

Section 2: Objectives Set for Road Traffic Safety

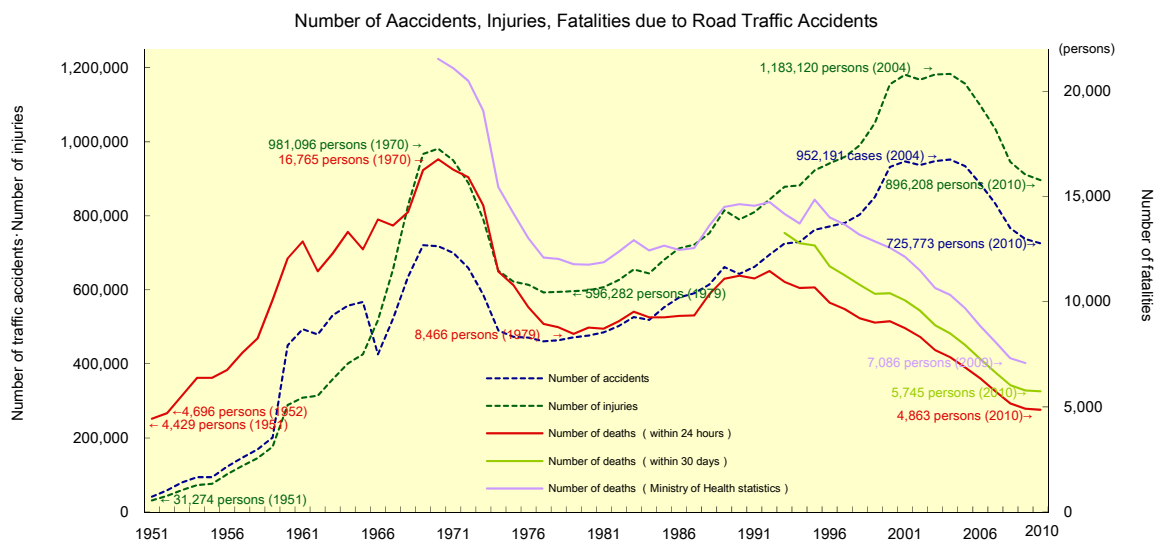
I. Current Status and Outlook for Road Traffic Accidents

1. Current status of road traffic accidents

The annual number of traffic accident fatalities in Japan where people died within 24 hours of an accident (hereinafter referred to as “24-hour fatalities”) hit a peak of 16,765 in 1970, and then started to steadily decrease in the next year, dropping by almost half to 8,466 in 1979. Later, the number took an upward turn and recorded 11,451 in 1992, and then again turned downward in the next year, declining by more than half of the number in 1970 to 8,326 in 2002. In addition, the number of deaths in 2008, being 5,155, was able to achieve the goal of the Eighth Fundamental Traffic Safety Plan two years ahead of schedule.

In addition, the number of deaths in 2009 being 4,914, for the first time in 57 years since 1952 was 5,000 or less, and the number of deaths during the 2010, which was the final year of the “Eighth Fundamental Traffic Safety Program” was 4,863 people. The number of persons who died within 30 days of a traffic accident (hereinafter referred to as “30-day fatalities”) as well as the number of fatalities on Health and Welfare Statistics (the number of persons who died within one year of a traffic accident) has also shown a similar downward trend in recent years.

Moreover, in recent years, the number of traffic accidents and casualties, has also continued to decline since the peak in 2004, with the number of casualties in 2008 being 950,659 people, achieving the same goal as the number of deaths, while in 2010 the number of casualties and being 901,071 people, has still remained at a high state if compared to an absolute number.



Note 1: Data by the National Police Agency.

- 2: Since the cases of 1966 do not include a property damage accident. And until 1971, it does not include Okinawa Prefecture.
- 3: "Deceased within 24 hours" means those who was the first prescribed in Article 2, Paragraph 1 of the Road Traffic Act, that is, died within 24 hours due to an accident that was caused by the traffic of trains and vehicles.
- 4: "Deceased within 30 days" refers to those who died within 30 days from the occurrence of traffic accident. (Including the deceased within 24 hours)
- 5: "Deceased according to statistics given by the Ministry of Health" is the data created by the National Police Agency that is based on the "vital statistics" that Ministry of Health, Labour and Welfare says the underlying cause of deaths due to traffic accidents among those who died in the year. (Except person whose death was a result of the consequences of the accident or take place more than one year after the accident.) In addition, it has recorded a number of car accidents on the road determined by the year 1994, and since 1995 it differentiates from the person who is the victim of the traffic accident of land, and the person who is the car accident victim.

[Reference] Objectives and results of previous Fundamental Traffic Safety Programs

First Fundamental Traffic Safety Program (FY1971 to FY1975) Objective: To reduce the estimated number of pedestrian fatalities (about 8,000) by half Result: 3,732 fatalities in 1975
Second Fundamental Traffic Safety Program (FY1976 to FY1980) Objective: To reduce fatalities (16,765) by half Result: 8,760 fatalities in 1980
Third Fundamental Traffic Safety Program (FY1981 to FY1985) Objective: To reduce the number of fatalities to 8,000 or less Result: 9,261 fatalities in 1985
Fourth Fundamental Traffic Safety Program (FY1986 to FY1990) Objective: To reduce the number of fatalities to 8,000 or less Result: 11,227 fatalities in 1990
Fifth Fundamental Traffic Safety Program (FY1991 to FY1995) Objective: To reduce the number of fatalities 10,000 or less Result: 10,679 fatalities in 1995
Sixth Fundamental Traffic Safety Program (FY1996 to FY2000) Objective: To reduce the number of fatalities to 10,000 or less by 1997 and 9,000 or less by 2000 Result: 9,640 fatalities in 1997 and 9,066 fatalities in 2000
Seventh Fundamental Traffic Safety Program (FY2001 to FY2005) Objective: To reduce the number of fatalities to 8,466 or less Result: 6,871 fatalities in 2005
Eighth Fundamental Traffic Safety Program (FY2006 to FY2010) Objective: To reduce the number of fatalities to 5,500 or less and the number of casualties 1 million or less. Result: 4,863 fatalities in 2010 / 901,071 casualties in 2010

The following are characteristics of fatal road accidents in recent years:

- 1) A continuing large number of elderly fatalities at the age of 65 or older is observed, accounting for about 40% of the total fatalities. Of those elderly victims, more than 60% were involved in a fatal accident while walking or riding a bicycle. Also, the number of fatal accidents involving elderly drivers has been increasing.
- 2) The number of young fatalities ranging from 16 to 24 years of age has been significantly decreasing. Especially, the decrease of the death of automobile occupants is remarkable.
- 3) When compared with the United States and European countries, the ratio of pedestrian fatalities to all fatalities is higher in Japan.
- 4) The number of fatal accidents resulting from speeding or drunk driving has been decreasing.

The recent decreasing trend of fatal traffic accidents apparently demonstrates the results of successful implementation of various measures aimed at improving the road traffic environment, promoting comprehensive traffic safety awareness initiatives, securing safe driving, improving vehicle safety, preserving order on the road, enhancing rescue systems, etc. More specifically, the following factors can be measured quantitatively.

- 1) Decrease in the number of malicious and high-risk accidents, such as drunk driving
- 2) Decrease in fatality rate (of automobile occupants) as a result of increased use rate of seatbelts
- 3) Lowered “hazard recognition speed” (vehicle speed immediately before accident)
- 4) Decreased proportion of pedestrian casualties who violated a traffic rule
- 5) Improvement of vehicles safety

2. Outlook for future road traffic conditions

As for the outlook for future road traffic conditions in Japan, it is expected that the number of driver's license holders, the number of vehicle ownership and the total vehicle kilometers will all be increased. In addition to those increases in volume of road traffic, the growing number of elderly people, especially the increase in those holding a driver's license, who are more vulnerable to fatal traffic accidents are considered to have a significant influence on road traffic circumstances.

3. Outlook for road traffic accidents

It is expected that road traffic conditions will change in a complicated fashion in line with socioeconomic circumstances, and therefore it is difficult to accurately predict future traffic accident trends. However, according to "the Research for a Long-term Prediction of Road Traffic Accidents" (March 2010) by the Cabinet Office, the following median estimates of traffic accidents for 2015, observed despite to the difference in the intervals among the prediction methods considered, are as follows:

	Analysis focused on the size of the population by age group	Analysis by trend
Number of accidents	580,000~1,120,000 cases	610,00~1,030,000 cases
Number of deaths	2,988 people	3,623~4,771people
The number of casualties	720,000~1,400,000 people	760,000~1,290,000 people

II. Objectives Set in the Fundamental Traffic Safety Program

- 1) To reduce the number of deaths within 24 hours after accident to less than 3,000(*) in 2015, to achieve the status of the safest road traffic in the world.**
(*If relate this 3,000 to the ratio of the number of deaths within 24 hours and the number of deaths within 30 days during the year 2010 then it is approximately 3,500 people)
- 2) To reduce the number of casualties in 2015 to less than 700,000.**

Although the ultimate goal is to achieve a society without traffic accidents, considering the difficulty of achieving this goal in a brief space of time, the planning period of this plan is set to 2015, and the aim to be 3,000 or less for 24-hour fatalities.

Number of deaths as 3,000 in the year of 2010, when multiplied by (1.18), the ratio of the number of deaths within 24-hours and the number of deaths within 30 days during the year 2010, it becomes almost 3,500 people. When the number of deaths of the year, within 30 days is 3,500, the number of deaths within 30 days is 2.8 persons per 100,000 people.

According to the International Road Traffic Accident Database (IRTAD) which publishes data for 29 countries of the numbers of deaths within 30 days per 100,000 people, Japan ranked fifth in 2009 with the number of deaths being low, 4.5 people. If the objectives are attained and if the other countries' traffic accident conditions remain basically unchanged from as they are today, number for Japan would become the lowest.

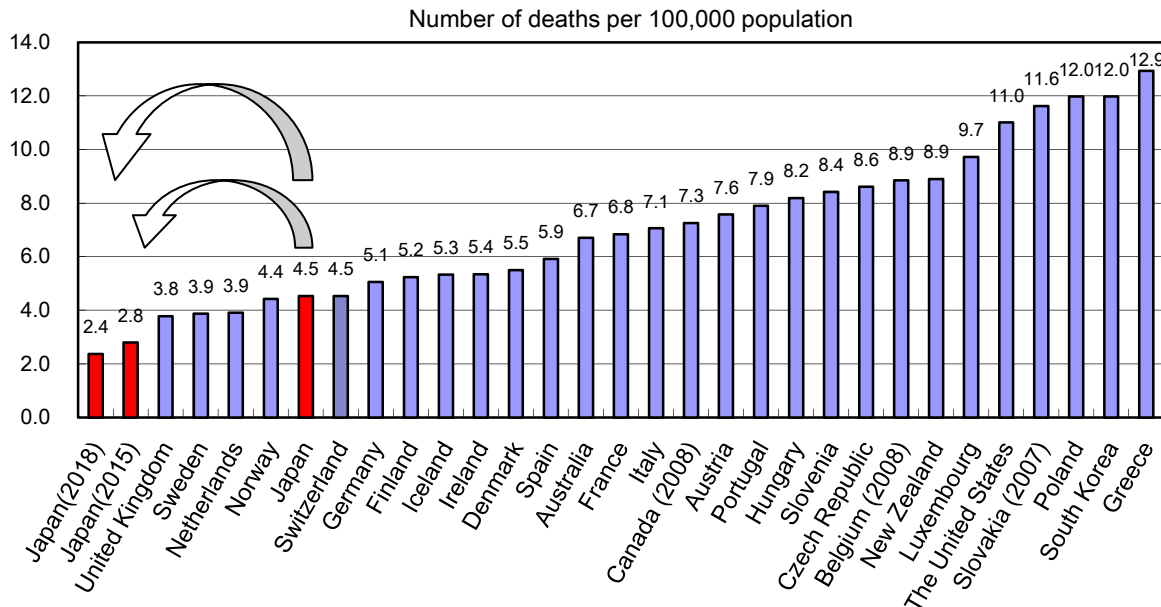
A medium-term goal to halve the number of road deaths to fewer than 2,500, by around 2018, with an aim of realizing "the world's safest road traffic" was set up in 2010. When this goal is achieved, the figures in international comparison above reduced to 2.4 people, so that the achievement of the medium-term target before, in the planning period of the plan, it is possible to realize "the world's safest road traffic".

In addition, the goal of the highest priority in this plan is the reduction in the number of deaths in the future, through implementing traffic safety measures, beginning with the decrease in the number of deaths, even more to the reduction in the number of casualties and the reduction of accidents, the government is actively engaged, aiming for than 700,000 or less people per year the

number of casualties by 2015.

In addition, the number of deaths in the riding and bicycles while walking rate is high configuration of fatalities compared with other countries, which aims to decrease at a rate of more than or about the same as the percentage reduction of the total number of traffic fatalities road and.

Therefore, the understanding and cooperation of the public, government agencies and local government relations of the country, to promote comprehensive and powerful various measures listed in Section 3.



Note 1: Data by IRTAD.

2: Unless there is a bracketed years in the country, it is a number in 2009. (Except as "Japan (2015)" and "Japan (2018)")

3: Numbers are calculated based on the data (who died within 30 days of the accident) all deaths within 30 days.

4: Numerical value of Japan (2015) is that 3,000 persons target of 24 hour Number of deaths for 2015 is a numerical targets in "The 9th Basic Plan Traffic Safety", multiplied by the ratio of the 30 days Number of deaths within the 24 hours Number of deaths for Japan in 2010 estimated 3,540 persons to Number of deaths within 30 days in 2015 in, was calculated using the 125,430 thousand persons (predicted population of Japan in 2015) and this estimated number of deaths. (125,430 thousand persons are data by National Institute of Population and Social Security Research "Total population by 3 age groups and structure coefficients: Estimated median birth (median mortality)" quoted from (December 2006 estimated).)

5: Numerical value of Japan (2018) is estimated that people 2,950 to Number of deaths within 30 days in 2018 by to 2,500 goals Number of deaths for 24 hours of 2018 in Government policies, multiplied by the ratio of the Number of deaths within 30 days and Number of deaths for 24 hours of Japan in 2010, calculated using 125,430 thousand persons (predicted population of Japan in 2015) and the number of deaths this estimate.

(125,430 thousand persons are data by National Institute of Population and Social Security Research "Total population by 3 age groups and structure coefficients: Estimated median birth (median mortality)" quoted from (December 2006 estimated).)