

Title 1 Land Transport

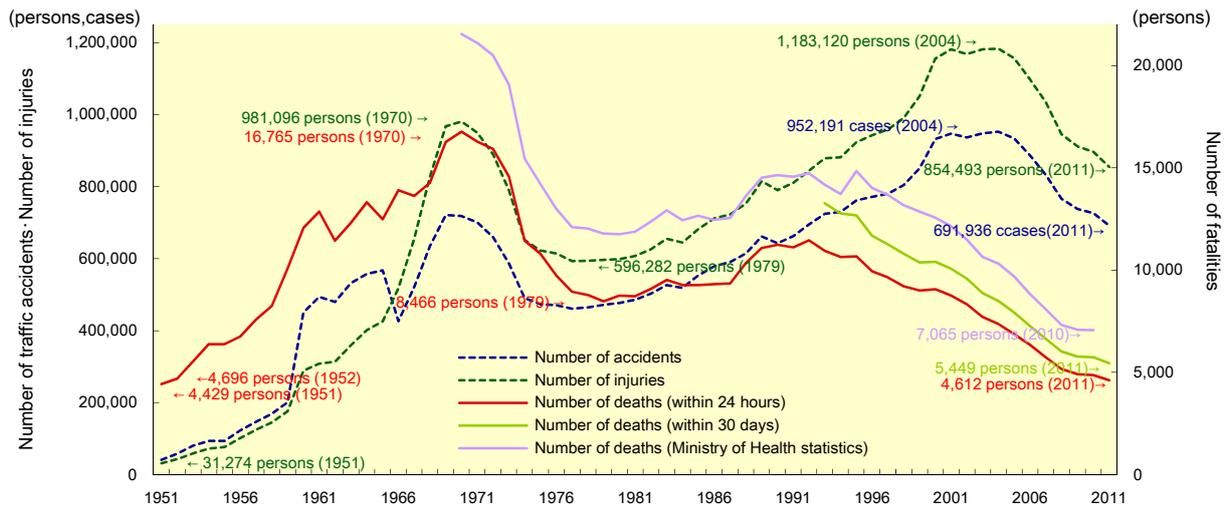
Part 1 Road Transport

Chapter 1 Road Traffic Accident Trends

1 Long-Term Transition of Road Traffic Accidents

Traffic fatalities are reduced in 11 consecutive years.

Number of Accidents, Injuries Fatalities due to Road Traffic Accidents



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.

【Trends in number of traffic accident fatalities (24-hour fatalities), number of traffic accidents, number of injuries】

- **The worst number of fatalities from traffic accidents, 16,765 persons, has been recorded in 1970.**



The Traffic Safety Measures Basic Law was enacted in 1970, a traffic safety plan based on this act is formulated every 5 years since 1971, and traffic safety measures are comprehensively and systematically promoted.

- **In 1979 the number of traffic fatalities was reduced to 8,466 people.** After that the number went into an upward trend, but after at the boundary of 1992 started to decrease again.



- **In 2004, the number of traffic accidents of 952,191, and the number of people injured of 1,183,120 were both worst ever recorded.**



- **In 2011 the number of traffic fatalities was 4,612 people, declining for 11 consecutive years.**
Number of traffic accidents, the number of injured declining for 7 consecutive years.
Number of traffic accidents was less than 700,000 for the first time in 19 years.

2 Road Traffic Accident Conditions During 2011

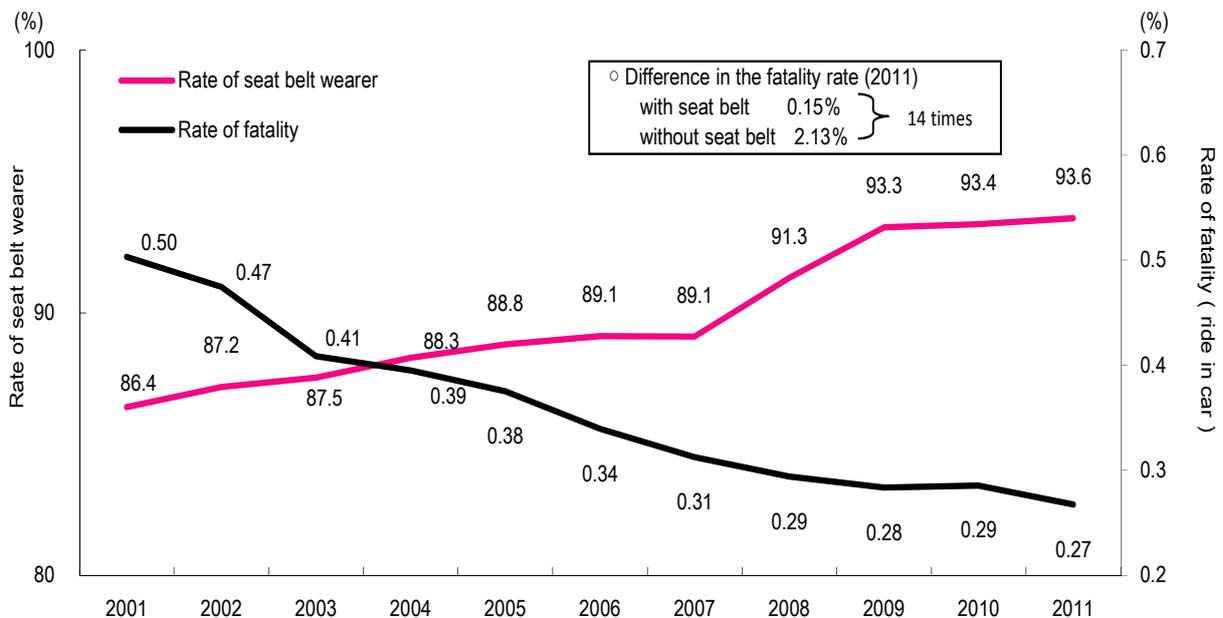
o Overall Condition

oNumber of Accidents	691,937 cases	(Year-on-year Comparison Δ33,836 cases, Δ4.7%)
oNumber of Injuries and Fatalities	859,105 people	(Year-on-year Comparison Δ41,966 people, Δ4.7%)
oNumber of Injuries only	854,493 people	(Year-on-year Comparison Δ41,715 people, Δ4.7%)
oNumber of Fatalities only	(24 hours)	4,612 people (Year-on-year Comparison Δ251 people, Δ5.2%)
	(30 days)	5,450 people (Year-on-year Comparison Δ295 people, Δ5.1%)

In recent years, the factors behind the drop in the number of fatalities is basically a result of comprehensive promotion of countermeasures based on the Fundamental Traffic Safety Program such as the improvement of the road traffic environment, dissemination and reinforcement of traffic safety messages, ensuring safe driving, ensuring vehicle safety, maintenance of road traffic order, improvement of rescue and ambulance systems. However, primary factors that can be shown quantitatively are (1) the improvement in the rate of seatbelt users, (2) the reduction in high-speed accidents, (3) the reduction in accidents where the level of maliciousness and danger is high (e.g. drunk driving), and (4) the reduction of pedestrians who violate the law.

Factor (1) Decline in Fatality Rate Following Improvement in the Rate of Seatbelt Users

Transition of Seatbelt User Rate and Fatality Rate (Riding in Automobile)



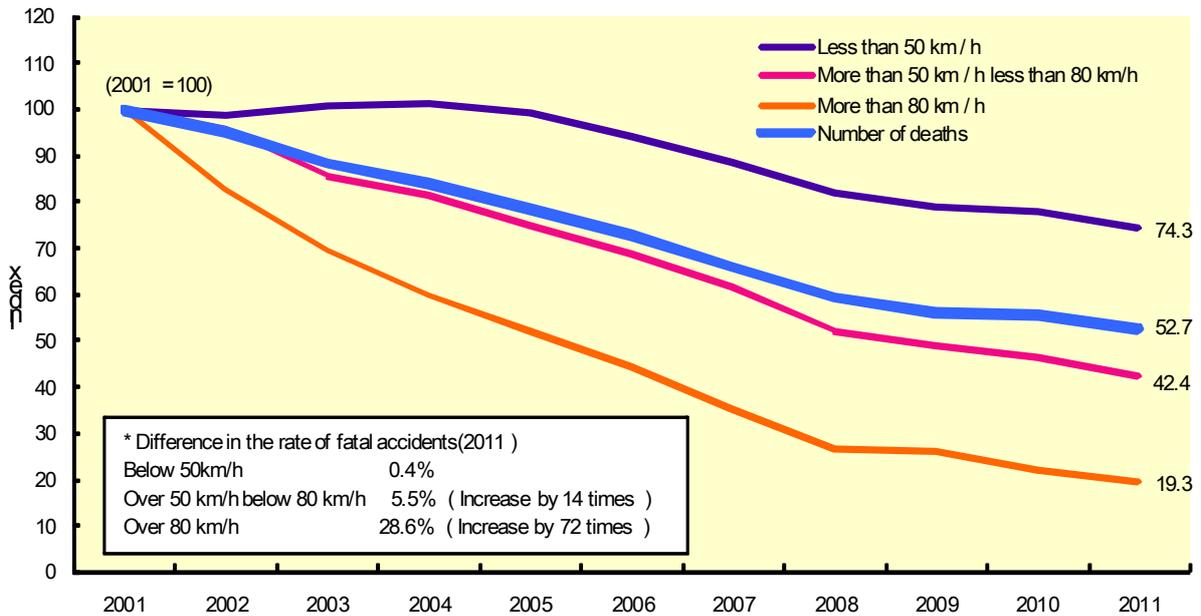
Note 1: Data by the National Police Agency.

2: Rate of seat belt wearer = Casualties with seat belt (ride in car) ÷ Number of casualties (ride in car) ×100

3: Rate of fatality (ride in car) = Number of fatalities (ride in car) ÷ Number of casualties (ride in car) ×100

Factor (2) Reduction in High-Speed Accidents (Decline in car speed directly prior to the accident)

Transition of the Number of Traffic Accident Cases (on Normal Roads) and Fatalities by Danger Cognition Rate



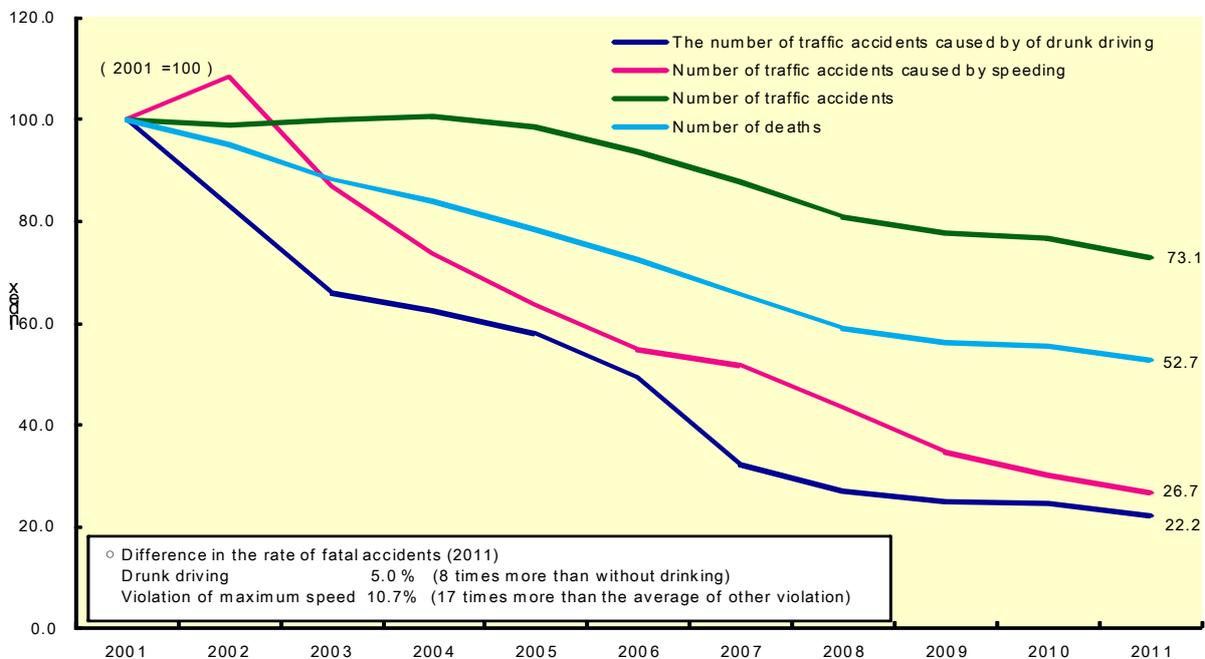
Note 1: Data by the National Police Agency.

2: Speed and hazard perception refers to the speed of the vehicle at the time of the other party, person, or property, such as observed in a parked vehicle, car or moped driver was aware of the danger.

3: Fatal accidents rate = Number of fatal accidents ÷ Number of traffic accidents × 100

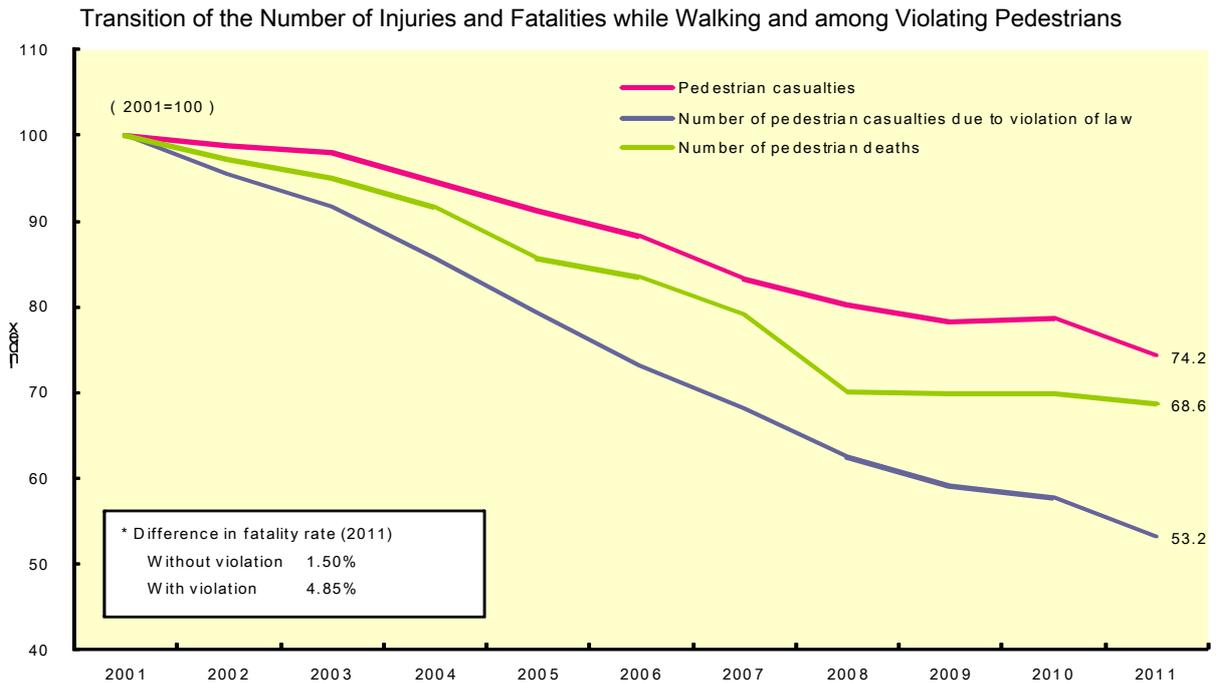
Factor (3) Decrease in the number of high risk, malicious accidents, such as drunk driving

Trends in the number of traffic accidents and fatalities due to violation of maximum speed and driving under the influence of alcohol



Note 1: Data by the National Police Agency.

Factor (4) Reduction of Pedestrians Violating the Law



Note 1: Data by the National Police Agency.

2: Number of pedestrian casualties excepts other party using light vehicles, such as bicycles.

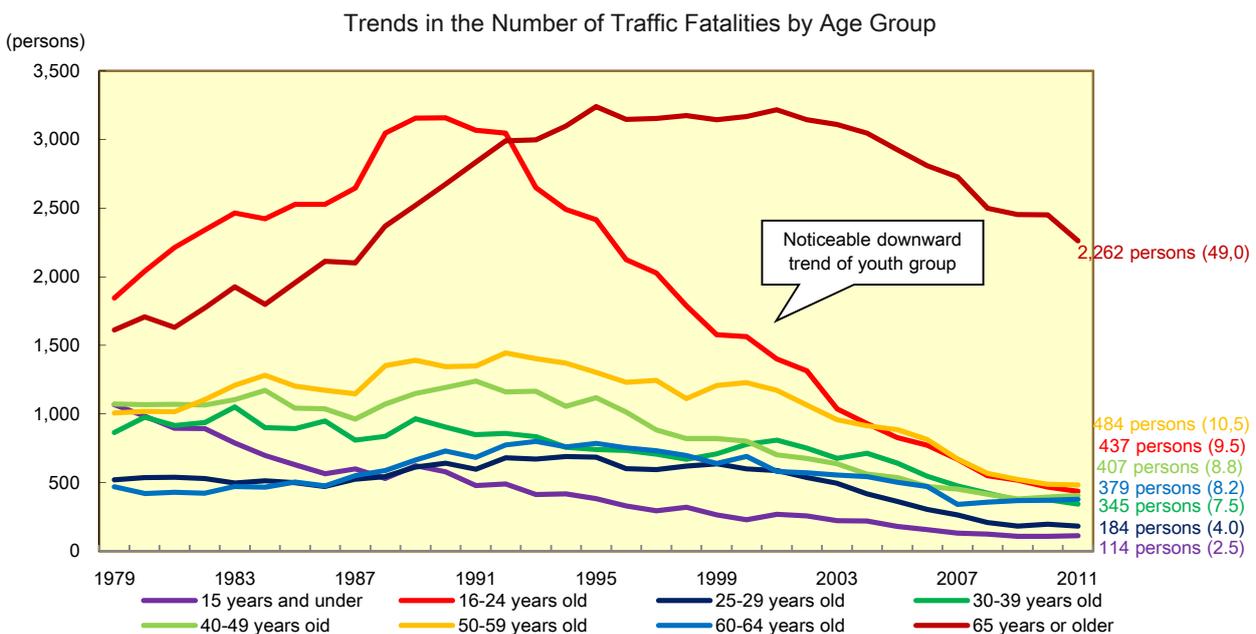
3: Rate of pedestrian fatalities (with and without violation) = Number of pedestrian fatalities (with and without violations) ÷ Number of pedestrian casualties × 100

o Number of Road Fatalities and Injuries by Age Group

(1) The number of fatalities is most prominent with elderly persons aged 65 and over (2,260 people) in the past 19 consecutive years, and comprises over 49% of the total number of fatalities. In addition there is a continuous declining tendency for 16-24 years age group (32 people less)

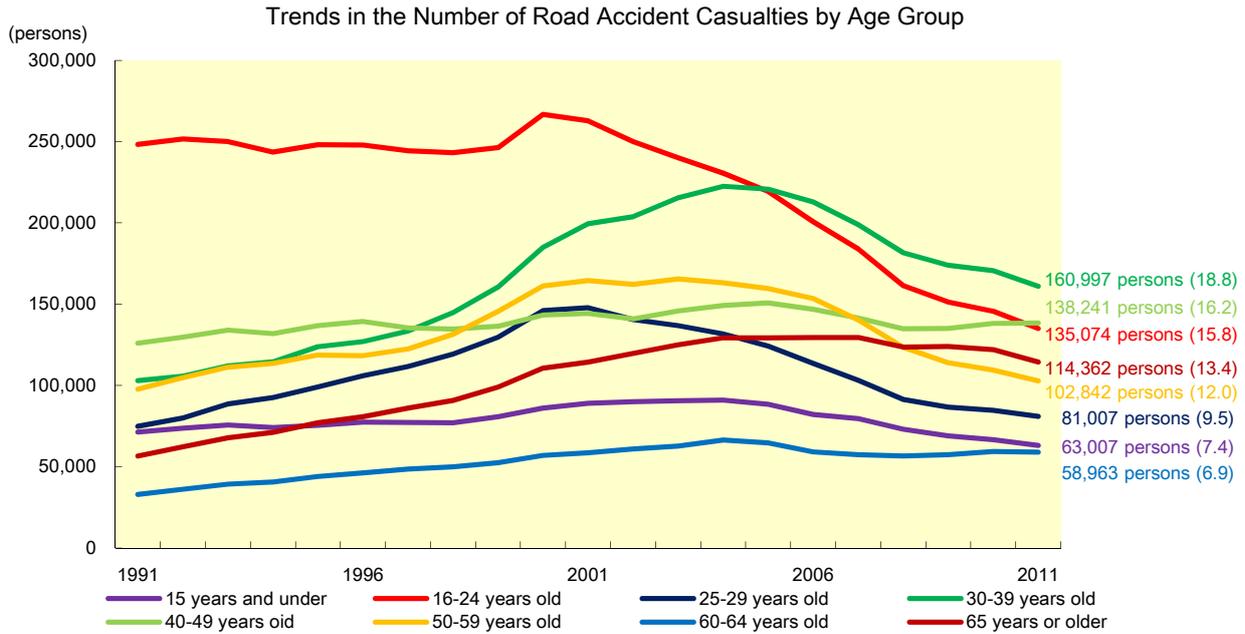
(2) The number of injuries is prominent with persons aged 30-39 (160, 997 people) and 40-49 (138, 241 people), and together comprise 35% overall.

In comparison to the previous year, particularly there has been a decline in 16-24 (decline of 10,483 people) and 30-39 (decline of 9,580 people) age groups.



Note 1: Data by the National Police Agency.

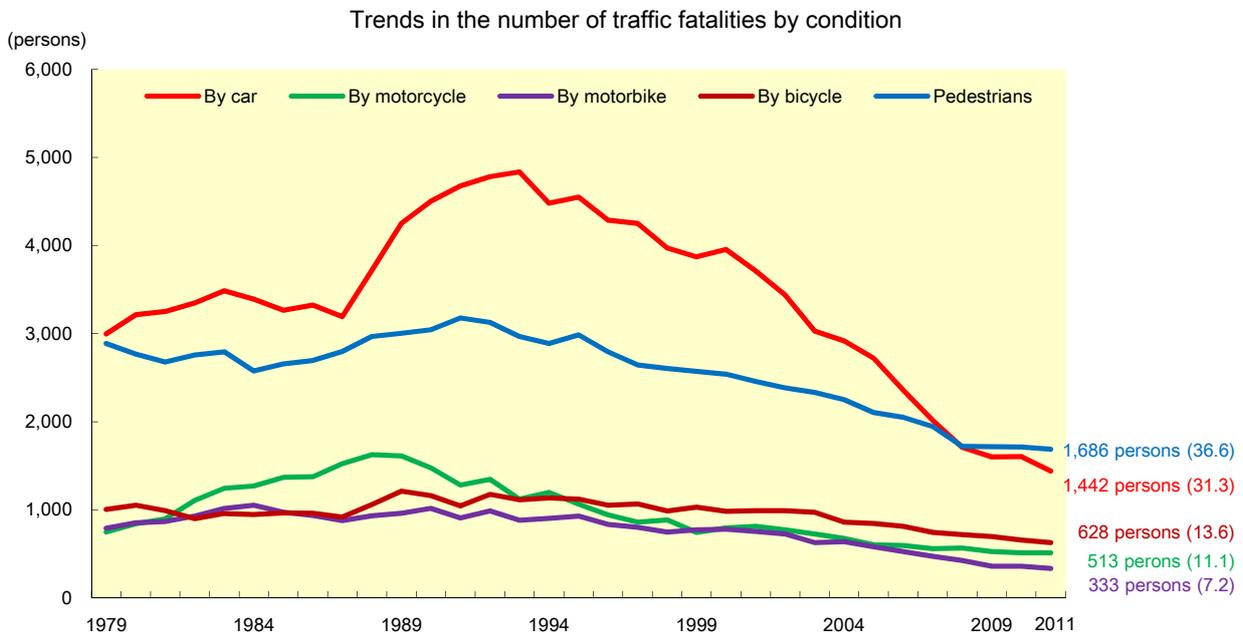
2: Rate in the configuration of the number of deaths by age group () is a (%).



Note 1: Data by the National Police Agency.
 Note 2: Rate in the configuration of the number of deaths by age group () is a (%).

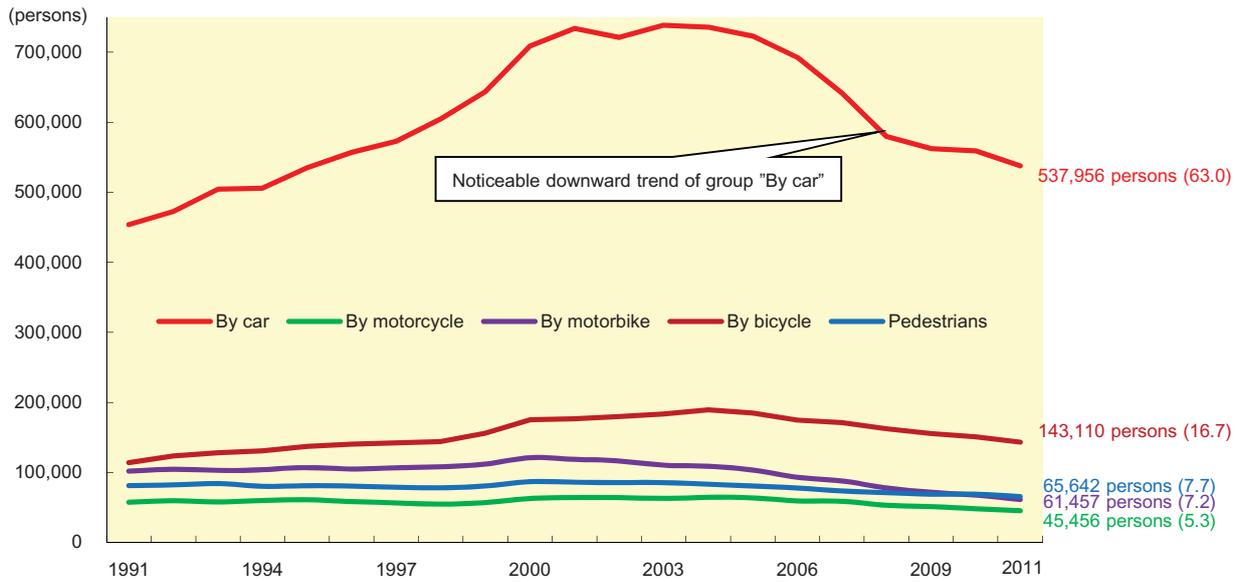
o **Number of Road Fatalities and Injuries by Condition**

- (1) The number of fatalities was **most prominent involving cases while walking (1,686 people)** and next while riding in an automobile (1,442 people), and together comprise 67.9% overall.
- (2) The number of injuries was **most prominent involving cases while riding in an automobile (537,956 people)**, and comprises 63.0%. The next was 143,110 people who were riding on a bicycle (16.7%).



Note 1: Documents created by the National Police Agency. "Other" is omitted.
 Note 2: Component rate of fatalities by situation () is a (%).

Trends in the number of traffic accidents casualties by condition



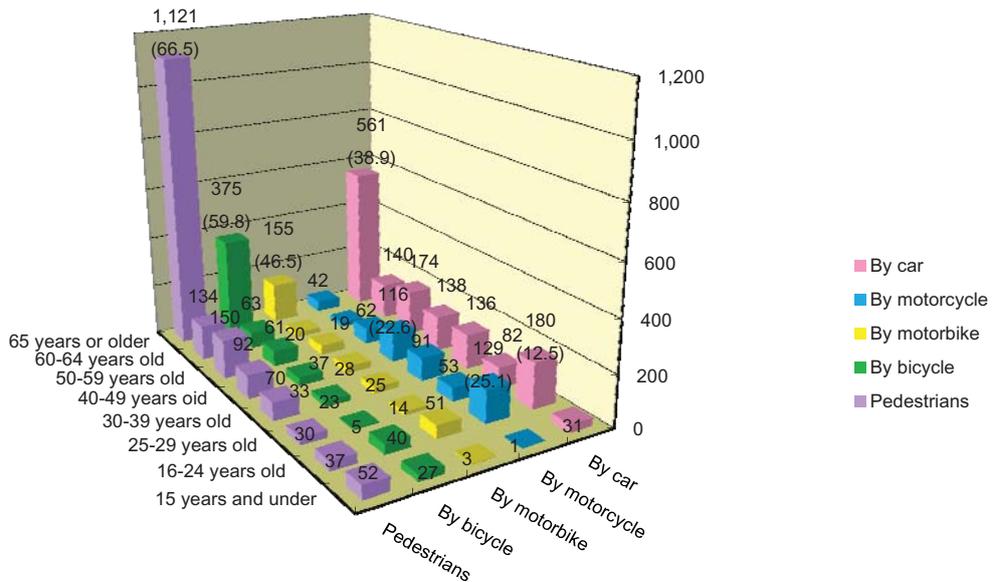
Note 1: Documents created by the National Police Agency. "Other" is omitted.
 Note 2: Component rate of the number of traffic accidents casualties by situation () is a (%).

o **Number of Road Fatalities by Condition and Age Group**

When examining the number of traffic accident fatalities by condition during 2011 in terms of age groups, the following characteristics were observed:

- (1) In the following 4 cases: involving pedestrians (66.6%), bicycles (59.7%), motorized bike (46.5%), and riding in an automobile (38.9%), elderly people over 65 years old comprise the highest proportion, among which particularly percentage of cases involving pedestrians and bicycles became extremely high.
- (2) In cases involving riding in a motorcycle, young people aged 16-24 still comprise the highest proportion at an overall 25.1%.

Traffic fatalities by age group and by condition in 2011

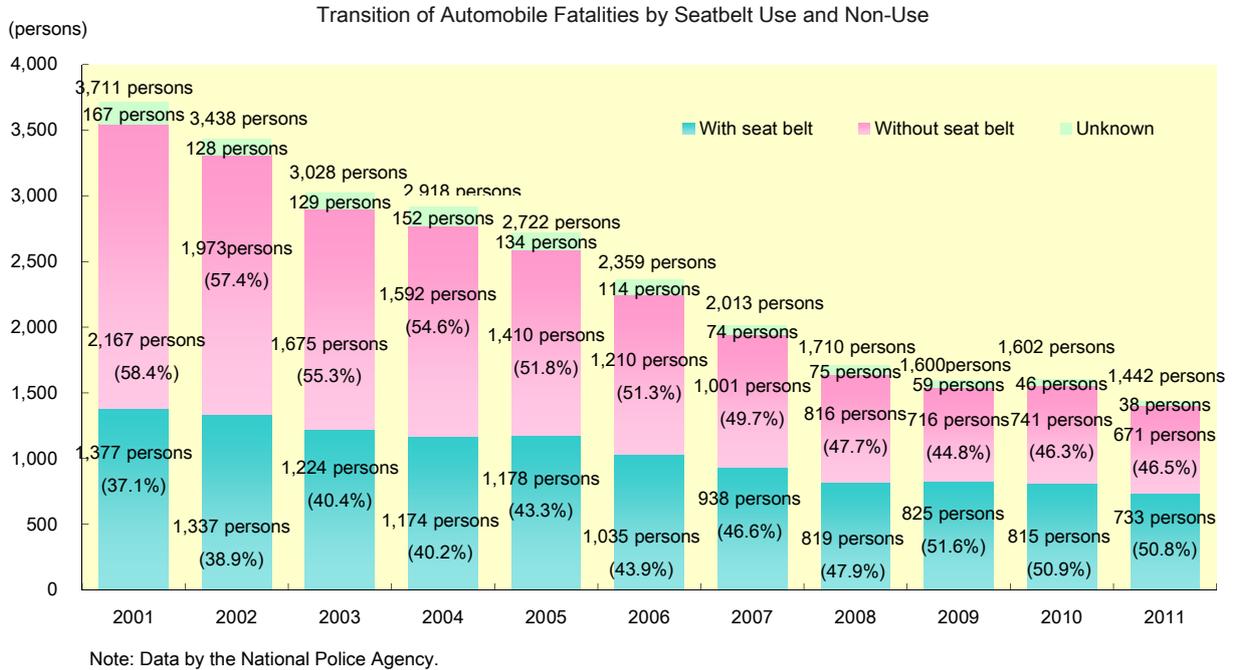


Note: Documents created by the National Police Agency. "Other" is omitted.

o **Number of Fatalities by Seatbelt Use and Non-Use**

(1) When examining the number of traffic accident fatalities while riding in an automobile in terms of seat belt use and non-use, 671 people did not use a seatbelt, which indicates a decrease of 70 people (9.4%) compared to the previous year.

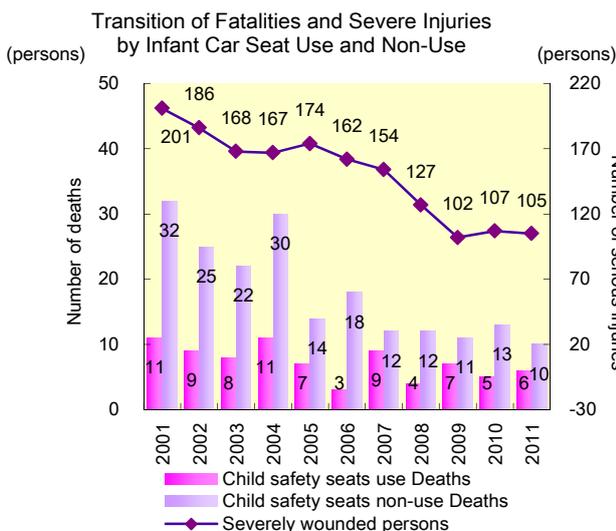
(2) **The fatality rate of people who were not wearing their seatbelt (the proportion of fatalities comprising the number of injuries and fatalities) is 14.7 times the rate of those who did wear their seatbelts.**



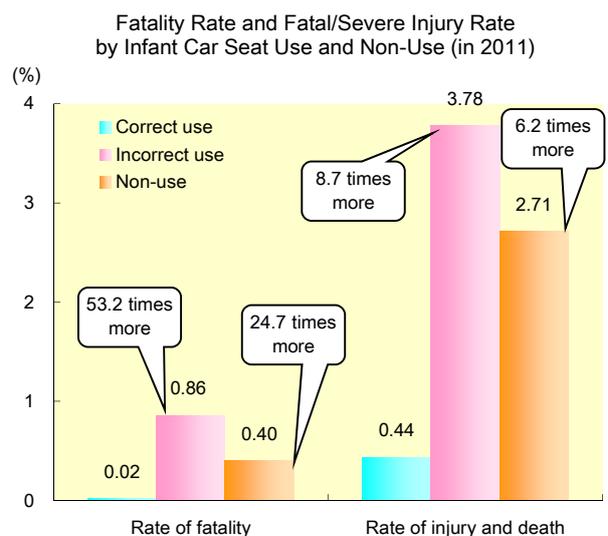
o **Number of Fatalities by Infant Car Seat Use and Non-Use**

(1) There were 17 fatalities of children under the age of 6 while riding in an automobile (among them 6 were using an infant car seat), and 105 children who sustained severe injuries.

(2) **When examining the fatal and severe injury rate of children under the age of 6 by infant car seat use and non-use, the rate is 6.2 times higher than those who did not use an infant car seat 8.7 times higher than those who did not properly use an infant car seat in comparison to cases when the infant car seat was properly used.**



Note: Documents created by the National Police Agency. "Unknown" is omitted.



Note: Data by the National Police Agency.