 935 宗道路交通意外，當中涉及 19 637 名傷亡者及 25 726 部車輛。本文描述在 2009 年至 2018 年期間有關道路交通傷亡者和意外數字的趨勢，以及涉及的道路使用者和車輛的特徵。

Based on the road traffic accident data collected by the Hong Kong Police Force and maintained by the Transport Department, there were 15 935 road traffic accidents in Hong Kong in 2018, involving 19 637 casualties and 25 726 vehicles. This article presents the trends of road traffic casualties and accidents for the period from 2009 to 2018, and the characteristics of road users and vehicles involved.

本文內的統計數字是根據運輸署的資料來源所得。如對本文有任何查詢，請聯絡運輸署統計組（電話：3842 6067；電郵：rssd@td.gov.hk）。

Statistics presented in this article are based on the data source from the Transport Department. Enquiries on this article may be directed to the Statistics Section, Transport Department (Tel. : 3842 6067; E-mail : rssd@td.gov.hk).

2009 年至 2018 年香港道路交通意外統計

Road Traffic Accident Statistics in Hong Kong, 2009 to 2018

1. 引言

1.1 香港的道路交通意外數據由香港警務處搜集，而運輸署則將資料存於其負責管理的運輸資訊系統內。數據用作辨識道路交通意外的趨勢，以便制訂道路安全策略、設計宣傳及教育計劃，及持續檢討道路安全標準及法例條文。數據亦有助交通意外調查，擬出適當的道路改善措施，包括找出交通意外黑點及進行交通意外研究。

1.2 本文所指的道路交通意外只包括於本港道路上發生並已向警方報案而涉及傷亡的交通事故。換言之，只牽涉損毀物件的交通意外並不包括在內。一宗交通意外可視乎傷亡者的受傷程度而劃分為輕微、嚴重及致命意外。致命意外是指在意外中有一位或多位人士於發生意外後 30 日內死亡。在非致命意外中，如意外引致一位或多位受傷人士在醫院逗留超過 12 小時，將被劃分為嚴重意外。如意外中所有被涉及人士均不需留院或只留院不超過 12 小時，則被劃分為輕微意外。

1.3 每宗交通意外會涉及道路使用者和車輛。道路使用者指行人和車輛使用者（包括駕駛者及乘客）。每宗交通意外的牽涉車輛包括受傷的駕駛者或乘客所乘坐的車輛，撞倒行人的車輛，撞倒其他車輛令其駕駛者或乘客受傷的車輛，以及導致交通意外發生的其他車輛。

1.4 本文描述在過去 10 年期間有關道路交通傷亡者和意外數字的趨勢，以及涉及的道路使用者和車輛的特徵。

1. Introduction

1.1 Road traffic accident data in Hong Kong are collected by the Hong Kong Police Force (HKPF) and maintained by the Transport Department in its Transport Information System. The data are used to identify road traffic accident trends for formulation of road safety strategies, design of publicity and education programmes, and on-going review of road safety standards and legislative provisions. They also support accident investigation and road improvement including the identification of locations of traffic accident black spots and conduct of the traffic accident research work.

1.2 A road traffic accident in this article only refers to a traffic incident occurring on roads in Hong Kong which is reported to the HKPF and involves personal injuries. In other words, damage-only traffic accidents are excluded. A traffic accident can be classified into slight, serious and fatal, depending on the degree of injury of the casualties. A fatal accident is one in which one or more persons die within 30 days of the accident. For non-fatal accidents, they are classified as serious accidents if one or more persons injured and detained in hospitals for more than 12 hours, and as slight accidents if all persons involved are either not detained in hospitals or detained for not more than 12 hours.

1.3 Each traffic accident would involve road users and vehicles. Road users refer to pedestrians and vehicle users (including drivers and passengers). Vehicles involved in an accident include those whose drivers or passengers are injured, those which hit a pedestrian, those which hit other vehicles whose drivers or passengers are injured, and all other vehicles which contribute to the accident.

1.4 This article presents the trends of road traffic casualties and accidents in the past 10 years, and the characteristics of road users and vehicles involved.

2. 道路交通傷亡者的趨勢

2.1 在過去 10 年間，每年涉及交通意外的傷亡人數相對穩定，介乎在 18 138 與 20 596 人之間。按每宗意外計算或按每千名人口計算的傷亡率也趨向平穩。隨著領有牌照車輛數量增加，每千部領有牌照車輛的傷亡率則呈下降趨勢。每年的死亡人數維持在 100 至 139 人之間。在 2018 年，死亡人數為 135 人。
(表 1 及圖 1)

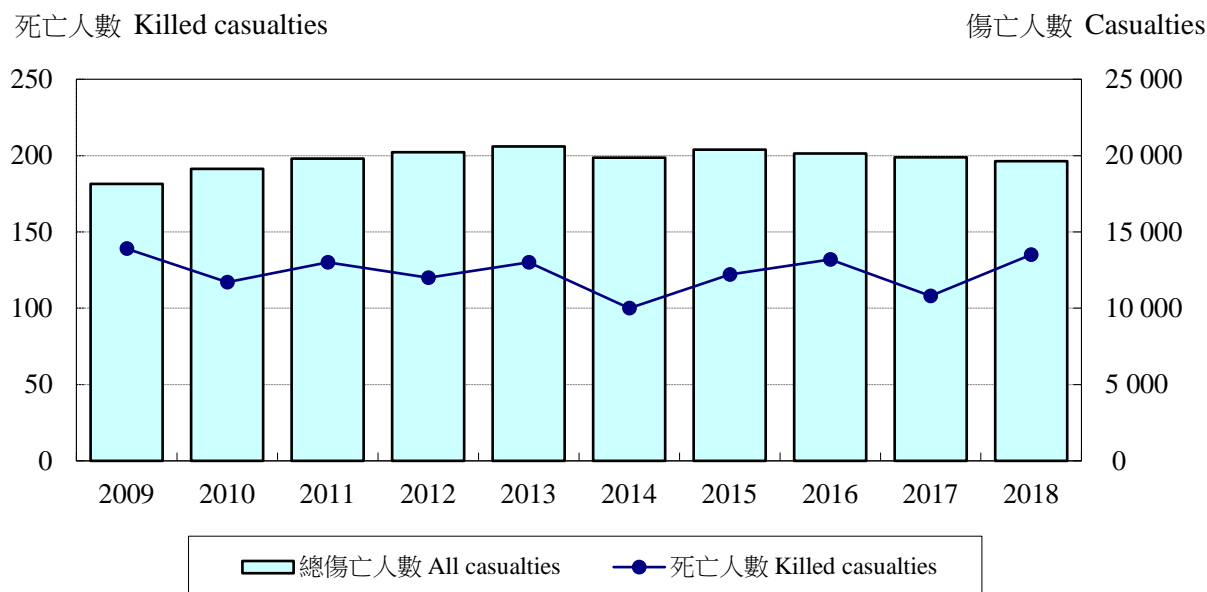
2. Trend of road traffic casualties

2.1 Over the past 10 years, the number of casualties involved in traffic accidents in each year was relatively stable, ranging between 18 138 and 20 596. The casualty rate measured in terms of per accident or per 1 000 population also showed a steady trend. With the increase in the number of licensed vehicles during the period, the casualty rate per 1 000 licensed vehicles showed a decreasing trend. The number of killed casualties in each year ranged from 100 to 139. For 2018, the number of killed casualties was 135.
(Table 1 and Chart 1)

表 1 2009 年至 2018 年按傷勢情況劃分的道路交通意外傷亡者數目、傷亡率及死亡率
Table 1 Road traffic accident casualties by degree of injury, casualty rates and fatality rates, 2009 to 2018

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 傷亡人數 Number of casualties | | | | | | | | | | |
| (i) 死亡者 Killed | 139 | 117 | 130 | 120 | 130 | 100 | 122 | 132 | 108 | 135 |
| (ii) 重傷者 Seriously injured | 2 096 | 2 160 | 2 326 | 2 521 | 2 630 | 2 615 | 2 703 | 2 492 | 2 214 | 1 840 |
| (iii) 輕傷者 Slightly injured | 15 903 | 16 847 | 17 347 | 17 569 | 17 836 | 17 139 | 17 556 | 17 508 | 17 566 | 17 662 |
| (iv) 總傷亡人數 Total | 18 138 | 19 124 | 19 803 | 20 210 | 20 596 | 19 854 | 20 381 | 20 132 | 19 888 | 19 637 |
| 傷亡率 Casualty rate | | | | | | | | | | |
| (i) 每宗意外計 per accident | 1.27 | 1.28 | 1.27 | 1.27 | 1.28 | 1.26 | 1.26 | 1.25 | 1.26 | 1.23 |
| (ii) 每千名人口計 per 1 000 population | 2.60 | 2.72 | 2.80 | 2.83 | 2.87 | 2.75 | 2.80 | 2.74 | 2.69 | 2.64 |
| (iii) 每千部領牌車輛計 per 1 000 licensed vehicles | 31.5 | 32.2 | 32.0 | 31.6 | 30.9 | 28.8 | 28.5 | 27.3 | 26.2 | 25.3 |
| 死亡率 Fatality rate | | | | | | | | | | |
| (i) 每千名傷亡者計 per 1 000 casualties | 7.7 | 6.1 | 6.6 | 5.9 | 6.3 | 5.0 | 6.0 | 6.6 | 5.4 | 6.9 |
| (ii) 每千宗意外計 per 1 000 accidents | 9.7 | 7.8 | 8.4 | 7.6 | 8.1 | 6.3 | 7.5 | 8.2 | 6.9 | 8.5 |
| (iii) 每百萬人口計 per 1 000 000 population | 19.9 | 16.7 | 18.4 | 16.8 | 18.1 | 13.8 | 16.7 | 18.0 | 14.6 | 18.1 |
| (iv) 每千登記死亡人數計 per 1 000 total registered deaths | 3.4 | 2.7 | 3.1 | 2.8 | 3.0 | 2.2 | 2.6 | 2.8 | 2.4 | 2.8 |
| (v) 每千部領牌車輛計 per 1 000 licensed vehicles | 0.24 | 0.20 | 0.21 | 0.19 | 0.20 | 0.14 | 0.17 | 0.18 | 0.14 | 0.17 |

圖 1 2009 年至 2018 年道路交通意外的死亡人數及整體傷亡數字
Chart 1 Killed casualties and all casualties in road traffic accidents, 2009 to 2018



2.2 在 2018 年的 19 637 名交通意外傷亡者中，行人佔 16.3%，乘客佔 30.8%，司機則佔 52.9%。在 2009 年至 2018 年期間，行人傷亡者及乘客傷亡者佔全部交通意外傷亡者的比例均有下降的趨勢。相反地，司機傷亡者佔全部交通意外傷亡者的比例呈上升趨勢，從 2009 年的 46.2% 升至 2018 年的 52.9%。（表 2）

2.3 60 歲及以上的傷亡者是行人傷亡者當中的最大組別，在 2018 年佔全部行人傷亡者約 35%。（表 2）

2.2 Of the 19 637 traffic accident casualties in 2018, 16.3% were pedestrians, 30.8% were passengers and 52.9% were drivers. There was a downward trend on both the proportions of pedestrian casualties and passenger casualties among all traffic accident casualties over the period from 2009 to 2018. On the contrary, the proportion of driver casualties among all traffic accident casualties showed an increasing trend from 46.2% in 2009 to 52.9% in 2018. (Table 2)

2.3 Casualties aged 60 and over formed the largest group of pedestrian casualties, accounting for about 35% of all pedestrian casualties in 2018. (Table 2)

表 2 2009 年至 2018 年按年齡組別及道路使用者類別劃分的道路交通意外傷亡者數目
Table 2 Number of road traffic accident casualties by age group by class of road user, 2009 to 2018

| 年齡組別/ 道路使用者類別 Age group/ Class of road user | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|
| 20歲以下 | | | | | | | | | | |
| Under 20 | | | | | | | | | | |
| 行人 | 592 | 632 | 592 | 554 | 519 | 550 | 479 | 436 | 404 | 388 |
| Pedestrian | (3.3%) | (3.3%) | (3.0%) | (2.7%) | (2.5%) | (2.8%) | (2.4%) | (2.2%) | (2.0%) | (2.0%) |
| 乘客 | 804 | 826 | 884 | 855 | 951 | 853 | 756 | 713 | 704 | 606 |
| Passenger | (4.4%) | (4.3%) | (4.5%) | (4.2%) | (4.6%) | (4.3%) | (3.7%) | (3.5%) | (3.5%) | (3.1%) |
| 駕駛者 | 504 | 567 | 573 | 598 | 601 | 561 | 667 | 473 | 401 | 431 |
| Driver | (2.8%) | (3.0%) | (2.9%) | (3.0%) | (2.9%) | (2.8%) | (3.3%) | (2.3%) | (2.0%) | (2.2%) |
| 其中 | | | | | | | | | | |
| of which | | | | | | | | | | |
| 騎電單車者 | 7 | 8 | 11 | 5 | 15 | 8 | 11 | 8 | 9 | 5 |
| Motor Cyclist | § | § | (0.1%) | § | (0.1%) | § | (0.1%) | § | § | § |
| 騎單車者 | 468 | 539 | 541 | 580 | 564 | 541 | 632 | 447 | 382 | 412 |
| Cyclist | (2.6%) | (2.8%) | (2.7%) | (2.9%) | (2.7%) | (2.7%) | (3.1%) | (2.2%) | (1.9%) | (2.1%) |
| 小計 | 1 900 | 2 025 | 2 049 | 2 007 | 2 071 | 1 964 | 1 902 | 1 622 | 1 509 | 1 425 |
| Sub-total | (10.5%) | (10.6%) | (10.3%) | (9.9%) | (10.1%) | (9.9%) | (9.3%) | (8.1%) | (7.6%) | (7.3%) |
| 20歲至39歲 | | | | | | | | | | |
| 20 - 39 | | | | | | | | | | |
| 行人 | 939 | 1 079 | 920 | 987 | 931 | 871 | 781 | 804 | 662 | 668 |
| Pedestrian | (5.2%) | (5.6%) | (4.6%) | (4.9%) | (4.5%) | (4.4%) | (3.8%) | (4.0%) | (3.3%) | (3.4%) |
| 乘客 | 2 367 | 2 328 | 2 316 | 2 417 | 2 535 | 2 262 | 2 310 | 2 293 | 2 229 | 1 986 |
| Passenger | (13.0%) | (12.2%) | (11.7%) | (12.0%) | (12.3%) | (11.4%) | (11.3%) | (11.4%) | (11.2%) | (10.1%) |
| 駕駛者 | 4 032 | 3 940 | 4 211 | 4 228 | 4 201 | 4 164 | 4 370 | 4 303 | 4 217 | 4 224 |
| Driver | (22.2%) | (20.6%) | (21.3%) | (20.9%) | (20.4%) | (21.0%) | (21.4%) | (21.4%) | (21.2%) | (21.5%) |
| 其中 | | | | | | | | | | |
| of which | | | | | | | | | | |
| 騎電單車者 | 1 679 | 1 490 | 1 446 | 1 349 | 1 297 | 1 296 | 1 288 | 1 278 | 1 190 | 1 240 |
| Motor Cyclist | (9.3%) | (7.8%) | (7.3%) | (6.7%) | (6.3%) | (6.5%) | (6.3%) | (6.3%) | (6.0%) | (6.3%) |
| 騎單車者 | 550 | 575 | 835 | 934 | 900 | 824 | 810 | 636 | 544 | 473 |
| Cyclist | (3.0%) | (3.0%) | (4.2%) | (4.6%) | (4.4%) | (4.2%) | (4.0%) | (3.2%) | (2.7%) | (2.4%) |
| 小計 | 7 338 | 7 347 | 7 447 | 7 632 | 7 667 | 7 297 | 7 461 | 7 400 | 7 108 | 6 878 |
| Sub-total | (40.5%) | (38.4%) | (37.6%) | (37.8%) | (37.2%) | (36.8%) | (36.6%) | (36.8%) | (35.7%) | (35.0%) |
| 40歲至59歲 | | | | | | | | | | |
| 40 - 59 | | | | | | | | | | |
| 行人 | 1 097 | 1 173 | 1 237 | 1 165 | 1 198 | 1 135 | 1 128 | 1 038 | 958 | 959 |
| Pedestrian | (6.0%) | (6.1%) | (6.2%) | (5.8%) | (5.8%) | (5.7%) | (5.5%) | (5.2%) | (4.8%) | (4.9%) |
| 乘客 | 1 891 | 2 083 | 2 164 | 2 171 | 2 288 | 2 184 | 2 198 | 2 136 | 2 010 | 1 830 |
| Passenger | (10.4%) | (10.9%) | (10.9%) | (10.7%) | (11.1%) | (11.0%) | (10.8%) | (10.6%) | (10.1%) | (9.3%) |
| 駕駛者 | 3 337 | 3 648 | 3 905 | 3 992 | 4 013 | 3 932 | 4 127 | 4 268 | 4 297 | 4 399 |
| Driver | (18.4%) | (19.1%) | (19.7%) | (19.8%) | (19.5%) | (19.8%) | (20.2%) | (21.2%) | (21.6%) | (22.4%) |
| 其中 | | | | | | | | | | |
| of which | | | | | | | | | | |
| 騎電單車者 | 660 | 694 | 659 | 693 | 683 | 759 | 771 | 810 | 809 | 890 |
| Motor Cyclist | (3.6%) | (3.6%) | (3.3%) | (3.4%) | (3.3%) | (3.8%) | (3.8%) | (4.0%) | (4.1%) | (4.5%) |
| 騎單車者 | 435 | 483 | 640 | 698 | 727 | 711 | 700 | 663 | 578 | 519 |
| Cyclist | (2.4%) | (2.5%) | (3.2%) | (3.5%) | (3.5%) | (3.6%) | (3.4%) | (3.3%) | (2.9%) | (2.6%) |
| 小計 | 6 325 | 6 904 | 7 306 | 7 328 | 7 499 | 7 251 | 7 453 | 7 442 | 7 265 | 7 188 |
| Sub-total | (34.9%) | (36.1%) | (36.9%) | (36.3%) | (36.4%) | (36.5%) | (36.6%) | (37.0%) | (36.5%) | (36.6%) |

表 2 (續) 2009 年至 2018 年按年齡組別及道路使用者類別劃分的道路交通意外傷亡者數目
Table 2 (cont'd) Number of road traffic accident casualties by age group by class of road user, 2009 to 2018

| 年齡組別／ 道路使用者類別 Age group/ Class of road user | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|--------------------|
| 60歲及以上 60 and over | | | | | | | | | | |
| 行人 Pedestrian | 871 (4.8%) | 914 (4.8%) | 1 001 (5.1%) | 1 026 (5.1%) | 978 (4.7%) | 1 001 (5.0%) | 1 092 (5.4%) | 1 104 (5.5%) | 1 064 (5.3%) | 1 116 (5.7%) |
| 乘客 Passenger | 979 (5.4%) | 1 065 (5.6%) | 1 126 (5.7%) | 1 163 (5.8%) | 1 358 (6.6%) | 1 295 (6.5%) | 1 388 (6.8%) | 1 270 (6.3%) | 1 373 (6.9%) | 1 442 (7.3%) |
| 駕駛者 Driver | 503 (2.8%) | 565 (3.0%) | 656 (3.3%) | 761 (3.8%) | 842 (4.1%) | 929 (4.7%) | 962 (4.7%) | 1 152 (5.7%) | 1 234 (6.2%) | 1 317 (6.7%) |
| 其中 of which | | | | | | | | | | |
| 騎電單車者 Motor Cyclist | 21 (0.1%) | 31 (0.2%) | 30 (0.2%) | 25 (0.1%) | 46 (0.2%) | 50 (0.3%) | 66 (0.3%) | 81 (0.4%) | 100 (0.5%) | 81 (0.4%) |
| 騎單車者 Cyclist | 121 (0.7%) | 165 (0.9%) | 172 (0.9%) | 224 (1.1%) | 221 (1.1%) | 235 (1.2%) | 252 (1.2%) | 230 (1.1%) | 271 (1.4%) | 277 (1.4%) |
| 小計 Sub-total | 2 353 (13.0%) | 2 544 (13.3%) | 2 783 (14.1%) | 2 950 (14.6%) | 3 178 (15.4%) | 3 225 (16.2%) | 3 442 (16.9%) | 3 526 (17.5%) | 3 671 (18.5%) | 3 875 (19.7%) |
| 年齡不詳 Unknown age | 222 (1.2%) | 304 (1.6%) | 218 (1.1%) | 293 (1.4%) | 181 (0.9%) | 117 (0.6%) | 123 (0.6%) | 142 (0.7%) | 335 (1.7%) | 271 (1.4%) |
| 全部年齡組別 ⁽¹⁾ All ages ⁽¹⁾ | | | | | | | | | | |
| 行人 Pedestrian | 3 583 (19.8%) | 3 898 (20.4%) | 3 840 (19.4%) | 3 822 (18.9%) | 3 694 (17.9%) | 3 604 (18.2%) | 3 513 (17.2%) | 3 429 (17.0%) | 3 190 (16.0%) | 3 206 (16.3%) |
| 乘客 Passenger | 6 171 (34.0%) | 6 496 (34.0%) | 6 612 (33.4%) | 6 802 (33.7%) | 7 244 (35.2%) | 6 660 (33.5%) | 6 739 (33.1%) | 6 505 (32.3%) | 6 541 (32.9%) | 6 051 (30.8%) |
| 駕駛者 Driver | 8 384 (46.2%) | 8 730 (45.6%) | 9 351 (47.2%) | 9 586 (47.4%) | 9 658 (46.9%) | 9 590 (48.3%) | 10 129 (49.7%) | 10 198 (50.7%) | 10 157 (51.1%) | 10 380 (52.9%) |
| 其中 of which | | | | | | | | | | |
| 騎電單車者 Motor Cyclist | 2 368 (13.1%) | 2 224 (11.6%) | 2 146 (10.8%) | 2 072 (10.3%) | 2 041 (9.9%) | 2 113 (10.6%) | 2 136 (10.5%) | 2 177 (10.8%) | 2 109 (10.6%) | 2 217 (11.3%) |
| 騎單車者 Cyclist | 1 581 (8.7%) | 1 768 (9.2%) | 2 194 (11.1%) | 2 442 (12.1%) | 2 413 (11.7%) | 2 315 (11.7%) | 2 395 (11.8%) | 1 978 (9.8%) | 1 779 (8.9%) | 1 687 (8.6%) |
| 總計 Total | 18 138 (100.0%) | 19 124 (100.0%) | 19 803 (100.0%) | 20 210 (100.0%) | 20 596 (100.0%) | 19 854 (100.0%) | 20 381 (100.0%) | 20 132 (100.0%) | 19 888 (100.0%) | 19 637 (100.0%) |

註釋：括號內的數字表示在個別年齡組別／道路使用者類別中的傷亡人數佔所有傷亡人數的百分比。由於四捨五入關係，個別百分比加起來可能不等於其總數。

(1) 包括年齡不詳的傷亡者。

§ 少於0.05%。

Notes: Figures in brackets represent the percentage share of the number of casualties in the respective age/class of road user groups among the total number of casualties. They may not add up to their respective totals due to rounding.

(1) Including casualties of unknown age.

§ Less than 0.05%.

2.4 傷亡率（即每千名人口計的傷亡者數目）在不同年齡組別各有不同。在 2018 年，25 - 34 歲人士的傷亡率最高，為每千名人口計有 3.5 人傷亡。其次是 35 - 39 歲人士（3.4）及 40 - 44 歲人士（3.3）的年齡組別。整體而言，在過去 10 年，25 - 44 歲人士的傷亡率相對較高，而 20 歲以下人士和 65 歲及以上人士的傷亡率則相對較低。（表 3 及圖 2）

2.5 20 歲以下人士的傷亡率由 2009 年至 2015 年的每千名人口計約 1.5 - 1.7 人傷亡，下降至 2018 年的 1.2 人。而 30 歲以下的傷亡率也同樣呈下降趨勢。相反地，60 - 64 歲人士的傷亡率從 2009 年的每千名人口計有 2.3 人傷亡連續上升至 2018 年的 2.8 人。而年齡組別 65 - 69 歲老年人的傷亡率亦有類似的趨勢，由 2009 年的每千名人口計有 1.8 人上升至 2018 年的 2.3 人。在 2009 年至 2018 年期間，其他大多數年齡組別的傷亡率則相對穩定或呈輕微上升趨勢。（表 3 及圖 2）

2.4 Casualty rate (i.e. the number of casualties per 1 000 population) varied across age groups. In 2018, persons aged 25-34 had the highest casualty rate, at 3.5 casualties per 1 000 population, followed by persons aged 35-39 (at 3.4) and those aged 40-44 (at 3.3). Overall speaking, the casualty rates were comparatively higher among persons aged 25-44 and comparatively lower among those aged below 20 and those aged 65 and over in the past 10 years. (Table 3 and Chart 2)

2.5 The casualty rate of persons aged below 20 dropped from some 1.5-1.7 casualties per 1 000 population between 2009 and 2015 to 1.2 in 2018. The downward trend was also observed for persons below 30. On the contrary, the casualty rate of persons aged 60-64 climbed continuously from 2.3 casualties per 1 000 population in 2009 to 2.8 in 2018. A similar trend was also observed for the elderly aged 65-69 with the casualty rate increasing from 1.8 casualties per 1 000 population in 2009 to 2.3 in 2018. The casualty rates for most other age groups were relatively stable or showed slight upward trends during the period 2009 to 2018. (Table 3 and Chart 2)

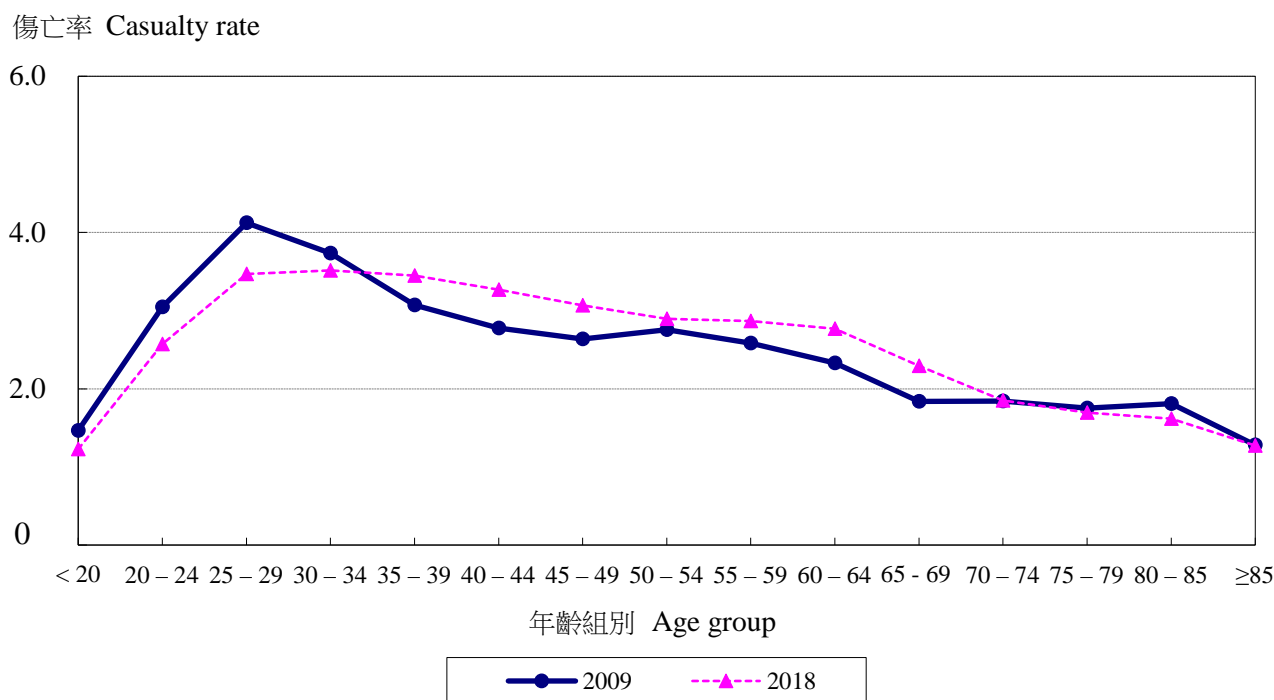
表 3 2009 年至 2018 年按年齡組別劃分的道路交通意外傷亡率⁽¹⁾
Table 3 Casualty rates⁽¹⁾ of road traffic accidents by age group, 2009 to 2018

| 年齡組別 Age group | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|-------------------|------|------|------|------|------|------|------|------|------|------|
| 0 - 19 | 1.5 | 1.6 | 1.6 | 1.6 | 1.7 | 1.7 | 1.6 | 1.4 | 1.3 | 1.2 |
| 20 - 24 | 3.0 | 2.8 | 3.0 | 3.0 | 3.1 | 2.9 | 2.9 | 2.9 | 2.9 | 2.6 |
| 25 - 29 | 4.1 | 3.8 | 3.7 | 3.8 | 3.8 | 3.8 | 3.8 | 3.6 | 3.6 | 3.5 |
| 30 - 34 | 3.7 | 3.9 | 3.9 | 4.0 | 3.9 | 3.7 | 3.7 | 3.8 | 3.6 | 3.5 |
| 35 - 39 | 3.1 | 3.4 | 3.5 | 3.6 | 3.7 | 3.4 | 3.8 | 3.7 | 3.4 | 3.4 |
| 40 - 44 | 2.8 | 3.0 | 3.1 | 3.1 | 3.2 | 3.1 | 3.3 | 3.2 | 3.4 | 3.3 |
| 45 - 49 | 2.6 | 2.8 | 3.0 | 3.0 | 3.0 | 3.0 | 3.0 | 3.1 | 2.9 | 3.1 |
| 50 - 54 | 2.8 | 3.0 | 3.0 | 3.0 | 3.2 | 2.9 | 3.0 | 3.0 | 2.9 | 2.9 |
| 55 - 59 | 2.6 | 2.9 | 3.2 | 3.2 | 3.1 | 3.0 | 3.0 | 3.1 | 3.0 | 2.9 |
| 60 - 64 | 2.3 | 2.4 | 2.5 | 2.6 | 2.7 | 2.7 | 2.7 | 2.7 | 2.7 | 2.8 |
| 65 - 69 | 1.8 | 2.0 | 2.1 | 2.1 | 2.2 | 2.2 | 2.2 | 2.2 | 2.3 | 2.3 |
| 70 - 74 | 1.8 | 1.6 | 1.8 | 1.8 | 2.0 | 2.0 | 1.9 | 2.0 | 2.0 | 1.9 |
| 75 - 79 | 1.8 | 2.1 | 1.9 | 1.8 | 1.8 | 1.9 | 1.8 | 1.6 | 1.5 | 1.7 |
| 80 - 84 | 1.8 | 1.9 | 1.9 | 1.9 | 2.1 | 1.6 | 2.0 | 1.9 | 1.7 | 1.6 |
| ≥85 | 1.3 | 1.3 | 1.4 | 1.6 | 1.3 | 1.2 | 1.4 | 1.1 | 1.2 | 1.3 |
| 合計 Overall | 2.6 | 2.7 | 2.8 | 2.8 | 2.9 | 2.7 | 2.8 | 2.7 | 2.7 | 2.6 |

註釋：(1) 傷亡率指按每千名年中人口計算的傷亡者數目。

Note: (1) Casualty rate refers to the number of casualties per 1 000 mid-year population.

圖 2 2009 年及 2018 年按年齡組別劃分的道路交通意外傷亡率
Chart 2 Casualty rates of road traffic accidents by age group, 2009 and 2018



3. 道路交通意外的趨勢

3.1 在過去十年，每年的交通意外宗數相對穩定，介乎於 2009 年的 14 316 宗至 2015 年的 16 170 宗，平均為 15 650 宗。2018 年則共有 15 935 宗交通意外，較過去十年的平均宗數略高。（表 4 及圖 3）

3.2 隨著過去十年領牌車輛數量的不斷增加，就每千部領牌車輛的交通意外宗數而言，交通意外率從 2009 年的 24.9 下降到 2018 年的 20.5。而以每百萬車輛行駛公里計的交通意外率初期錄得上升，從 2009 年的 1.21 增至 2012 年的 1.28，然後持續下降至 2018 年的 1.14。（表 4）

3.3 按交通意外的嚴重程度分析，2018 年的致命及嚴重交通意外總宗數是過去十年中最低，為 1 789 宗。相比之下，輕微交通意外宗數在過去十年則由 2009 年的 12 247 宗上升至 2018 年的 14 146 宗。因此，輕微交通意外佔全部交通意外的比例由 2009 年的大約 86% 上升至 2018 年的約 89%。（表 4）

3. Trend of road traffic accidents

3.1 Over the past ten years, the number of traffic accidents per year remained relatively stable, ranging from 14 316 cases in 2009 to 16 170 cases in 2015, with an average of 15 650. There were 15 935 traffic accidents in 2018, which was slightly higher than the average number of traffic accidents over the past ten years. (Table 4 and Chart 3)

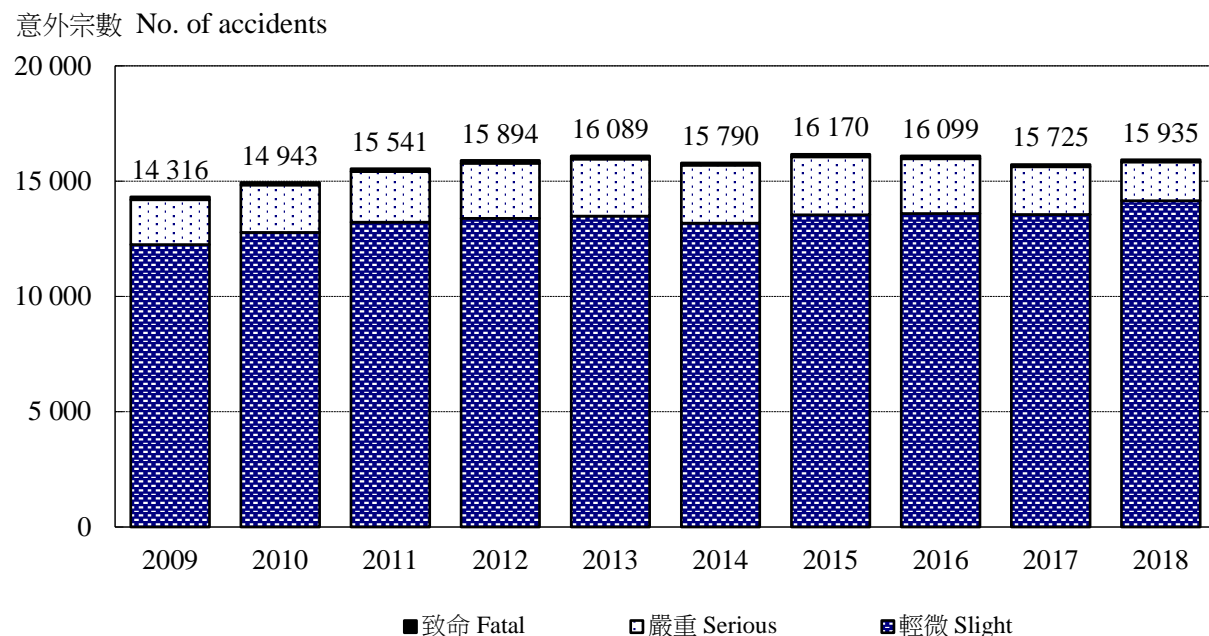
3.2 With the ongoing increase in the number of licensed vehicles in the past 10 years, the accident rate in terms of the number of traffic accidents per 1 000 licensed vehicles recorded a downward trend from 24.9 in 2009 to 20.5 in 2018. Meanwhile, the accident rate in terms of the number of traffic accidents per million vehicle-kilometres, initially recorded an increasing trend from 1.21 in 2009 to 1.28 in 2012 and then dropped continuously to 1.14 in 2018. (Table 4)

3.3 Analysed by severity of traffic accident, the total number of fatal and serious accidents in 2018 was the lowest in the past 10 years, at 1 789. In comparison, the number of slight accidents increased over the past 10 years from 12 247 in 2009 to 14 146 in 2018. As a result, the proportion of slight accidents among all accidents increased from some 86% in 2009 to about 89% in 2018. (Table 4)

表 4 2009 年至 2018 年道路交通意外趨勢
Table 4 Trend of road traffic accidents, 2009 to 2018

| | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 意外宗數 Number of accidents | | | | | | | | | | |
| (i) 致命 Fatal | 126 | 114 | 128 | 116 | 128 | 99 | 117 | 129 | 104 | 107 |
| (ii) 嚴重 Serious | 1 943 | 2 052 | 2 190 | 2 385 | 2 476 | 2 508 | 2 510 | 2 379 | 2 070 | 1 682 |
| (iii) 輕微 Slight | 12 247 | 12 777 | 13 223 | 13 393 | 13 485 | 13 183 | 13 543 | 13 591 | 13 551 | 14 146 |
| (iv) 總計 Total | 14 316 | 14 943 | 15 541 | 15 894 | 16 089 | 15 790 | 16 170 | 16 099 | 15 725 | 15 935 |
| 意外率 Accident rate | | | | | | | | | | |
| (i) 以每千部領牌車輛計 per 1 000 licensed vehicles | 24.9 | 25.1 | 25.1 | 24.8 | 24.2 | 22.9 | 22.6 | 21.8 | 20.8 | 20.5 |
| (ii) 以每公里道路計 per kilometre of road | 7.0 | 7.2 | 7.5 | 7.6 | 7.7 | 7.5 | 7.7 | 7.6 | 7.4 | 7.5 |
| (iii) 以每百萬車輛行駛公里計 per million vehicle-kilometres | 1.21 | 1.24 | 1.26 | 1.28 | 1.25 | 1.23 | 1.22 | 1.18 | 1.15 | 1.14 |
| (iv) 以每千名人口計 per 1 000 population | 2.05 | 2.13 | 2.20 | 2.22 | 2.24 | 2.18 | 2.22 | 2.19 | 2.13 | 2.14 |

圖 3 2009 年至 2018 年按嚴重程度劃分的道路交通意外宗數
Chart 3 Number of road traffic accidents by severity, 2009 to 2018



3.4 按意外碰撞類別分析，涉及「車撞物」的交通意外數目由 2009 年的 1 786 宗下跌 53.0%至 2018 年的 839 宗。同樣地，涉及「車撞行人」的交通意外由 2009 年的 3 283 宗，下跌 9.8%至 2018 年的 2 960 宗。相反地，涉及「車撞車」和「車輛沒有碰撞」的交通意外則分別增加了 39.0%（由 2009 年的 5 646 宗增至 2018 年的 7 849 宗）和 19.1%（由 2009 年的 3 601 宗增至 2018 年的 4 287 宗）（表 5 及圖 4）

3.4 Analysed by type of accident collision, the number of accidents involving “vehicle against object collision” dropped by 53.0% from 1 786 in 2009 to 839 in 2018. Similarly, the number of accidents involving “vehicle against pedestrian collision” dropped by 9.8%, from 3 283 in 2009 to 2 960 in 2018. On the contrary, the number of accidents involving “vehicle against vehicle collision” and “without collision” increased by 39.0% (from 5 646 in 2009 to 7 849 in 2018) and 19.1% (from 3 601 in 2009 to 4 287 in 2018) respectively. (Table 5 and Chart 4)

表 5 2009 年至 2018 年按意外碰撞類別及嚴重程度劃分的道路交通意外宗數
Table 5 Number of road traffic accidents by type of accident collision by severity, 2009 to 2018

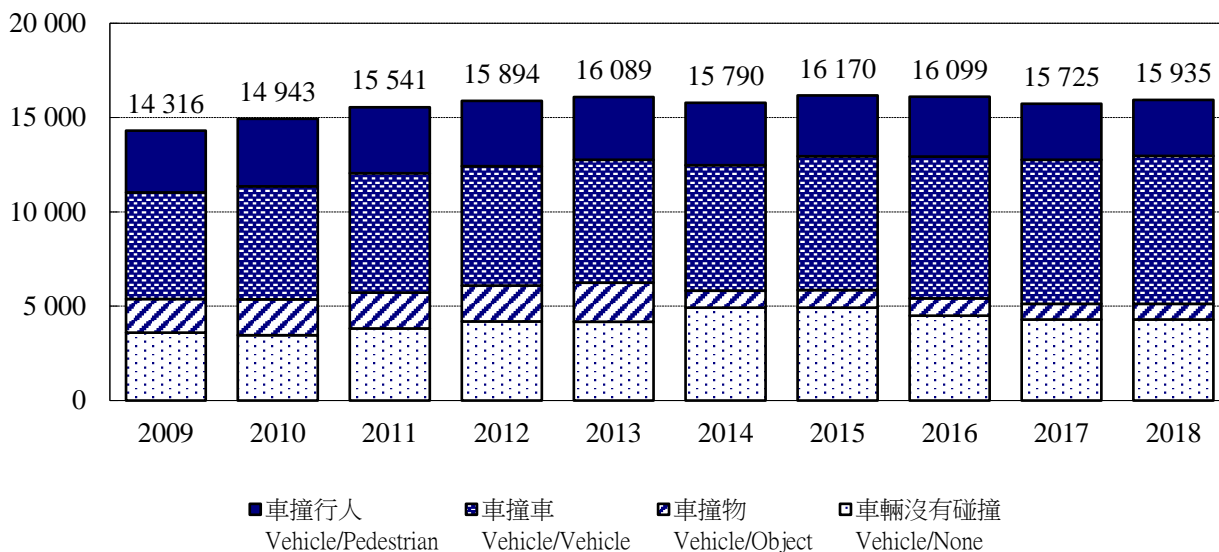
| 意外碰撞類別 Type of accident collision | | | 嚴重程度 Severity | | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|---|----|-----------|------------------|--|--------|--------|--------|--------|--------|--------|--------|--------|--------|--------|
| 車撞行人 Vehicle/ Pedestrian | 致命 | Fatal | | | 68 | 66 | 72 | 67 | 79 | 61 | 79 | 81 | 60 | 59 |
| | 嚴重 | Serious | | | 688 | 705 | 735 | 722 | 725 | 712 | 753 | 734 | 635 | 575 |
| | 輕微 | Slight | | | 2 527 | 2 820 | 2 682 | 2 677 | 2 525 | 2 537 | 2 386 | 2 357 | 2 263 | 2 326 |
| | 小計 | Sub-total | | | 3 283 | 3 591 | 3 489 | 3 466 | 3 329 | 3 310 | 3 218 | 3 172 | 2 958 | 2 960 |
| 車撞車 Vehicle/ Vehicle | 致命 | Fatal | | | 35 | 31 | 31 | 29 | 24 | 27 | 23 | 29 | 30 | 34 |
| | 嚴重 | Serious | | | 593 | 648 | 661 | 688 | 762 | 761 | 789 | 767 | 724 | 573 |
| | 輕微 | Slight | | | 5 018 | 5 307 | 5 646 | 5 612 | 5 733 | 5 868 | 6 286 | 6 711 | 6 894 | 7 242 |
| | 小計 | Sub-total | | | 5 646 | 5 986 | 6 338 | 6 329 | 6 519 | 6 656 | 7 098 | 7 507 | 7 648 | 7 849 |
| 車撞物 ⁽¹⁾ Vehicle/ Object ⁽¹⁾ | 致命 | Fatal | | | 15 | 13 | 19 | 16 | 22 | 7 | 10 | 14 | 11 | 10 |
| | 嚴重 | Serious | | | 288 | 329 | 331 | 361 | 399 | 203 | 167 | 161 | 134 | 128 |
| | 輕微 | Slight | | | 1 483 | 1 562 | 1 545 | 1 527 | 1 646 | 690 | 750 | 751 | 681 | 701 |
| | 小計 | Sub-total | | | 1 786 | 1 904 | 1 895 | 1 904 | 2 067 | 900 | 927 | 926 | 826 | 839 |
| 車輛沒有碰撞 Vehicle/ None | 致命 | Fatal | | | 8 | 4 | 6 | 4 | 3 | 4 | 5 | 5 | 3 | 4 |
| | 嚴重 | Serious | | | 374 | 370 | 463 | 614 | 590 | 832 | 801 | 717 | 577 | 406 |
| | 輕微 | Slight | | | 3 219 | 3 088 | 3 350 | 3 577 | 3 581 | 4 088 | 4 121 | 3 772 | 3 713 | 3 877 |
| | 小計 | Sub-total | | | 3 601 | 3 462 | 3 819 | 4 195 | 4 174 | 4 924 | 4 927 | 4 494 | 4 293 | 4 287 |
| 所有類別總數 All types | 致命 | Fatal | | | 126 | 114 | 128 | 116 | 128 | 99 | 117 | 129 | 104 | 107 |
| | 嚴重 | Serious | | | 1 943 | 2 052 | 2 190 | 2 385 | 2 476 | 2 508 | 2 510 | 2 379 | 2 070 | 1 682 |
| | 輕微 | Slight | | | 12 247 | 12 777 | 13 223 | 13 393 | 13 485 | 13 183 | 13 543 | 13 591 | 13 551 | 14 146 |
| | 總計 | Total | | | 14 316 | 14 943 | 15 541 | 15 894 | 16 089 | 15 790 | 16 170 | 16 099 | 15 725 | 15 935 |

註釋：(1) 包括意外碰撞類別不詳的意外。

Note: (1) Including accidents of unknown accident collision type.

圖 4 2009 年至 2018 年按意外碰撞類別劃分的道路交通意外宗數
Chart 4 Number of road traffic accidents by type of accident collision, 2009 to 2018

意外宗數 No. of accidents



4. 涉及道路交通意外的車輛

4.1 在 2018 年，電車的涉及意外率（即每百萬車輛行駛公里計涉及意外車輛數目）是所有機動車輛種類¹中最高（10.89），其次為電單車（6.61）及公共巴士（3.44）。電車和公共巴士較高的涉及意外率與其接載大量乘客及容許乘客於車廂中站立有關，其中有不少乘客涉及非碰撞意外，例如車廂內失去平衡或上落車時跌倒而受傷。與 2009 年比較，公共巴士、中型及重型貨車與輕鐵車輛的涉及意外率均錄得顯著的升幅。另一方面，電單車、公共小巴及電車的涉及意外率均則錄得顯著的跌幅。（表 6）

4.2 於 2018 年，總共有 25 726 架車輛涉及交通意外，其中最大部分是私家車（34.3%），其次為的士（17.2%）及輕型貨車（11.3%）。（表 6）

¹ 為此分析目的，機動車輛包括電單車、私家車、的士、公共小巴、公共巴士、輕型貨車、中型及重型貨車、電車、輕鐵車輛及其他機動車輛。

4. Vehicle involvements in road traffic accidents

4.1 Among all classes of motor vehicles¹, tram had the highest involvement rate (i.e. number of vehicles involved in accidents per million vehicle-kilometres) in 2018 (10.89), followed by motor cycle (6.61) and public bus (3.44). The high involvement rates for tram and public bus could be explained by large volume of passengers carried and the presence of standing passengers, some of whom were injured in non-collision accidents such as losing balance inside the compartment and falling down when boarding or alighting. Compared with 2009, notable increases in involvement rate were seen for public bus, medium and heavy goods vehicles as well as light rail vehicle. On the other hand, notable decreases in involvement rate were recorded for motor cycle, public light bus and tram. (Table 6)

4.2 Among the 25 726 vehicles involved in traffic accidents in 2018, private car constituted the largest share (34.3%), followed by taxi (17.2%) and light goods vehicle (11.3%). (Table 6)

¹ For the purpose of this analysis, “motor vehicles” include motor cycle, private car, taxi, public light bus, public bus, light goods vehicle, medium and heavy goods vehicle, tram, light rail vehicle and other motor vehicles.

表 6 2009 年至 2018 年按車輛類別劃分的涉及意外的車輛數字和涉及意外率⁽¹⁾
Table 6 Vehicle involvements and involvement rates⁽¹⁾ by class of vehicle, 2009 to 2018

| 車輛種類 Class of vehicle | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 |
|--|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 機動車輛 Motor vehicles | | | | | | | | | | |
| 電單車 Motor cycle | 2 556 (7.94) | 2 428 (7.97) | 2 328 (7.78) | 2 245 (7.49) | 2 222 (7.53) | 2 281 (7.45) | 2 328 (7.14) | 2 355 (6.95) | 2 280 (6.34) | 2 386 (6.61) |
| 私家車 Private car | 6 085 (1.34) | 6 255 (1.34) | 6 591 (1.36) | 6 859 (1.38) | 7 093 (1.35) | 7 224 (1.36) | 7 757 (1.39) | 8 207 (1.38) | 8 607 (1.43) | 8 813 (1.43) |
| 的士 Taxi | 3 801 (1.78) | 4 053 (1.84) | 4 259 (1.82) | 4 240 (1.77) | 4 395 (1.78) | 4 211 (1.71) | 4 332 (1.71) | 4 493 (1.75) | 4 359 (1.76) | 4 436 (1.75) |
| 公共小巴 Public light bus | 1 110 (2.94) | 1 146 (3.15) | 1 142 (2.93) | 1 067 (2.77) | 1 128 (2.83) | 1 085 (2.61) | 1 105 (2.61) | 1 080 (2.57) | 1 010 (2.56) | 958 (2.51) |
| 公共巴士 ⁽²⁾ Public bus ⁽²⁾ | 2 322 (2.71) | 2 442 (2.93) | 2 629 (3.14) | 2 693 (3.25) | 2 847 (3.42) | 2 850 (3.52) | 2 762 (3.48) | 2 722 (3.39) | 2 726 (3.43) | 2 799 (3.44) |
| 輕型貨車 Light goods vehicle | 2 527 (1.12) | 2 726 (1.19) | 2 689 (1.19) | 2 637 (1.18) | 2 706 (1.23) | 2 621 (1.19) | 2 708 (1.20) | 2 947 (1.29) | 2 790 (1.23) | 2 896 (1.22) |
| 中型及重型貨車 Medium and heavy goods vehicles | 907 (0.76) | 1 031 (0.83) | 1 141 (0.91) | 1 105 (0.89) | 1 085 (0.87) | 1 125 (0.93) | 1 063 (0.86) | 1 167 (0.96) | 1 162 (0.94) | 1 083 (0.90) |
| 電車 Tram | 76 (12.52) | 75 (12.90) | 59 (10.86) | 44 (8.54) | 59 (11.35) | 43 (9.07) | 38 (7.71) | 50 (10.11) | 60 (12.73) | 49 (10.89) |
| 輕鐵車輛 Light rail vehicle | 8 (1.09) | 15 (1.99) | 11 (1.42) | 13 (1.68) | 21 (2.72) | 17 (2.18) | 11 (1.38) | 13 (1.61) | 10 (1.24) | 10 (1.24) |
| 其他機動車輛 ⁽³⁾ Other motor vehicles ⁽³⁾ | 216 | 236 | 229 | 272 | 277 | 272 | 257 | 257 | 208 | 231 |
| 小計 Sub-total | 19 608 (1.66) | 20 407 (1.70) | 21 078 (1.71) | 21 175 (1.70) | 21 833 (1.70) | 21 729 (1.69) | 22 361 (1.68) | 23 291 (1.70) | 23 212 (1.70) | 23 661 (1.69) |
| 非機動車輛⁽⁴⁾ Non-motor vehicles⁽⁴⁾ | | | | | | | | | | |
| 單車 Bicycle | 1 882 | 2 027 | 2 500 | 2 757 | 2 719 | 2 576 | 2 685 | 2 238 | 2 061 | 1 942 |
| 手推車 Handcart | 47 | 29 | 29 | 31 | 20 | 22 | 14 | 20 | 15 | 8 |
| 小計 Sub-total | 1 929 | 2 056 | 2 529 | 2 788 | 2 739 | 2 598 | 2 699 | 2 258 | 2 076 | 1 950 |
| 車輛類別不詳 ⁽⁴⁾ Unknown ⁽⁴⁾ | 144 | 139 | 126 | 161 | 101 | 105 | 125 | 109 | 84 | 115 |
| 所有車輛⁽⁴⁾ All vehicles⁽⁴⁾ | 21 681 | 22 602 | 23 733 | 24 124 | 24 673 | 24 432 | 25 185 | 25 658 | 25 372 | 25 726 |

註釋：(1) 括號內數字顯示個別機動車輛種類的涉及意外率，即每百萬車輛行駛公里計涉及意外的車輛數目。

(2) 公共巴士包括專營巴士及非專營公共巴士。

(3) 其他機動車輛包括但不限於拖車、特別用途車輛、私家小巴、私家巴士、高爾夫球車和鄉村車輛。

(4) 涉及意外率數字不適用。

Notes: (1) Figures in brackets represent the involvement rates of the respective classes of motor vehicle, i.e. the number of vehicles involved per million vehicle-kilometres.

(2) Public buses include franchised buses and non-franchised buses.

(3) Other motor vehicles include, but not limited to, trailer, special purpose vehicle, private light bus, private bus, golf cart and village vehicle.

(4) Involvement rate is not applicable.