2. Road Traffic Accident Conditions During 2009

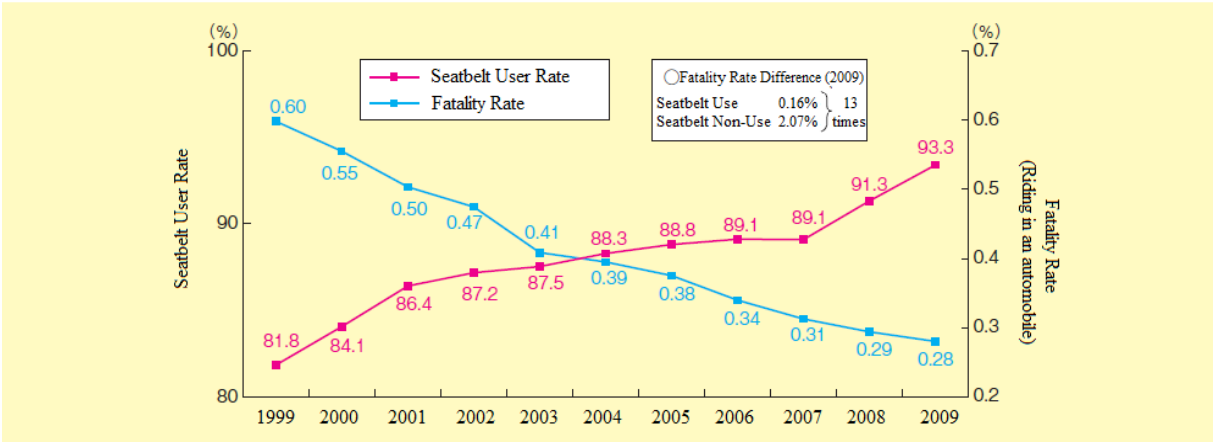
Overall Condition

◯Number of Accidents	736,688 cases	(Year-to-Year Comparison	Δ 29,459 cases, Δ3.8%)
◯Number of Injuries and Fatalities	915,029 people	(Year-to-Year Comparison	Δ 35,630 people, Δ3.7%)
◯Number of Injuries Only	910,115 people	(Year-to-Year Comparison	Δ 35,389 people, Δ3.7%)
◯Number of Fatalities Only (24-hour)	4,914 people	(Year-to-Year Comparison	Δ241 people, Δ4.7%)
(Within 30 days)	5,772 people	(Year-to-Year Comparison	Δ251 people, Δ4.2%)

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

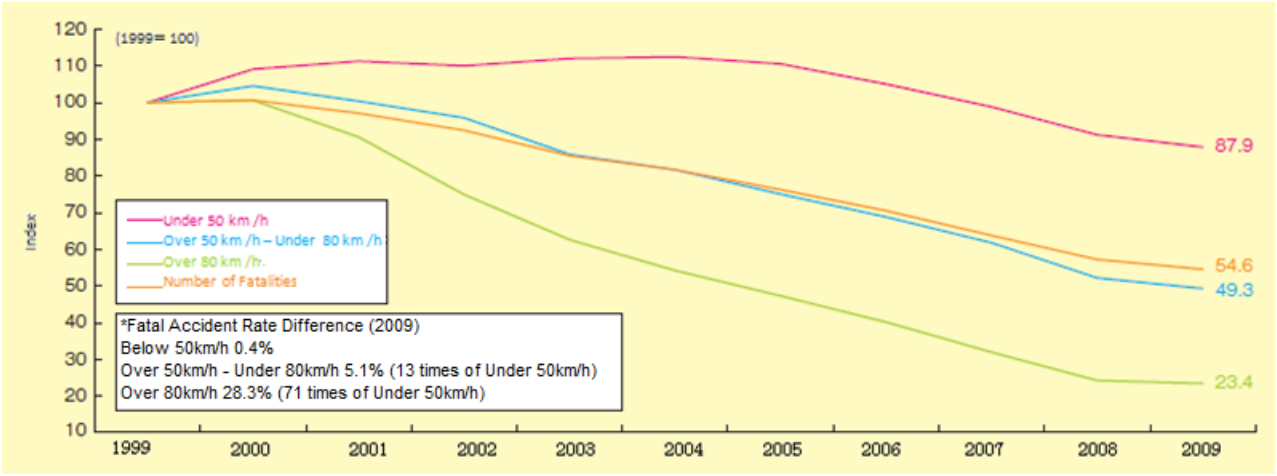
Transition of Seatbelt User Rate and Fatality Rate (Riding in an Automobile)



Note 1 Source: National Police Agency.
2 Seatbelt User Rate＝Number of Seatbelt Use Injuries and Fatalities (Riding in an Automobile) ÷Number of Injuries and Fatalities (Riding in an Automobile) ×100.
3 Fatality Rate (Riding in an Automobile) ＝Number of Fatalities (Riding in an Automobile) ÷Number of Injuries and Fatalities (Riding in an Automobile) ×100.

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

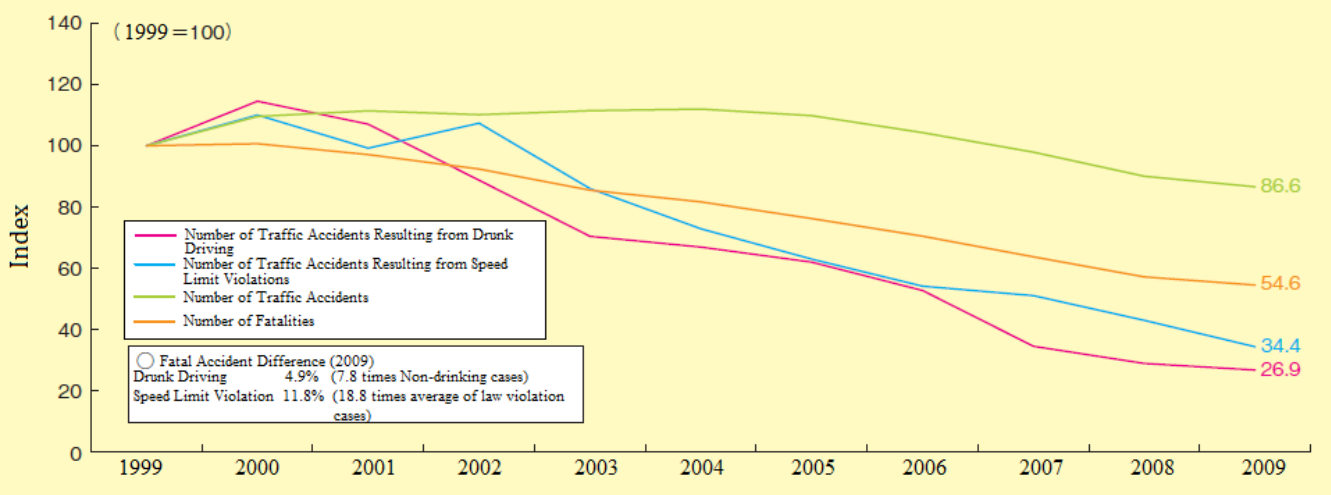
Transition of the Number of Traffic Accident Cases (on Normal Roads) and Fatalities by Danger Cognition Rate



Note 1 Source: National Police Agency.
2 The Danger Cognition Rate is the rate at which an automobile or moped driver observed other vehicles, persons, parked cars, and objects (protective fences, telephone poles, etc.), and recognized danger.
3 Fatal Accident Rate＝Number of Fatal Accidents ÷ Number of Traffic Accidents ×100.

Factor (3): Reduction in Accidents where the Level of Maliciousness and Danger is High (e.g. Drunk Driving)

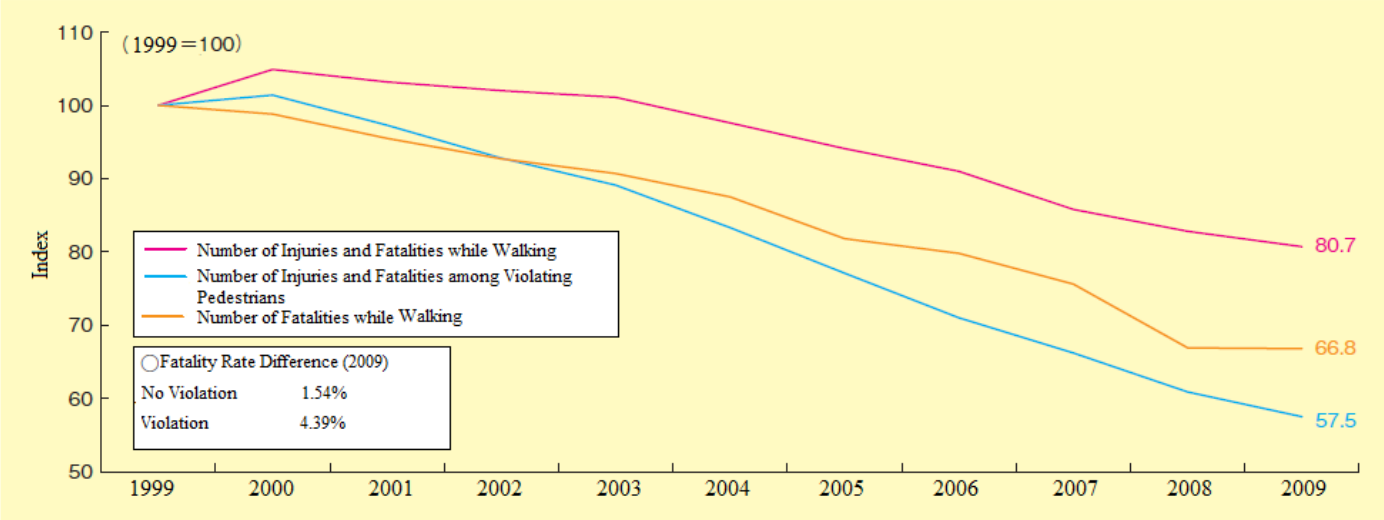
Transition of Traffic Accidents and the Number of Fatalities Resulting from Drunk Driving and Speed Limit Violations



Note Source: National Police Agency.

Factor (4): Reduction of Pedestrians Violating the Law

Transition of the Number of Injuries and Fatalities while Walking and among Violating Pedestrians



Note 1 Source: National Police Agency.
2 The Number of Injuries and Fatalities while Walking excludes cases involving light vehicles such as bicycles.
3 Pedestrian Fatality Rate (Violation/No Violation) ＝Number of Fatalities while Walking (Violation/No Violation) ÷Number of Injuries and Fatalities While Walking (Violation/No Violation) ×100.

Number of Road Fatalities and Injuries by Age Group

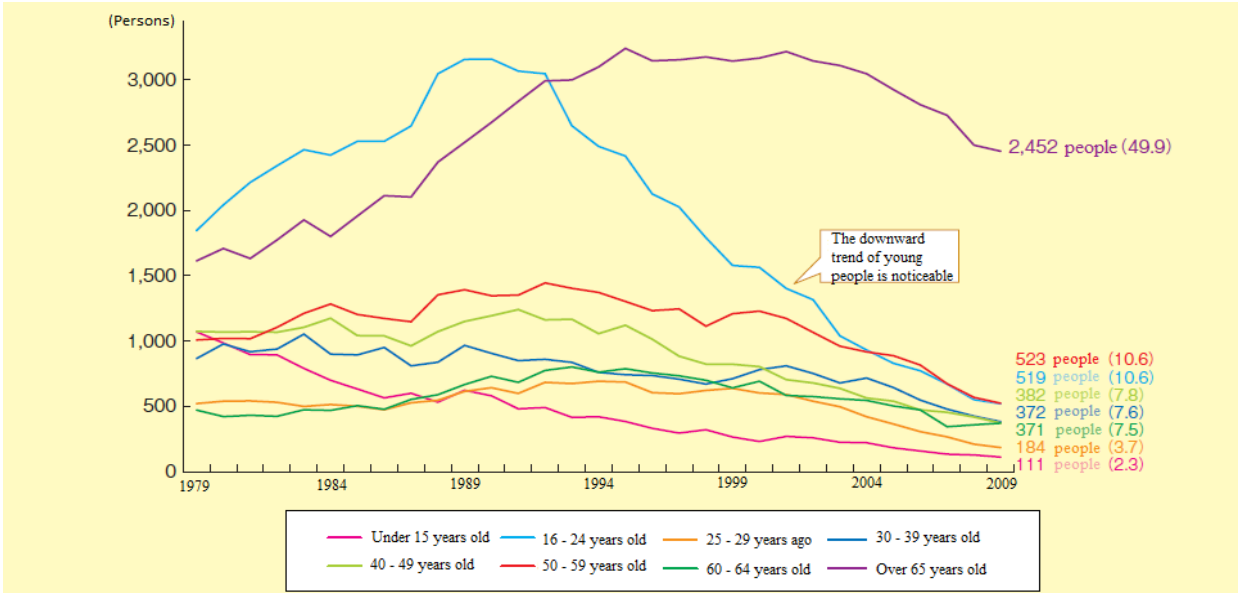
(1) The number of fatalities is most prominent with elderly persons aged 65 and over (2,452 people) in the past 17 consecutive years, and comprises over 49% of the total number of fatalities.

In comparison to the previous year, there has been a decline in age groups other than the 60-64 year old group (13-person increase), and there has been a large decline particularly in the 30-39 year old age group (53-person decline), over-65 year old group (47-person decline), and the 50-59 year old age group (45-person decline).

(2) The number of injuries is prominent with persons aged 30-39 (173, 715 people) and 16-24 (151, 079 people), and together comprise 36% overall.

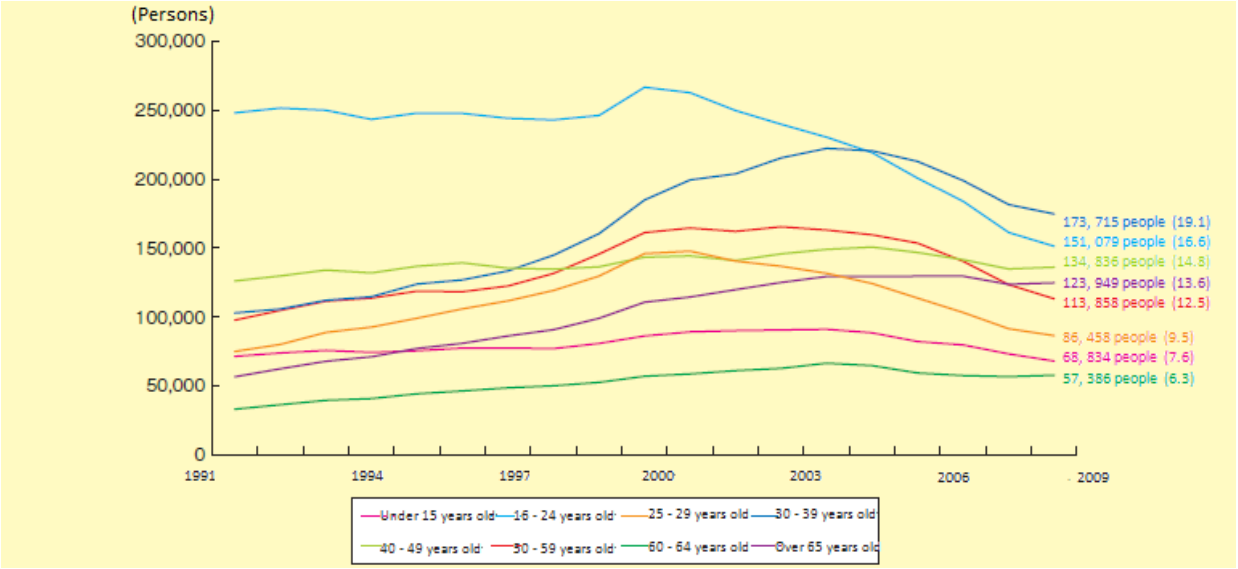
In comparison to the previous year, the 16-24 year old age group has in particular declined (10,221 people).

Transition of Number of Traffic Accident Fatalities by Age Group



Note 1 Source: National Police Agency.
2 Values within the parentheses ( ) indicated the component rate (%) for the number of fatalities by age group.

Transition of the Number of Traffic Accident Injuries by Age Group



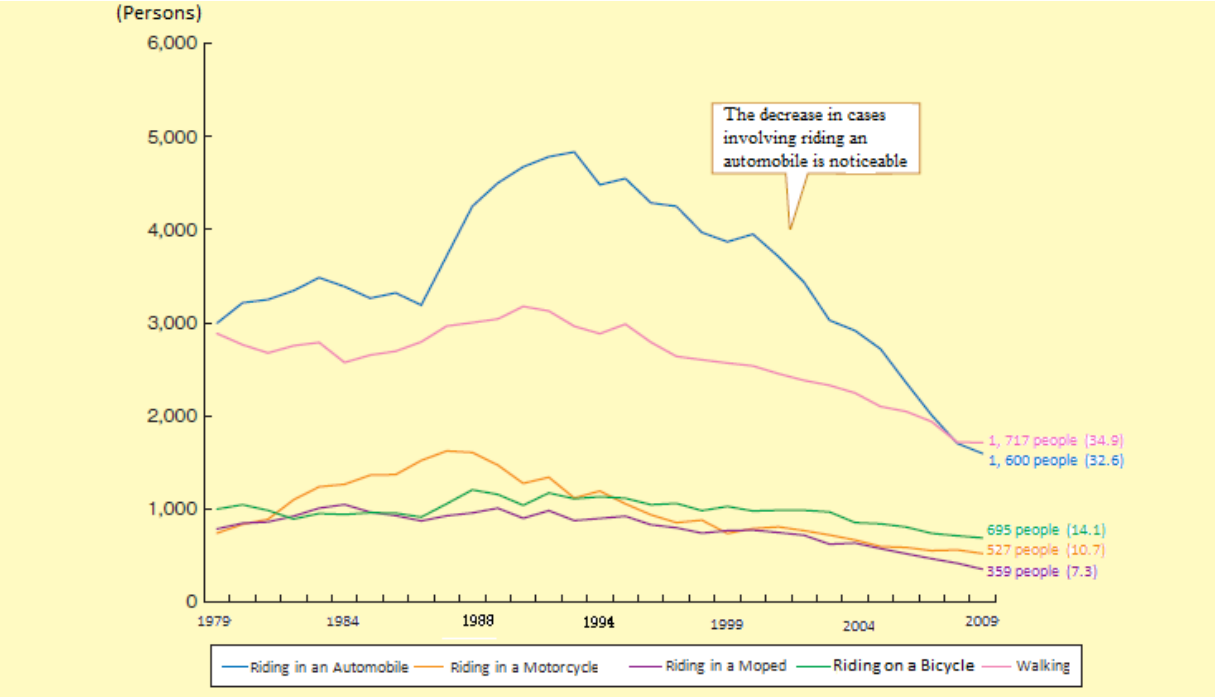
Note 1 Source: National Police Agency.
2 Values within the parentheses ( ) indicate the component rate (%) for the number of injuries by age group.

Number of Road Fatalities and Injuries by Condition

(1) The number of fatalities was most prominent involving cases while walking (1, 717 people) and next while riding in an automobile (1,600 people), and together comprise 67.5% overall.

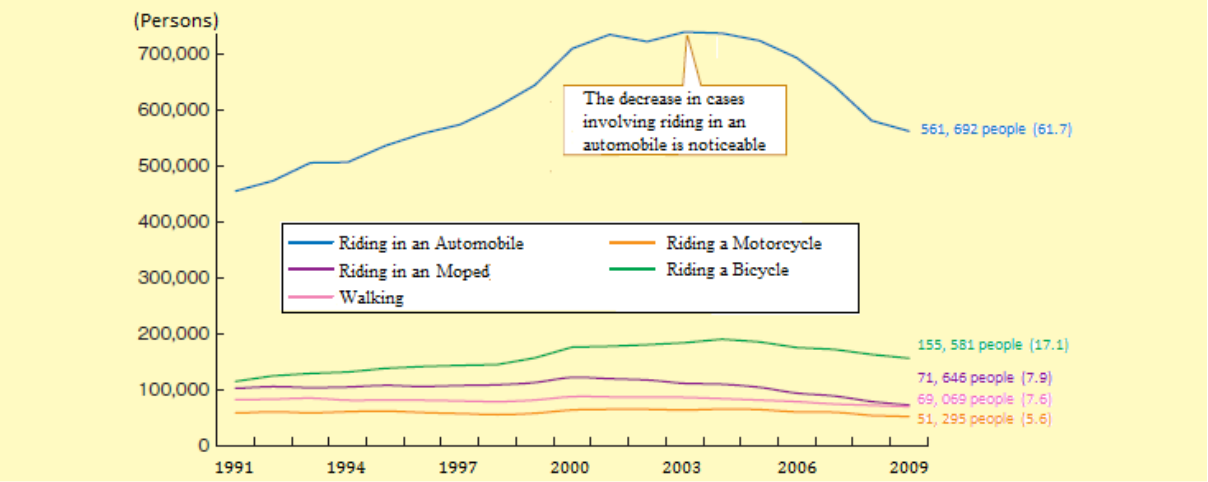
(2) The number of injuries was most prominent involving cases while riding in an automobile (561, 692 people), and comprises 61.7%. The next was 155,581 people who were riding on a bicycle (17.1%).

Transition of the Number of Traffic Accident Fatalities by Condition



Note 1 Source: National Police Agency. However, “Other” is omitted.
2 Values within parentheses ( ) indicate the component rate (%) of the number of fatalities by condition.

Transition of the Number of Traffic Accident Injuries by Condition



Note 1 Source: National Police Agency. However, “Other” is omitted.
2 Values within parentheses ( ) indicate the component rate (%) of the number of injuries by condition.

Number of Road Fatalities by Condition and Age Group

When examining the number of traffic accident fatalities by condition during 2009 in terms of age groups, the following characteristics were observed:

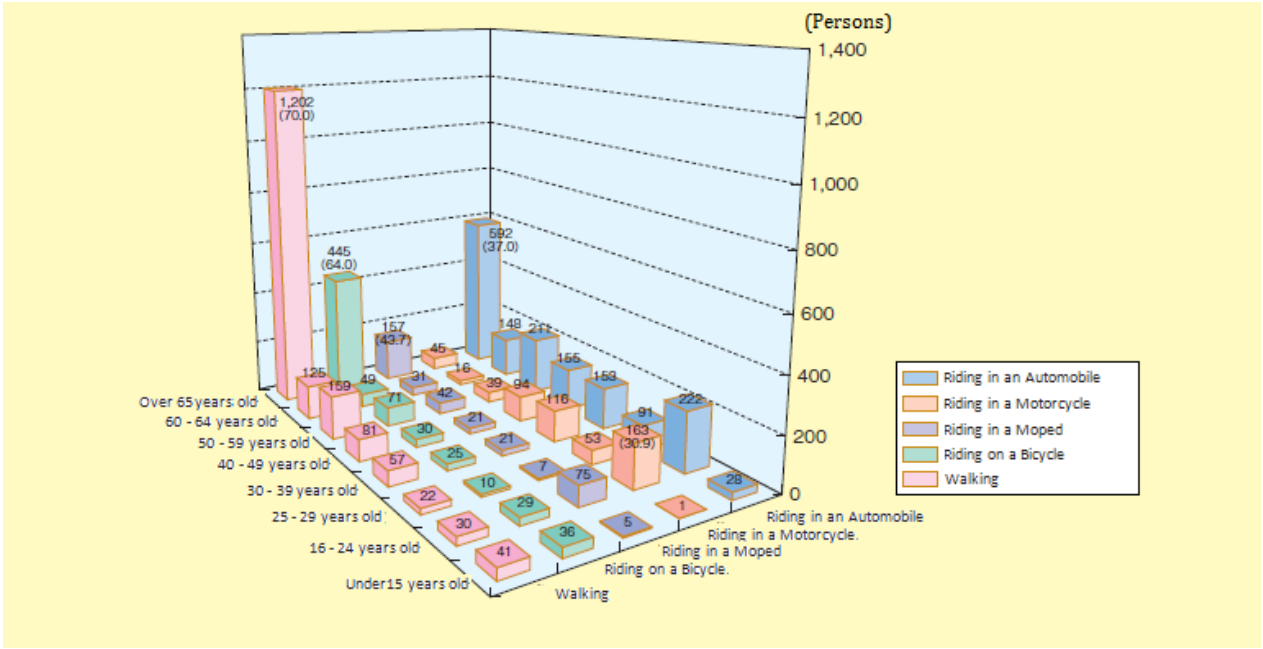
(1) In cases involving riding in an automobile, elderly people over 65 years old comprise the highest proportion at an overall 37.0%.

(2) In cases involving riding in a motorcycle, young people aged 16-24 still comprise the highest proportion at an overall 30.9%.

(3) In cases involving riding in a moped, the number of fatalities was mostly comprised of elderly people above the age of 65 at an overall 43.7%.

(4) In cases involving riding on a bicycle and walking, elderly people above the age of 65 comprise the largest proportion at an overall 64.0% and 70.0% respectively.

Number of Traffic Accident Fatalities by Condition and Age during 2009



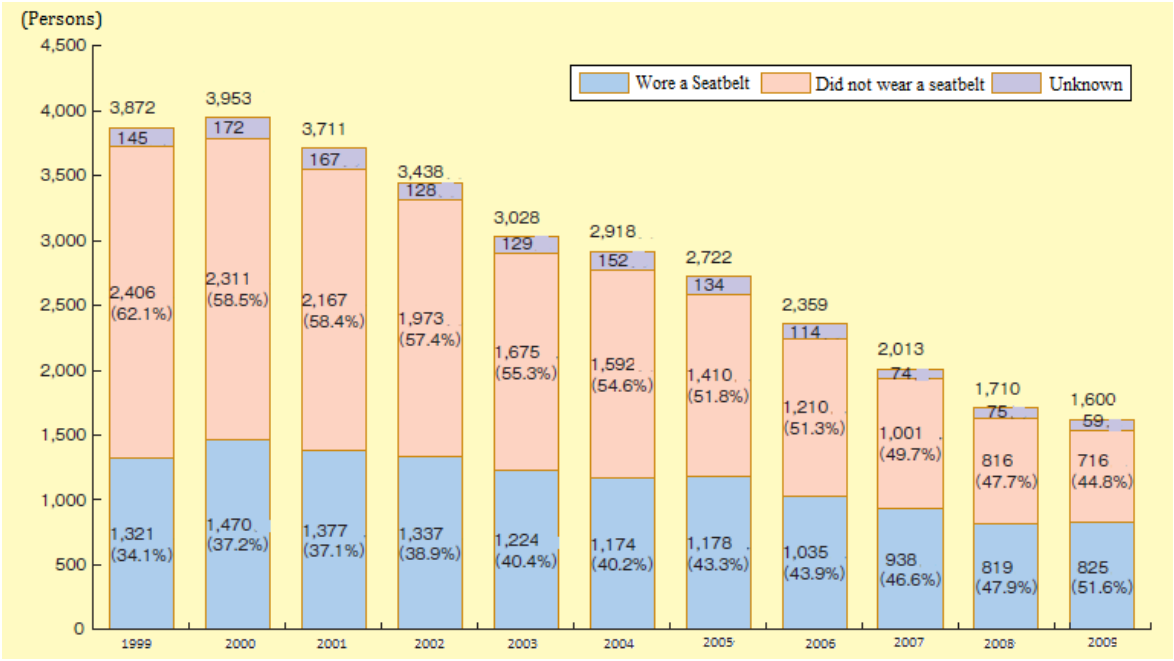
Note 1 Source: National Police Agency. However, “Other” is omitted.
2 Values within parentheses ( ) indicate the component rate (%).

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, 716 people did not use a seatbelt which indicates a decrease of 100 people (12.2%) 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 12.9 times the rate of those who did wear their seatbelts.

Transition of Automobile Fatalities by Seatbelt Use and Non-Use



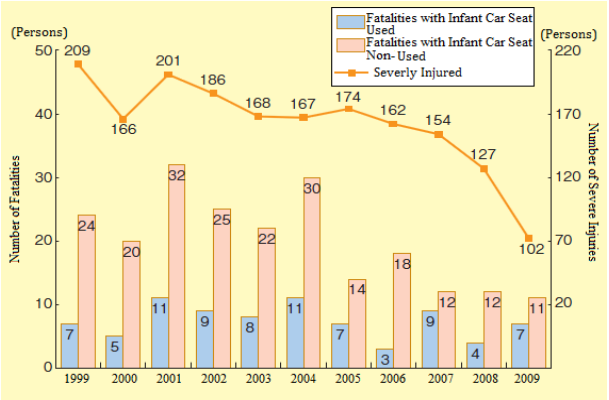
Note 1 Source: National Police Agency.
2 Values within parentheses ( ) indicate the component rate.

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

(1) There were 18 fatalities of children under the age of 6 while riding in an automobile (among them 7 were using an infant car seat), and 102 children who sustained severe injuries.

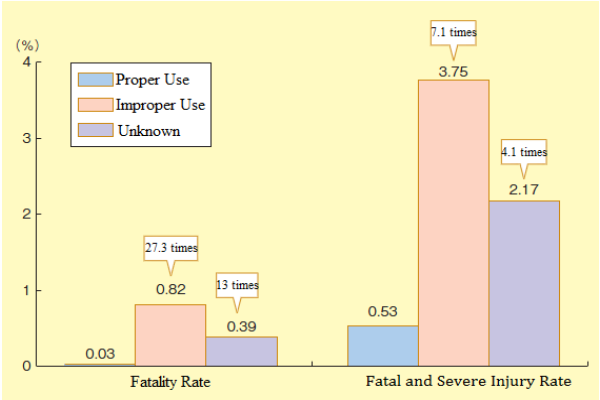
(2) When examining the fatal and severe injury rate of children under the age of 6 by infant car seat use and non-use, the rate is 4.1 times higher than those who did not use an infant car seat and 7.1 times higher than those who did not properly use an infant car seat in comparison to cases when the infant car seat was properly used.

Transition of Fatalities and Severe Injuries by Infant Car Seat Use and Non-Use



Note Source: National Police Agency.
However, "Use Unknown" is omitted.

Fatality Rate and Fatal/Severe Injury Rate by Infant Car Seat Use and Non-Use (2009)



Note Source: National Police Agency.