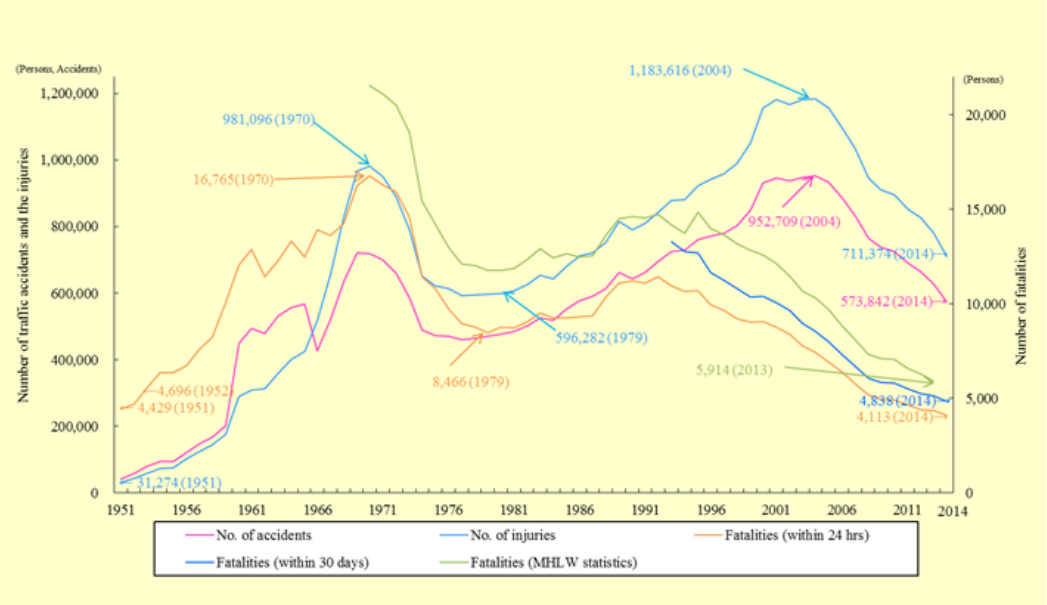
Part 1 Road Transport

Chapter 1 Road Traffic Accident Trends

1 Long-Term Change of Road Traffic Accidents

The number of fatalities in traffic accidents has fallen for the past 14 years in a row.



Note:
1. Source: National Police Agency
2. Figures in 1966 and after do not include any property damages. Figures before 1972 do not include Okinawa Prefecture.
3. "Fatalities (within 24 hours)" shows the number of persons who died due to a traffic accident within 24 hours after its occurrence.
4. "Fatalities (within 30 days)" shows the number of persons who died due to a traffic accident within 30 days after its occurrence (counting the day of the traffic accident as the first day).
5. The "number of fatalities (MHLW statistics)" is prepared by the National Police Agency based on the "Vital Statistics" of the Ministry of Health, Labour and Welfare and is the number of fatalities due to traffic accidents in each year (which excludes anyone who died later than a year after the accidents or due to an after-effect). Incidentally, the figures before 1995 represent those fatalities due to car accidents and the figures in 1995 and after represent those fatalities due to road accidents except those not due to them.

[Changes in the number of fatalities (fatalities within 24 hours), accidents and injuries in traffic accidents]

- The worst fatality record was registered in 1970 with 16,765 people.

The Traffic Safety Measures Basic Acts was established in 1970 and since then the Traffic Safety Basic Plan was formulated every 5 years based on the Act.

- The number of fatalities fell to 8,466 in 1979 and started to increase again. Since 1992, however, the number started to decline again.
- The number of both traffic accidents and injuries registered the worst record of 952,709 and 1,183,616, respectively in 2004.

- The number of fatalities in traffic accidents was 4,113 in 2014, a consecutive fall for 14 years. The number of both traffic accidents and injuries fell over 10 years in a row.

2 Road Traffic Accident Conditions during 2014

Overall Condition

○ Number of accidents:		573,842 (- 55,179, - 8.8 % over the previous year)
○ Number of casualties:		715,487 (- 70,380, - 9.0 % over the previous year)
○ Number of injuries:		711,374 (- 70,120, - 9.0 % over the previous year)
○ Number of fatalities	(within 24 hours):	4,113 (- 260, - 5.9 % over the previous year)
	(within 30 days):	4,838 (- 314, - 6.1 % over the previous year)

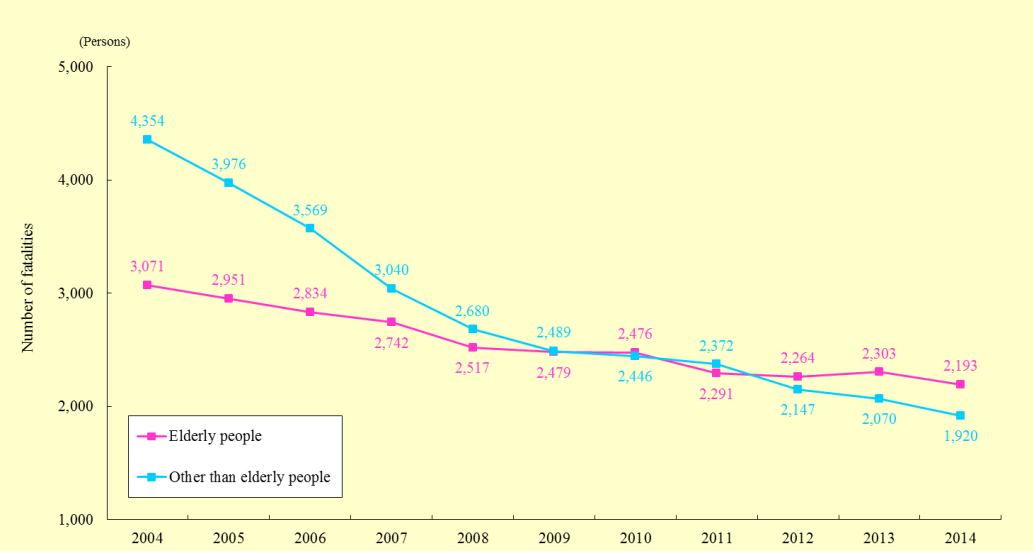
The rate of decrease in the number of fatalities in traffic accidents is dropping, and the ratio of fatalities of the elderly over 65 years of age to the total number of fatalities in traffic accidents remained at a high level.

In addition, the fatality rate which is the barometer of the number of fatalities increased 2 years in a row. As the number of fatalities does not tend to decrease, the situations surrounding traffic accidents are in a difficult situation.

The drop in the rate of decrease in the number of fatalities can be attributed to “the increase in the number of the elderly,” “the leveling off in the attach rate of seat belts, airbags and the like,” and “the drop in the rate of decrease in the number of traffic accidents due to driving while drunk.

Background (1): Increase in the number of the elderly

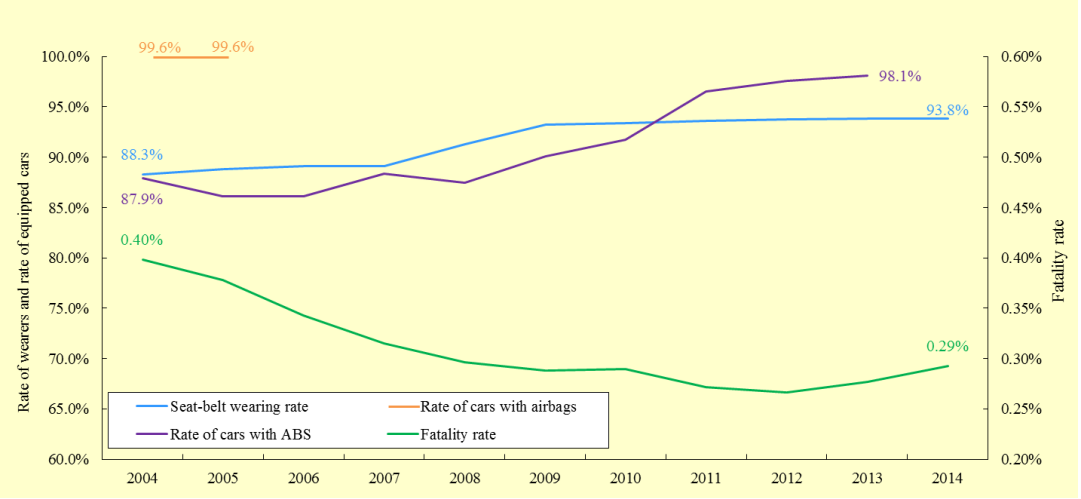
Change in the number of fatalities of the elderly and others



Source: National Police Agency

Background (2): Leveling off in the rate of seat-belt wearers and the like

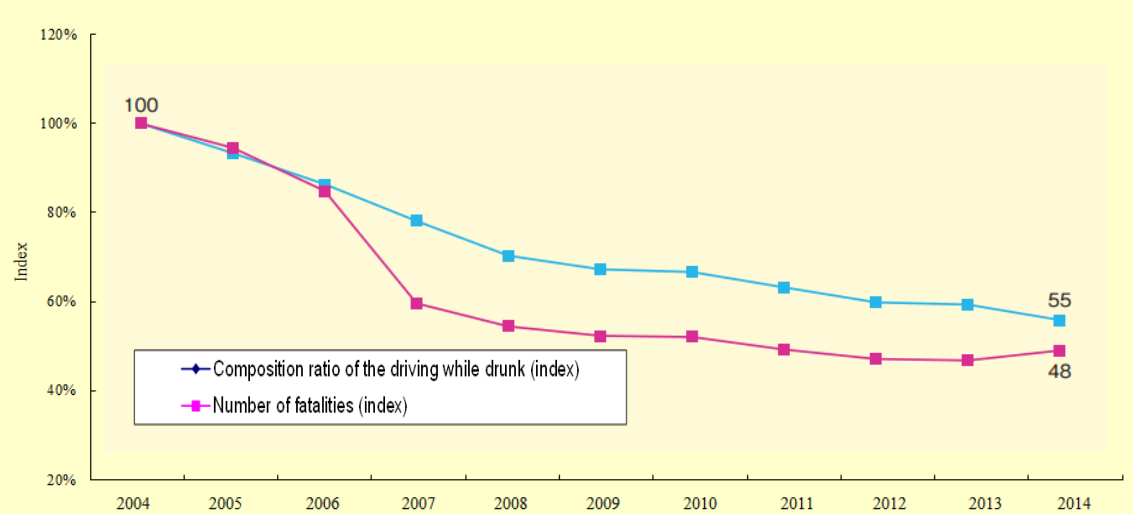
Change in the rate of seat-belt wearers and the like



Note:
1. Source: National Police Agency
2. The rate of seat-belt wearers: The number of casualties with seat-belt (while driving) ÷ the number of casualties (while driving) x 100
3. Fatality rate (while driving): The number of fatalities (while driving) ÷ the number of casualties (while driving) x 100
4. The figures of cars equipped with airbags and ABS (one manufacturer) are from data of the Japan Automobile Manufacturers Association (The airbag statistics ceased to be published since 2006)

Background (3): Drop in the rate of decrease in the number of traffic accidents due to driving while drunk

Changes in the composition ratio of the traffic accidents due to driving while drunk and the number of fatalities



Source:
1. National Police Agency
2. Composition ratio of the driving while drunk = the number of all casualties due to driving while drunk (accidents involving vehicles larger than a moped per accident) ÷ the number of all casualties (accidents involving vehicles larger than a moped per accident)
3. The composition ratio of the driving while drunk does not include cases in which the detection was not possible.
4. The indexes are values relative to those in 2004, which are taken as 100.