

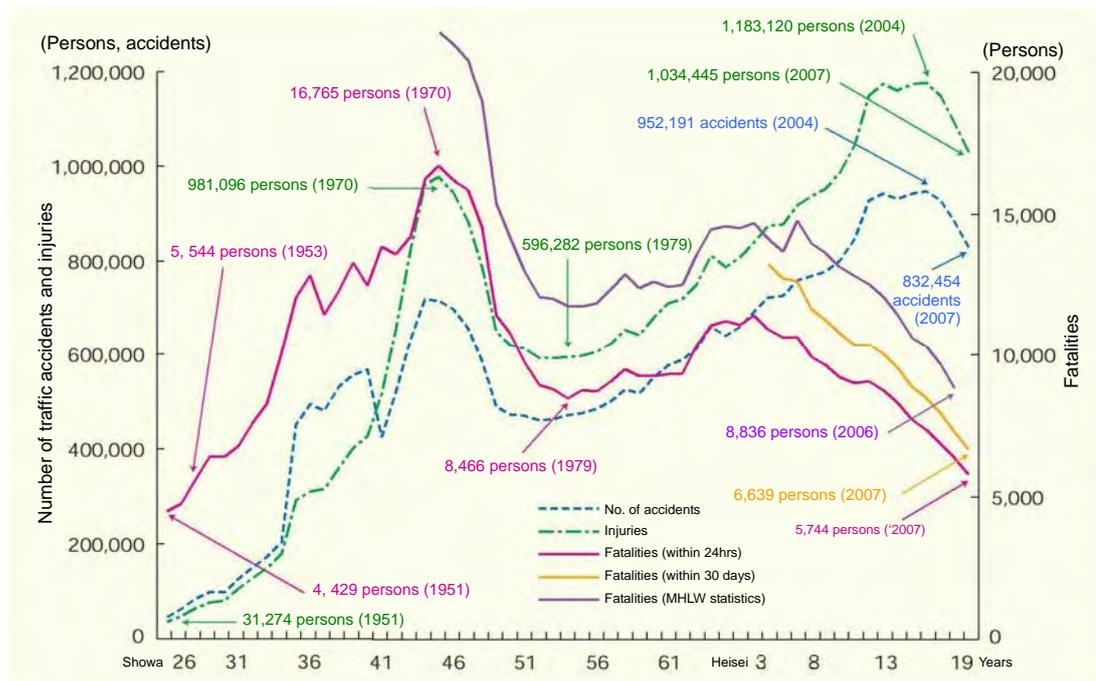
Section 1 Road Transport

1 Road Traffic Accident Trends

1-1 Long-term trends

Fatalities fell 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 property-damage-only accidents. Figures for Okinawa Prefecture were not included before 1972.
 3. Under Article 2, paragraph 1, item 1 of Road Traffic Act, "Died within 24 hours" refers to those who died within 24 hours from the accident due to car or railway traffic.
 4. "Died within 30 days" refers to those who died within 30 days (including those who died within 24 hours) from the traffic accident.
 5. National Police Agency prepares "Number of Deaths in Health and Welfare Statistics" based on "Vital Statistics" mentioned in the statistical data prepared by the Ministry of Health, Labour and Welfare, and it is the number of fatalities whose original cause of death was a traffic accident in the respective year (excluding the persons who died after one year of the accident or persons died due to after-effect). Figures for until 1994, it is the number of persons who were considered to be involved in automobile accidents. For 1995 and thereafter, it is the number of persons involved in land transport accidents excluding the number of persons considered not to have been involved in road traffic accidents.

Transition of fatalities of traffic accidents

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



Traffic Safety Measures Basic Law was established in 1970. Based on this law, Traffic Safety Basic Plan was created every five years after 1971 and the traffic safety measures were promoted in a comprehensive and systematic manner.

- In 1979, fatalities decreased to 8,466



After that, the increasing trend was observed. However, since 1992, fatalities started to decrease again.

- In 2007, fatalities decreased to 5,744, and it was a continuous decrease for 7 years

Fatalities decreased to below 6,000 for the first time in 54 years since 1953. Fatalities continuously decreased in last 3 years, though the worst ever number of accidents and persons injured was recorded in 2004.

1-2 Road Traffic Accidents in 2007

- Overview

- Number of accidents:	832,454 (Compared to last year: △54,410, △6.1%)
- Casualties:	1,040,189 (Compared to last year: △64,362, △5.8%)
- Injuries:	1,034,445 (Compared to last year: △63,754, △5.8%)
- Fatalities (within 24 hours of accident):	5,744 (Compared to last year: △608, △9.6%)
- Fatalities (within 30 days of the accident):	6,639 (Compared to last year: △633, △8.7%)

The decline in fatalities in recent years can be attributed largely to efforts to carry out a comprehensive set of measures based on the Traffic Safety Basic Plan, including measures aimed at improving the road traffic environment, at disseminating and reinforcing messages on traffic safety, and at ensuring safe driving practices, and, in addition, measures aimed at advancing vehicle safety, preserving order on roads, and improving rescue and emergency medical systems. Certain quantitatively measurable improvements also contributed to this decline, including (1) increased seat belt usage, (2) reduction in accidents caused by high-speed driving, (3) reduction in high-risk accidents such as accidents caused by drunk driving, and (4) reduction in the number of pedestrians who violate the rules and regulations.

Cause (1): Decline in fatality rate because of the increased seat belt usage

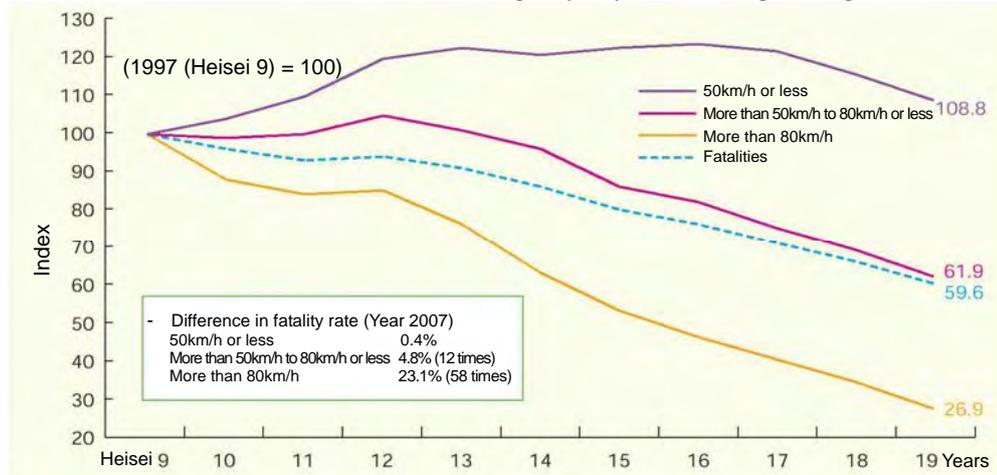
Seat Belt Usage and Automobile Occupant Fatality Rate



- Notes:
1. Source: National Police Agency
 2. Seat belt usage = Seat belt-wearing automobile occupant casualties ÷ total automobile occupant casualties × 100
 3. Automobile occupant fatality rate = automobile occupant fatalities ÷ automobile occupant casualties × 100

Cause (2): Reduction in accidents caused by high-speed driving with high fatality rate (Reduction in the speed at the time of accident)

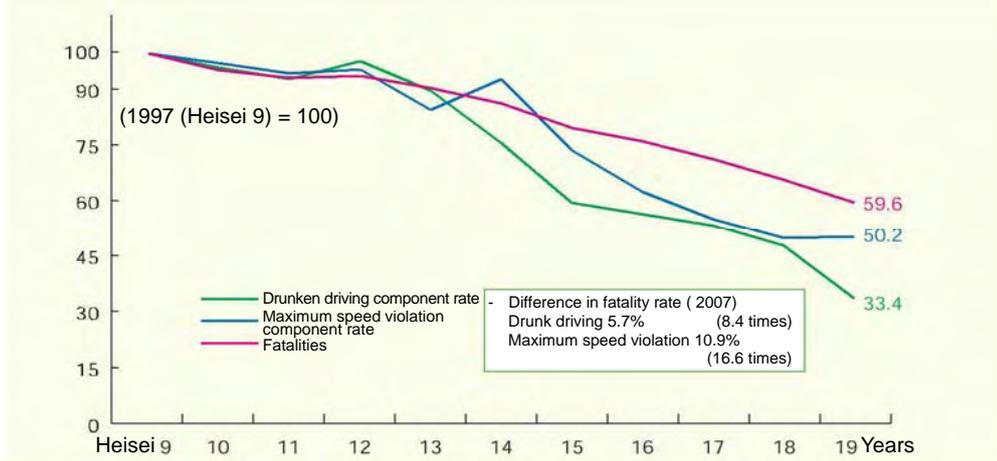
Transition in Number of Traffic Accidents on Public Highways (by Hazard Recognition Speed) and Fatalities



- Notes: 1. Source: National Police Agency
 2. "Hazard recognition speed" refers to the speed at which an automobile or moped is traveling when the driver notices the hazard (moving or parked vehicle, pedestrian, safety fence, telephone/electricity pole or other obstacles, etc.).

Cause (3): Reduction in high-risk accidents and accidents caused by drunk driving

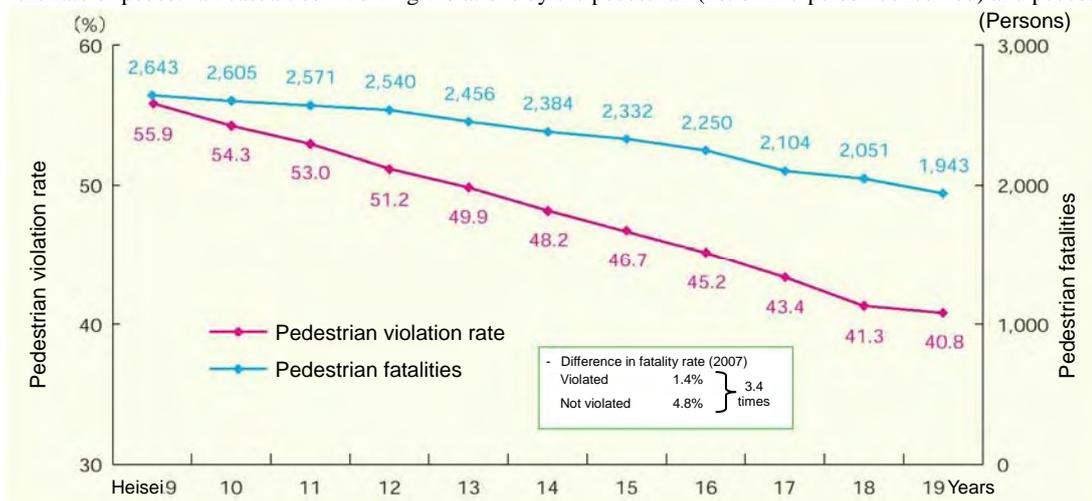
Transition in the rate and number of fatalities in road accidents due to drunk driving or maximum speed violation



- Notes: 1. Source: National Police Agency

Cause (4): Reduction in number of pedestrians who violate the rules and regulations

Transition in the rate of pedestrian casualties involving violations by the pedestrian (1st or 2nd person concerned) and pedestrian fatalities



- Notes: 1. Source: National Police Agency
 2. Pedestrian violation rate = pedestrian casualties who committed violation ÷ total pedestrian casualties × 100
 3. The pedestrian violation rate excludes accidents where the other party involved was a bicycle or other light vehicle.

- Number of fatalities and injuries in traffic accidents by age group

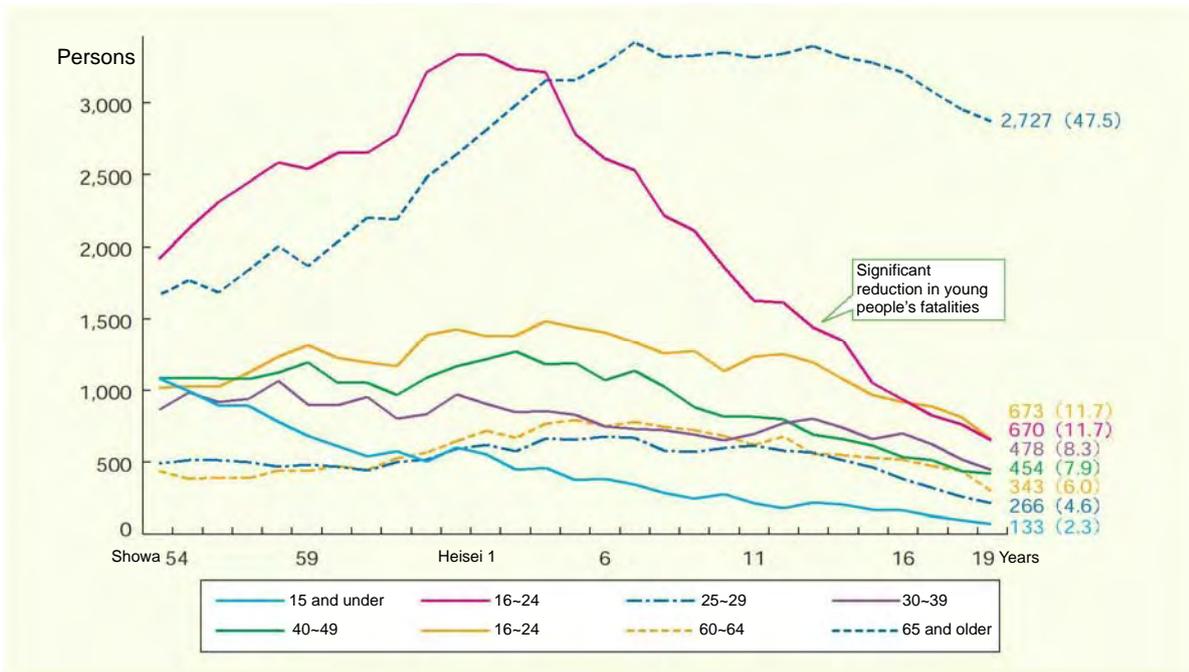
(1) People aged 65 and older had the largest number of fatalities of any age group, 2,727, accounting for more than 47% of all fatalities. This was the fifteenth year in a row that this segment has remained at the top.

Compared with the preceding year, the number of fatalities declined for all age groups. The decrease was particularly large for the 50-59 year-old (143 down), 60-64 year-old (129 down) and 16-24 year-old (102 down).

(2) The number of injuries was highest for the 30-39 year-old (198,908) and the 16-24 year-old (183,959), representing approximately 40% of total of all age groups.

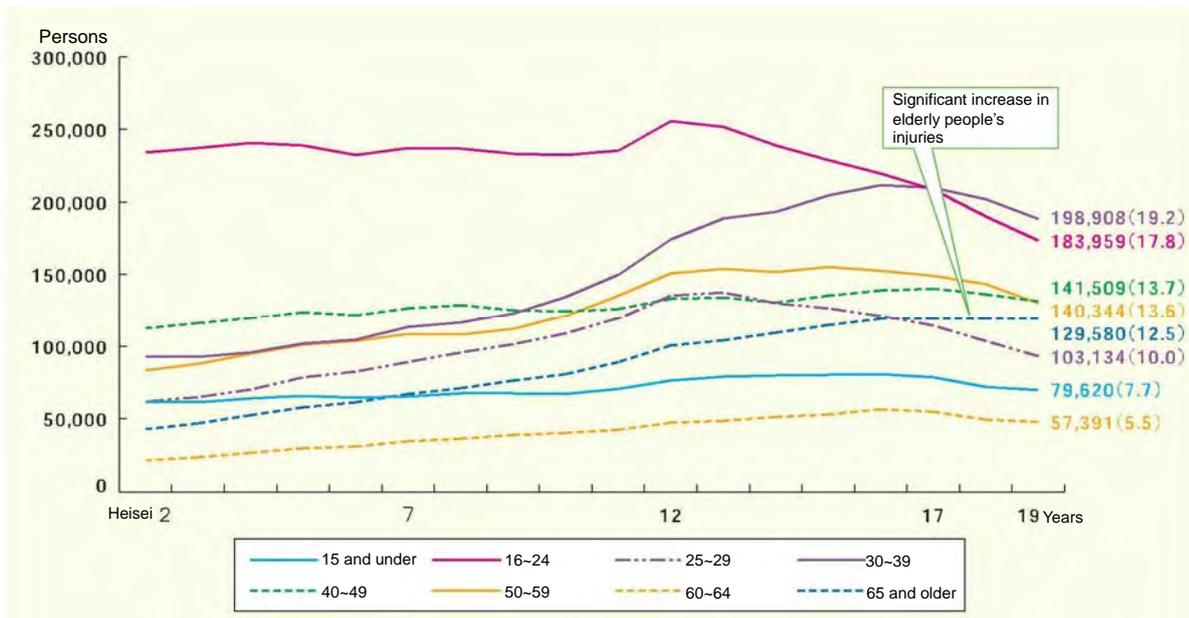
Compared with the preceding year, injuries sharply decreased for the 16-24 year-old (16,718 down), but rose for the 65 and older (63 up).

Transition in Traffic Accident Fatalities, by Age Group



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

Transition in Traffic Accident Injuries, by Age Group

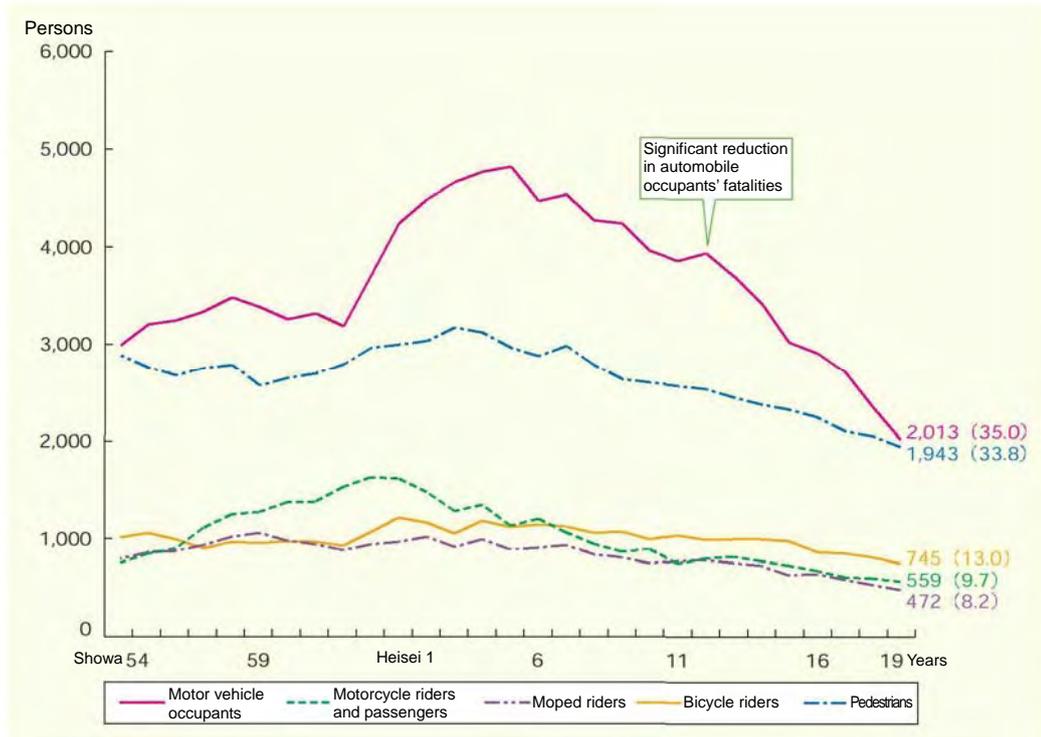


- Notes: 1. Source National Police Agency
- 2. Figures in parentheses show percentage (%) of fatalities by age group.

Casualties: By mode of transportation

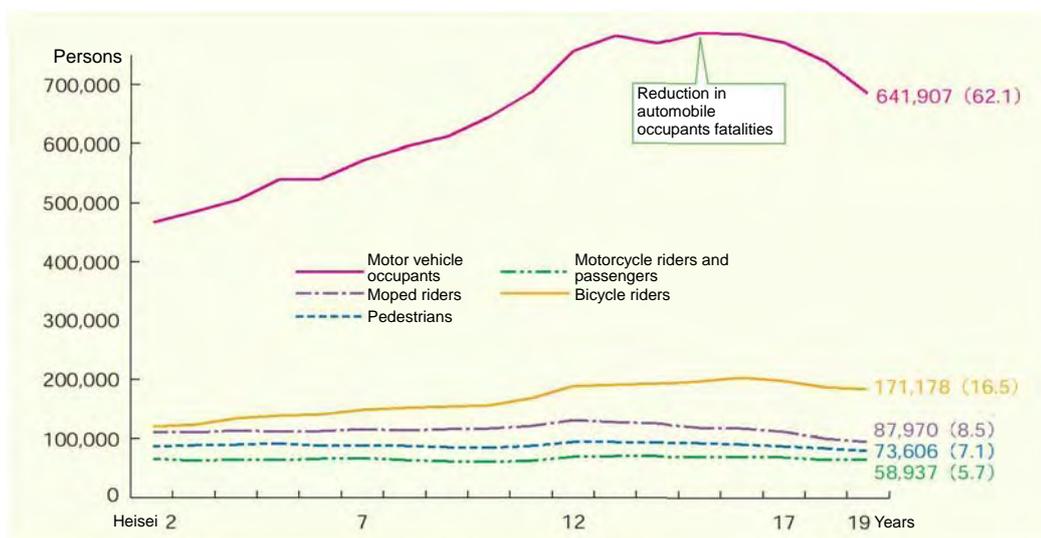
- (1) In terms of the mode of transportation used by the accident victims, automobile occupants accounted for the largest number of fatalities, 2,013, and the second largest number was of pedestrians, 1,943. Those two groups accounted for approximately 70% of total.
- (2) In terms of the mode of transportation used by the injured persons, automobile occupants accounted for the largest number of injured persons, 641,907 (62.1% 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 show percentage (%) of injuries by mode of transportation.

Transition in Traffic Accident Injuries, by Mode of Transportation

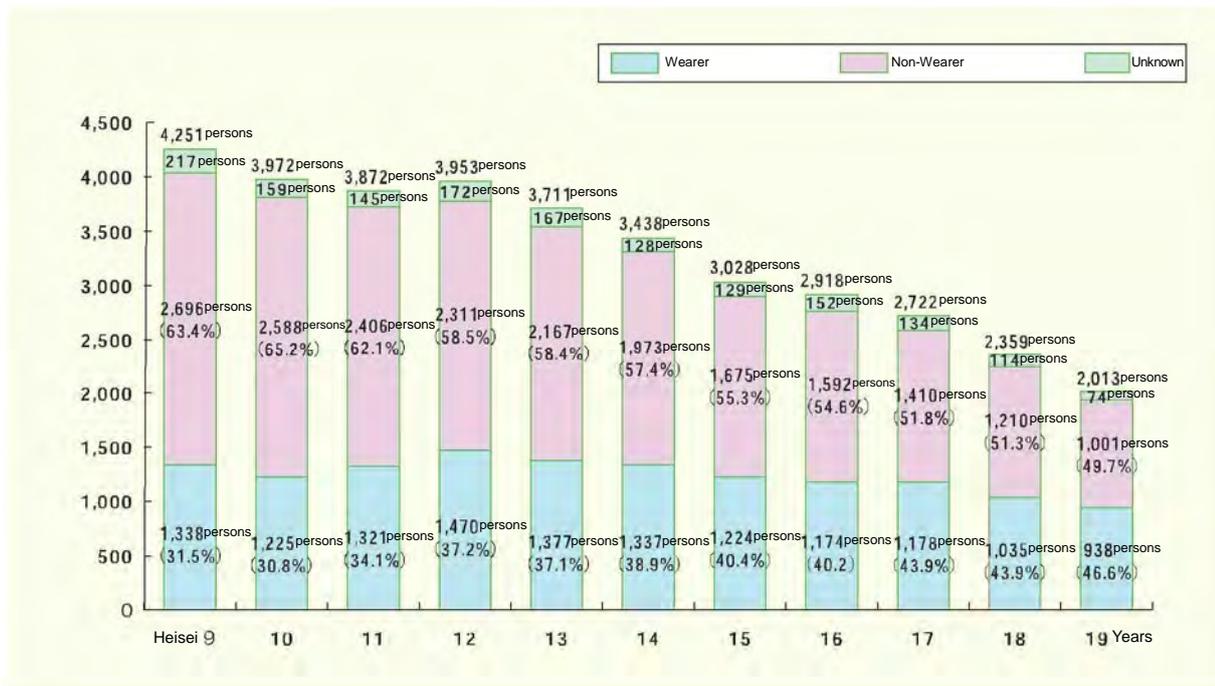


- Notes: 1. Source: National Police Agency (figures for "Others" omitted)
 2. Figures in parentheses show percentage (%) of injuries by mode of transportation.

- Fatalities: By seat belt usage

- (1) A total of 1,001 automobile occupants were killed in accidents while not wearing a seat belt. This represented a decrease of 209 (17.3%) from the preceding year.
- (2) The fatality rate (ratio of fatalities to total casualties) for those not wearing a seat belt was 9.4 times than that for seat belt wearers.

Transition in Automobile Occupant Fatalities, by Seat Belt Usage



Notes: 1. Source: National Policy Agency

- Child safety seat usage and child fatalities

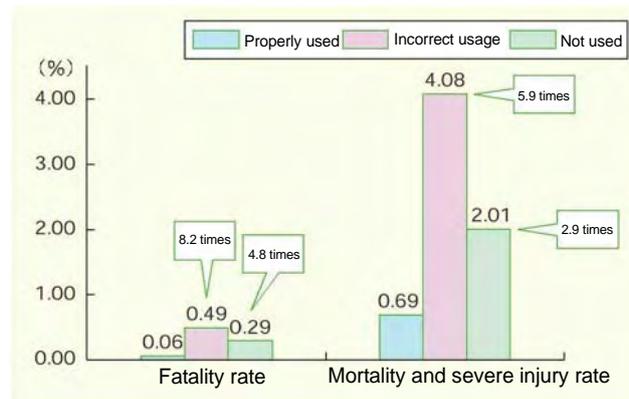
- (1) A total of 21 children under age six were killed while on board in an automobile, and 154 were severely injured.
- (2) The fatality rate among children who were not restrained properly in child safety seats was, when compared to those who used child seats properly, 5.9 times higher and that of those who were not using a child safety seat was 2.9 times higher.

Transition in fatalities and injuries, by child safety seat usage



Note Source: National police agency. However, "Unknown" is omitted.

Fatality rate, mortality and severe injury rate, by child safety seat usage (2007)



Note Source: National police agency.