

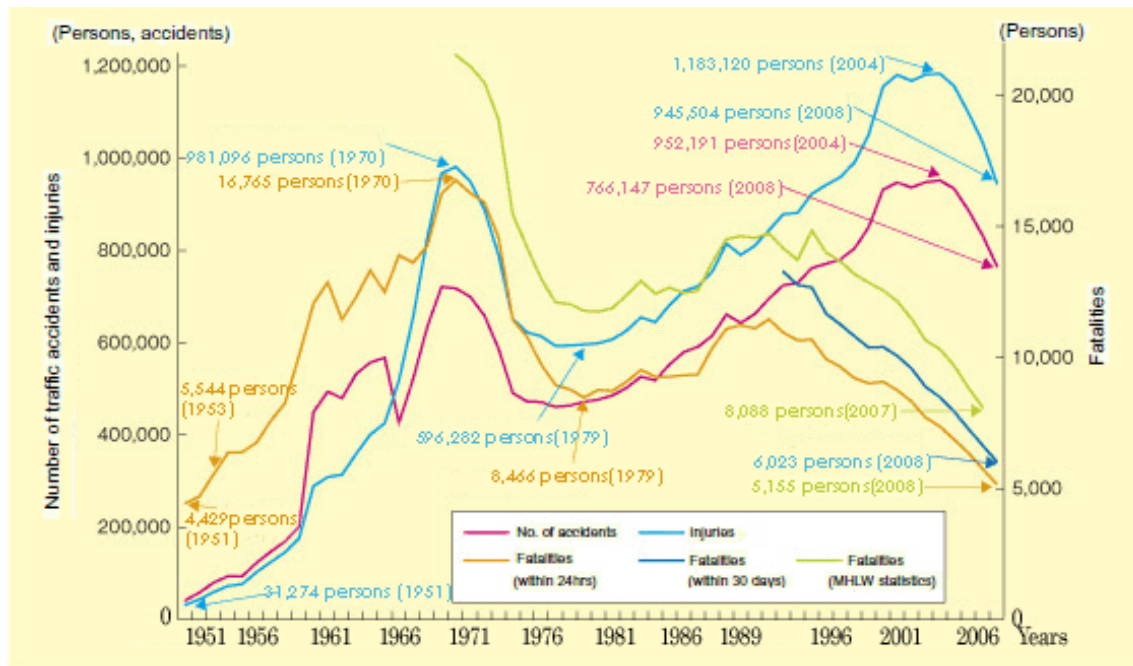
Part 1 Road Transport

Chapter 1 Road Traffic Accident Trends

1 Long-term trends

The number of fatalities fell even further last year to below 6,000 for the first time in 54 years since 1953.

Number of road traffic accidents, fatalities, and injuries



- Notes:
1. Source: National Police Agency
 2. Figures after 1966 do not include any property damage only accidents. Figures for Okinawa Prefecture were not included before 1972.
 3. In Article 2, Paragraph 1, Item 1 of the Road Traffic Act "Died within 24 hours" refers to anyone that died within 24 hours of a car or railway traffic accident.
 4. "Died within 30 days" refers to anyone that died within 30 days (including those who died within 24 hours) of a traffic accident.
 5. The National Police Agency prepares "Number of Deaths in Health and Welfare Statistics" based on the "Vital Statistics" drawn from the statistical data prepared by the Ministry of Health, Labour and Welfare, and is the number of fatalities originating in a traffic accident in the respective year (excludes anyone that died a year after an accident or due to an after-effect). The figures up to 1994 provided the number of persons considered to have been involved in automobile accidents. From 1995 on they provide the number of persons involved in land transport accidents but excluding the number of persons considered not to have been involved in road traffic accidents

[Transition in fatalities from traffic accidents]

- **Worst-ever fatalities (16,765) were recorded in 1970**



The traffic Safety Measures Basic Law was established in 1970. This law was then used as a base in creating a Traffic Safety Basic Plan every five years from 1971 on and with traffic safety measures then being promoted in a comprehensive and systematic manner.

- **In 1979 the number of fatalities decreased to 8,466**



However, an increasing trend was then observed. From 1992 on, though, the number of fatalities then started to decrease again.

- **In 2008 the number of fatalities fell to 5,155, having been on a continuous downward trend for 8 years**

The number of fatalities fell even further last year when it fell to below 6,000 for the first time in 54 years since 1953. The number of fatalities has continuously dropped over the last 4 years, even though the worst ever number of accidents and persons injured was recorded in 2004. The number of casualties fell to below 1,000,000 for the first time in 10 years.

2 Road Traffic Accidents in 2008

● Overview

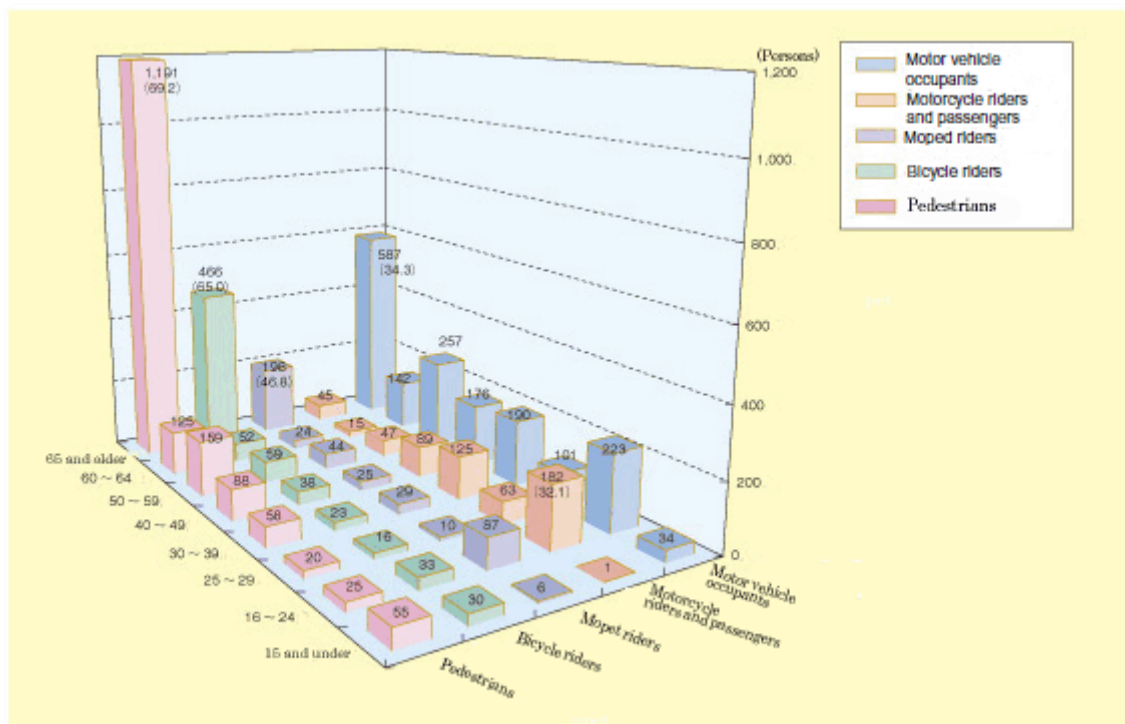
- Number of accidents:	766,147 (Compared to last year: Δ 66,307, Δ 8.0%)
- Casualties:	950,659 (Compared to last year: Δ 89,530, Δ 8.6%)
- Injuries:	945,504 (Compared to last year: Δ 88,941, Δ 8.6%)
- Fatalities (within 24 hours of accident):	5,155 (Compared to last year: Δ 589, Δ 10.3%)
- Fatalities (within 30 days of the accident):	6,023 (Compared to last year: Δ 616, Δ 9.3%)

● Number of fatalities originating in traffic accidents by mode of transportation and age group

Reviewing the number of fatalities originating in traffic accidents by mode of transportation and age group in 2008 reveals the following characteristics:

- (1) With automobiles people aged 65 and older accounted for the largest percentage of all fatalities at 34.3%.
- (2) With motorcycle riders and passengers young people of 16-24 years old still accounted for the largest percentage of all fatalities at 32.1%.
- (3) With moped riders people aged 65 and older accounted for the largest percentage of all fatalities at 46.8%.
- (4) With bicycle riders and pedestrians people aged 65 and older accounted for the largest percentages of all fatalities at 65.0% and 69.2% respectively.

Number of fatalities in originating traffic accidents by mode of transportation and age group in 2008

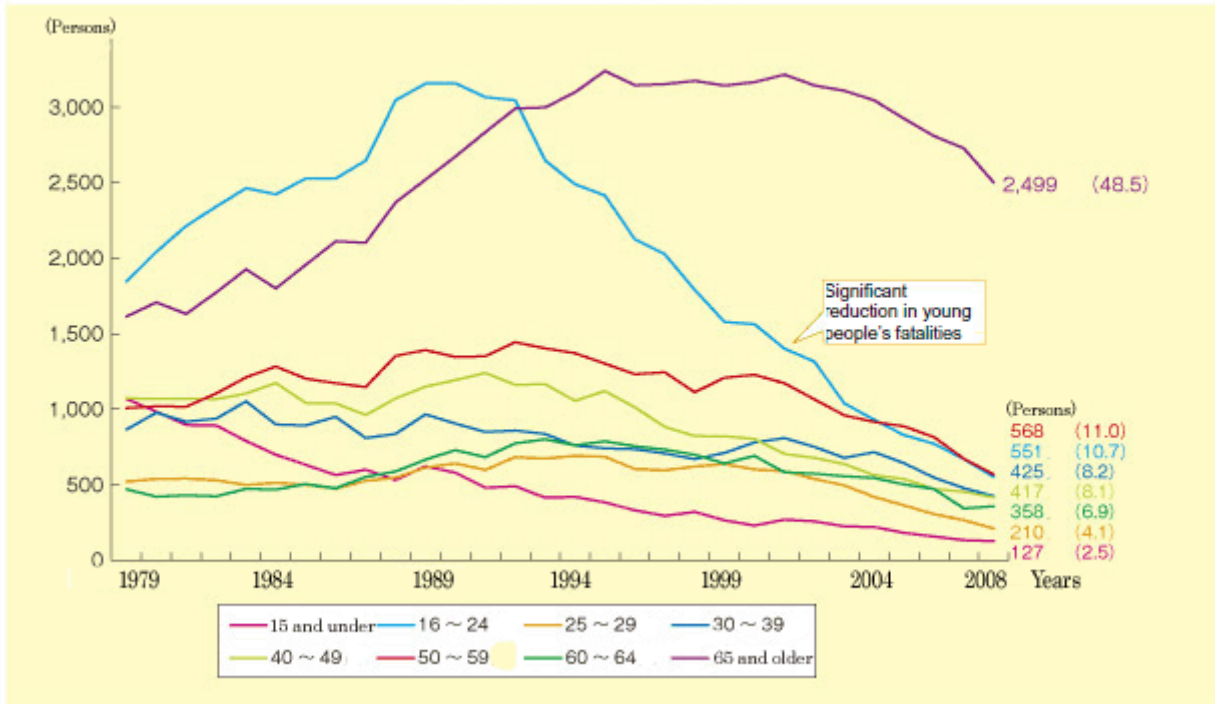


Notes: 1. Source: National Police Agency (figures for "Others" omitted)
2. Figures in parentheses give the percentage (%).

● **Number of fatalities and injuries originating in traffic accidents by age group**

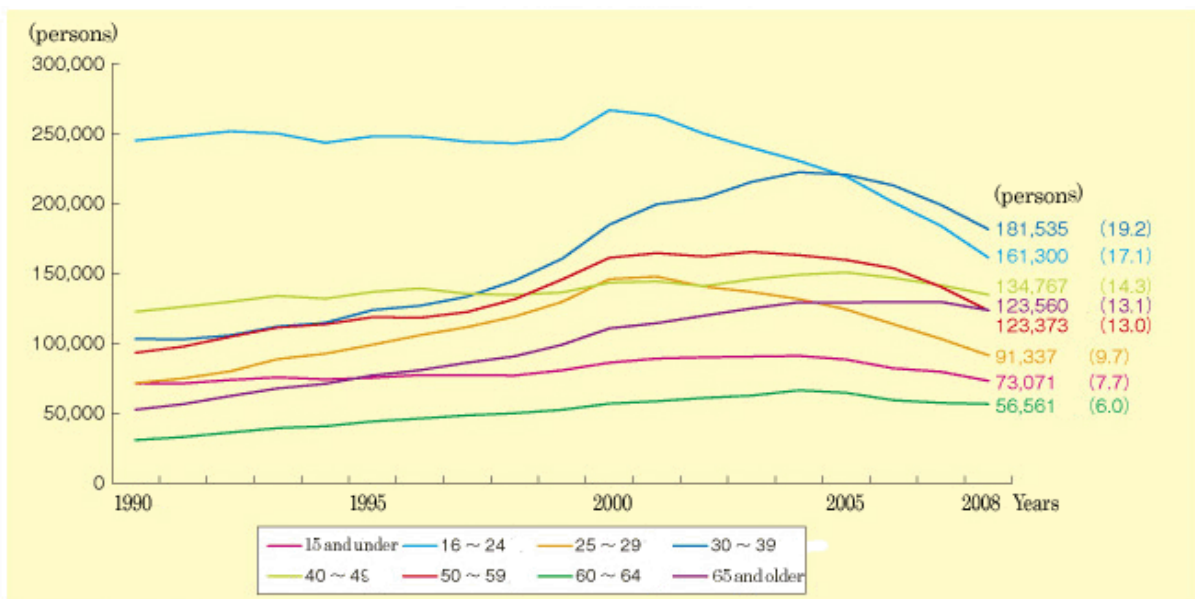
- (1) People aged 65 and older had the largest number of fatalities of any age group at 2,499, accounting for more than 48% of all fatalities. This was the sixteenth year in a row that this segment has remained at the top. Compared with the preceding year the number of fatalities declined for all other age groups than for 60-64 year-olds (15 up). The decrease was particularly large with the 65 and older (228 down), 16-24 year-old (119 down) and 50-59 year-old (105 down) age groups.
- (2) The number of injuries was highest for the 30-39 year-old (181,535) and the 16-24 year-old (161,300) age groups, representing approximately 40% of the total of all age groups. Compared with the preceding year injuries sharply decreased for the 16-24 year-old (22,659 down) age group.

Transition in traffic accident fatalities by age group



Notes: 1. Source National Police Agency
2. Figures in parentheses give the percentage (%) of fatalities by age group.

Transition in Traffic Accident Injuries by Age Group

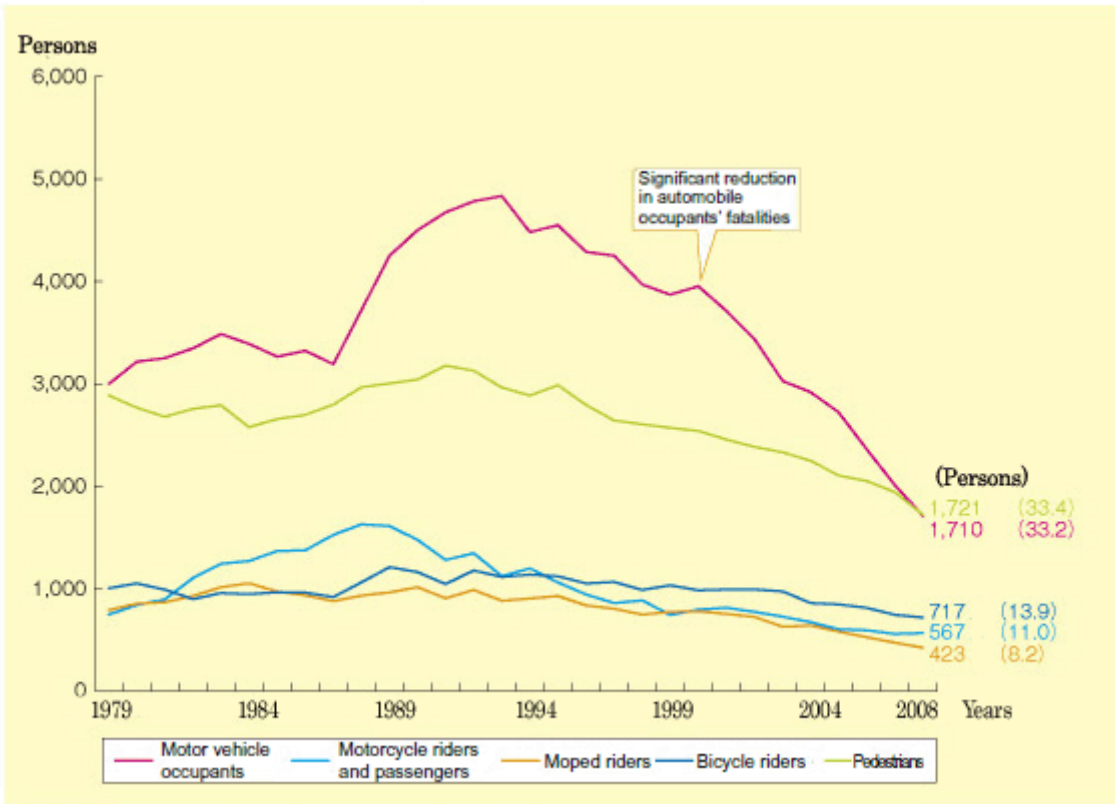


Notes: 1. Source National Police Agency
2. Figures in parentheses give the percentage (%) of fatalities by age group.

● **Casualties: By mode of transportation**

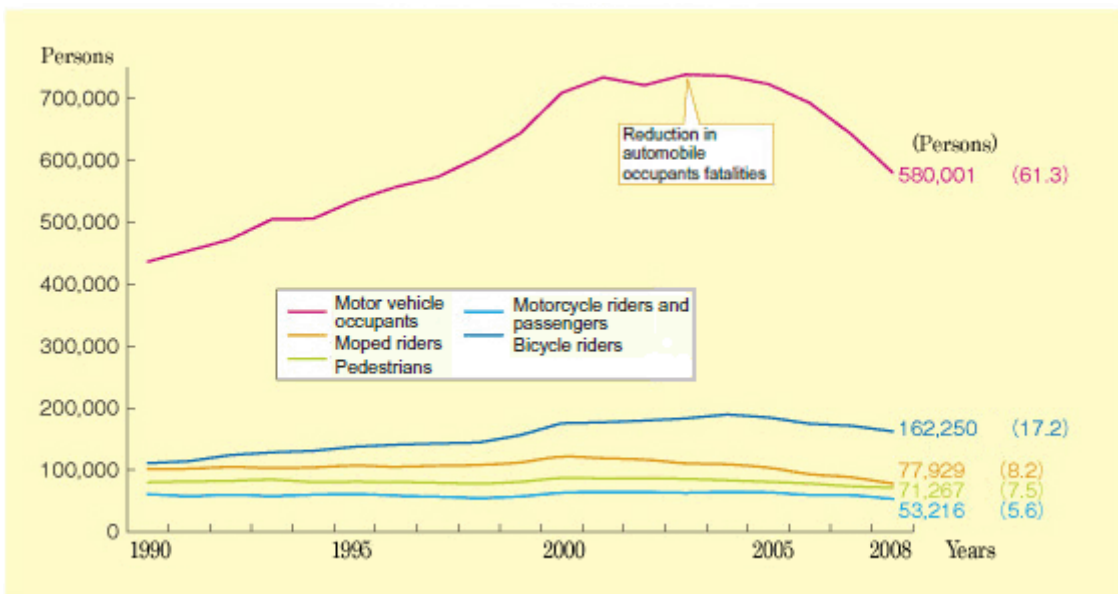
- (1) In terms of the mode of transportation used by the accident victims pedestrians accounted for the largest number of fatalities, at 1,721, with the second largest number being for automobile occupants at 1,710. Those two groups accounted for 66.6% of the total.
- (2) In terms of the mode of transportation used by injured persons automobile occupants accounted for the largest number of injured persons at 580,001 (61.3% of total), with the second largest number being for bicycle riders at 162,250 (17.2% of total).

Transition in traffic accident fatalities by mode of transportation



Notes: 1. Source: National Police Agency (figures for "Others" omitted)
 2. Figures in parentheses give the percentage (%) of injuries by mode of transportation.

Transition in Traffic Accident Injuries by Mode of Transportation

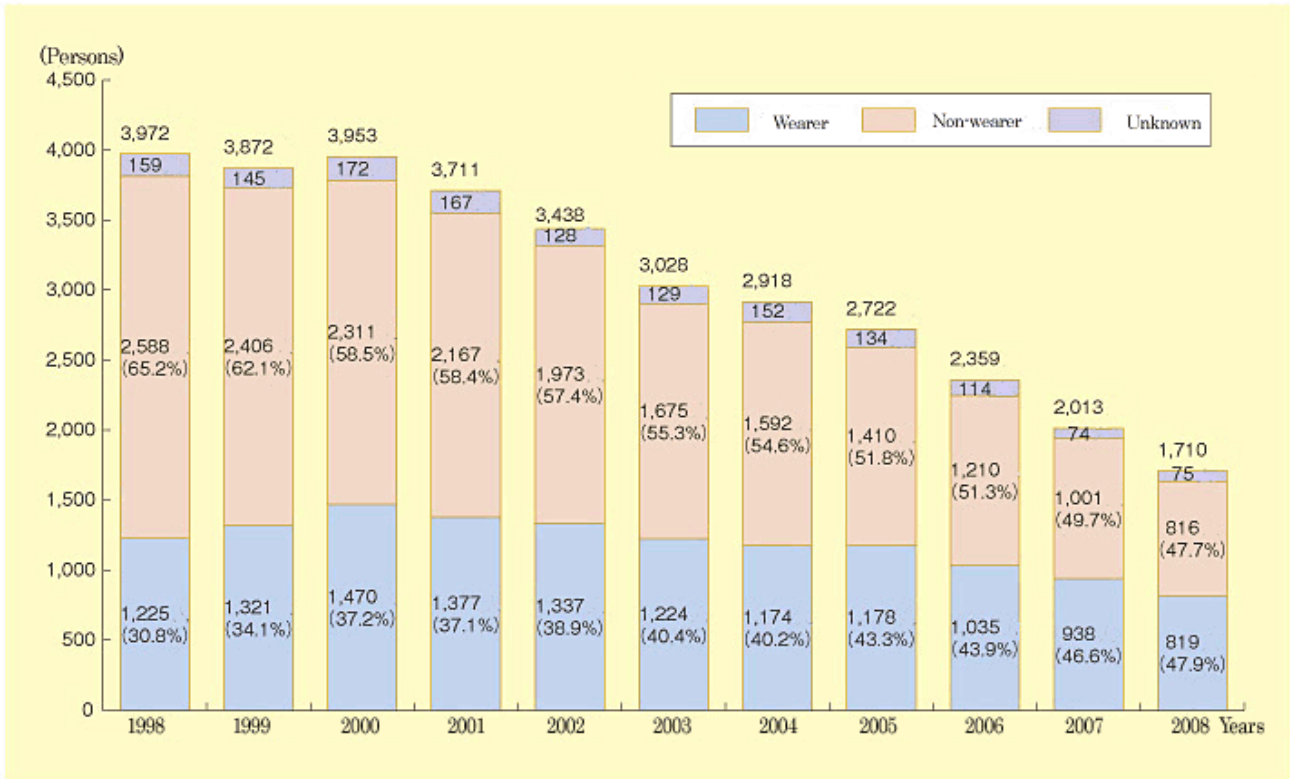


Notes: 1. Source: National Police Agency (figures for "Others" omitted)
 2. Figures in parentheses give the percentage (%) of injuries by mode of transportation.

● **Fatalities: When seat belts were used**

- (1) The death of automobile occupants not using seat belts numbered 816, a decline of 185 persons (18.5 %) when compared to the previous year.
- (2) The fatality rate (ratio of fatalities to total casualties) for non-wearers of seat belts was 11.4 times higher than that of seat belt wearers.

Transition in Automobile Occupant Fatalities by Seat belt Usage

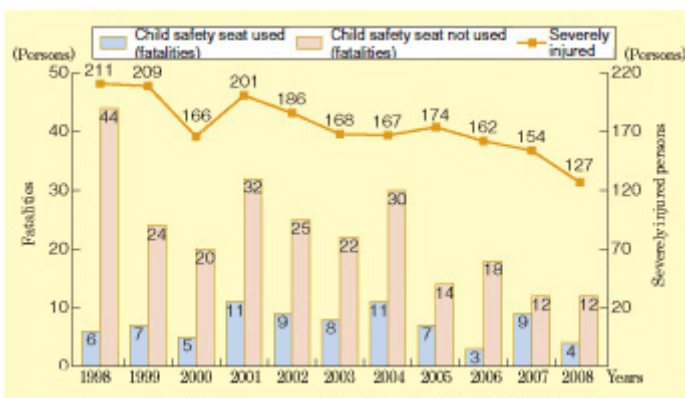


Notes: 1. Source: National Policy Agency
 2. Figures in parentheses give the percentage (%) of fatalities by seat belt usage.

● **Child fatalities when child safety seats were used**

- (1) A total of 16 children (The child seat use was four people) under age six years old were killed, and 127 seriously injured, while riding in automobiles.
- (2) The fatality rate of children not appropriately restrained in child safety seats was, when compared to those who were using them, 4.1 times higher while that of those who were not using a child safety seat at all was 3.4 times higher.

Transition in fatalities and injuries by child safety seat usage



Fatality rate by child safety seat usage and seat position (2008)

