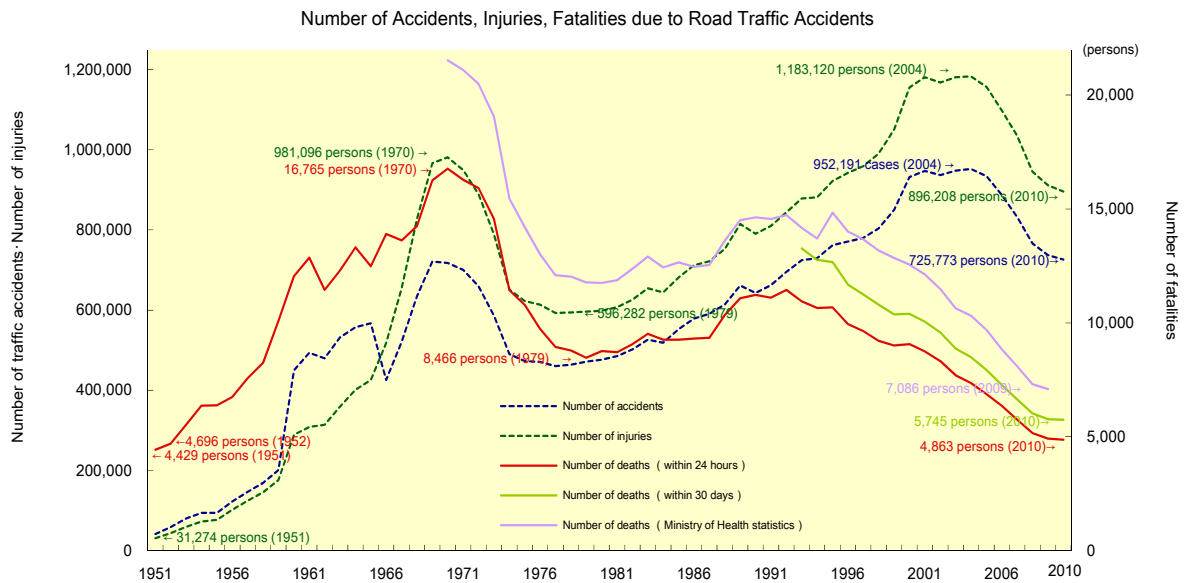# Title 1   Land Transport

Part 1   Road Transport

Chapter 1   Road Traffic Accident Trends

1   Long-Term Transition of Road Traffic Accidents

Traffic fatalities are reduced in 10 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 whos death was a result of the conseqences 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 thevictim of the traffic accident of land, and the person who is the car accident victim.

【Trends in number of traffic accident fatalities】

○   **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 2010 the number of traffic fatalities was 4,863 people, declining for 10 consecutive years.**

The worst number of incidents and casualties by traffic accidents has been recorded in 2004, and then decreased for the next sixth consecutive years.
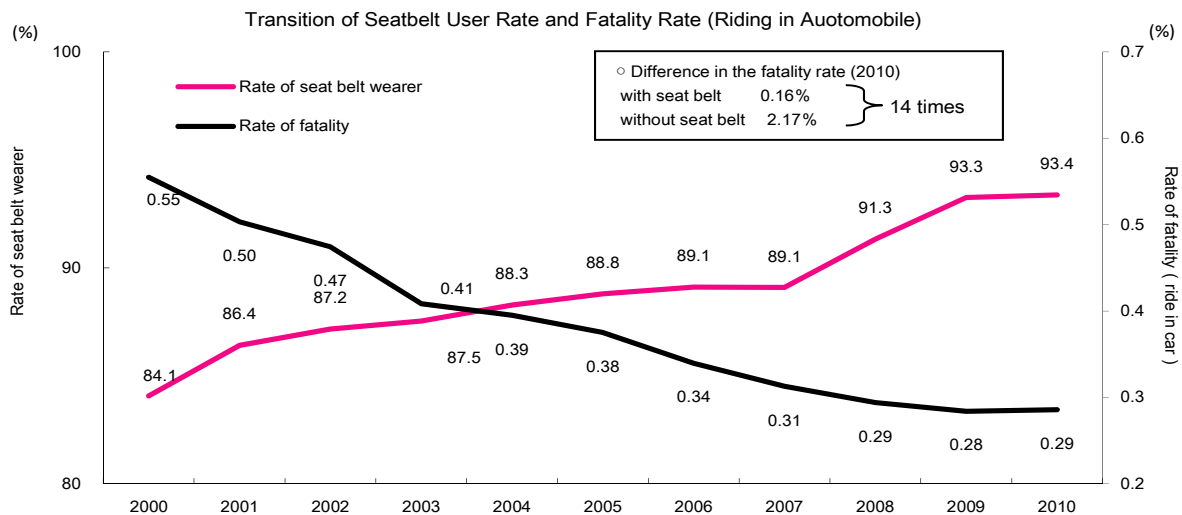
2 Road Traffic Accident Conditions During 2010

○ **Overall Condition and Factors of Decrease in the Number of Fatalities**

○**Number of Accidents**		725,773cases	(Year-on-year Comparison △11,701 cases, △1.6%)
○**Number of Injuries and Fatalities**		901,071people	(Year-on-year Comparison △14,951 people, △1.6%)
○**Number of Injuries only**		896,208 people	(Year-on-year Comparison △14,900 people, △1.6%)
○Number of Fatalities only	(24 hours)	4,863 people	(Year-on-year Comparison △51 people, △5.2%)
	(30 days)	5,745 people	(Year-on-year Comparison △27 people, △0.5%)

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 Auotomobile)

○ Difference in the fatality rate (2010)
with seat belt   0.16%
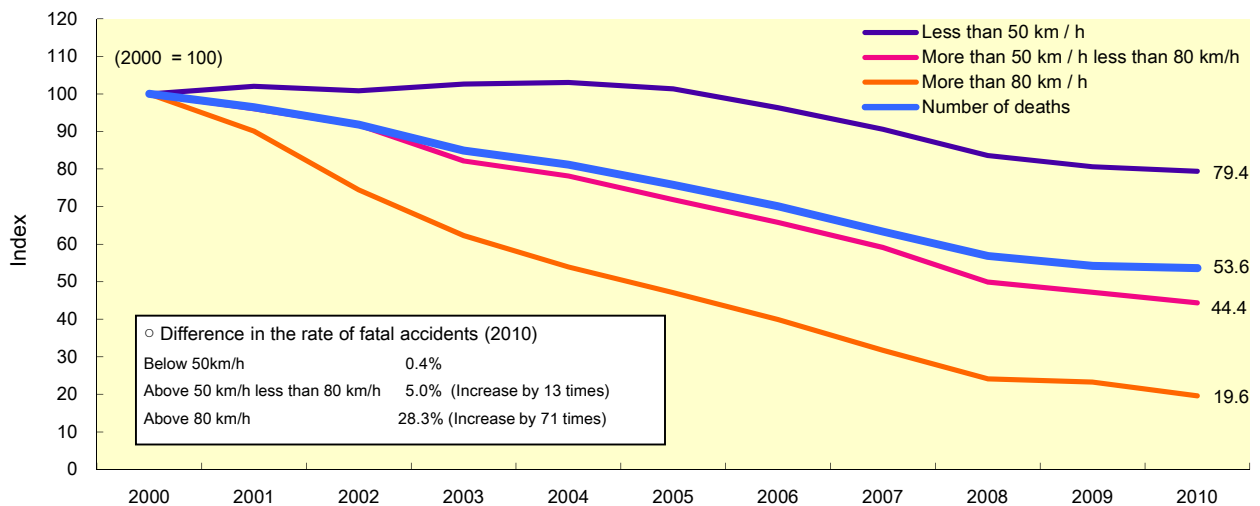without seat belt 2.17% } 14 times

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

○ Difference in the rate of fatal accidents (2010)
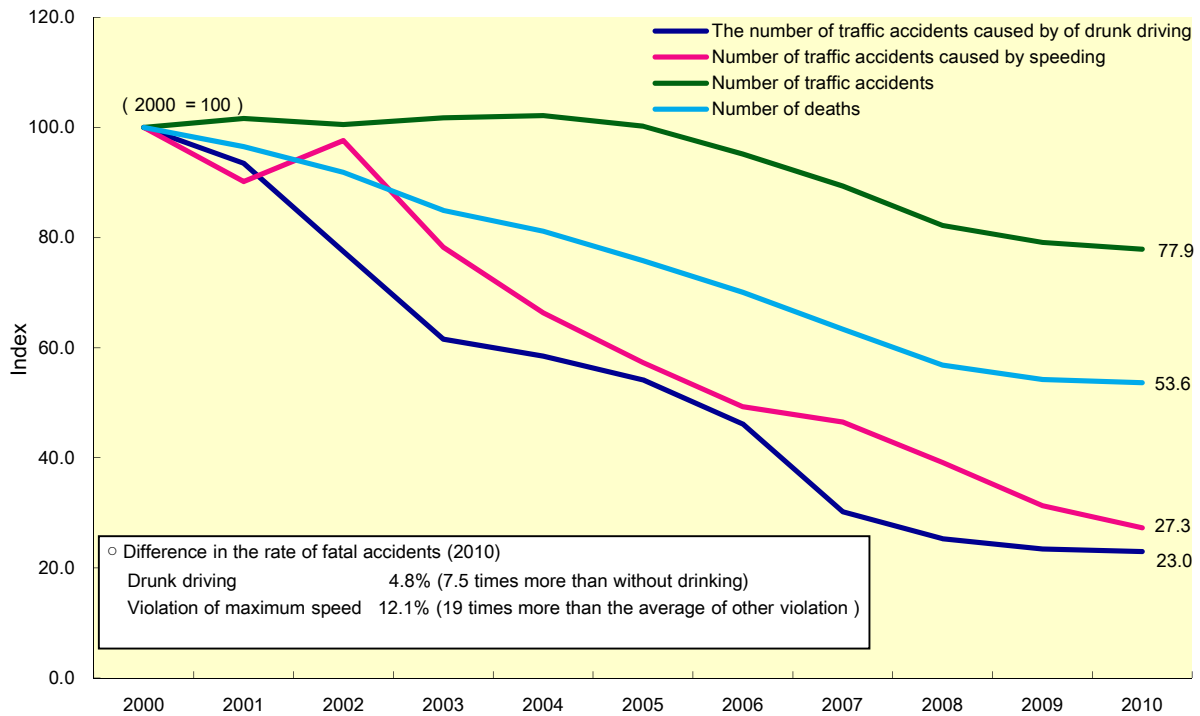|	
Below 50km/h	0.4%
Above 50 km/h less than 80 km/h	5.0% (Increase by 13 times)
Above 80 km/h	28.3% (Increase by 71 times)

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

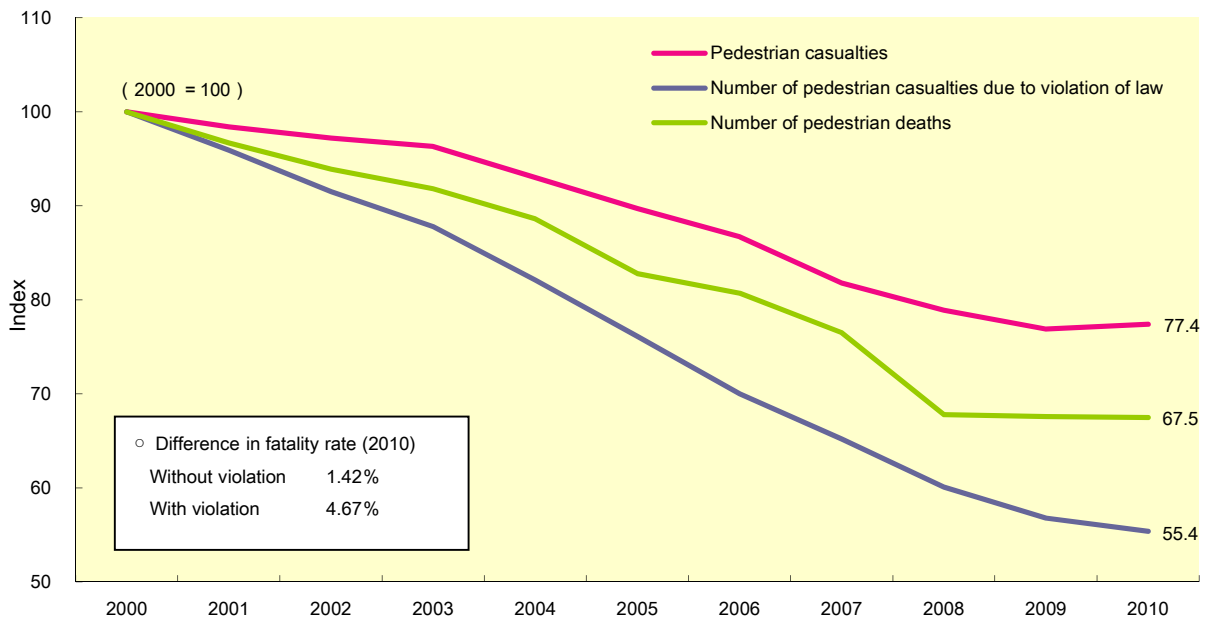## Factor ③ Decrease in the number of high risk, malicious accidents, such as drunk driving

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

Legend:
- The number of traffic accidents caused by of drunk driving
- Number of traffic accidents caused by speeding
- Number of traffic accidents
- Number of deaths

(2000 = 100)

○ Difference in the rate of fatal accidents (2010)
Drunk driving   4.8% (7.5 times more than without drinking)
Violation of maximum speed   12.1% (19 times more than the average of other violation)

Values: 77.9, 53.6, 27.3, 23.0

Note 1: Data by the 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

Legend:
- Pedestrian casualties
- Number of pedestrian casualties due to violation of law
- Number of pedestrian deaths

(2000 = 100)

○ Difference in fatality rate (2010)
Without violation   1.42%
With violation   4.67%

Values: 77.4, 67.5, 55.4

Note 1: Data by the National Police Agency.
    2: Number of of pedestrian casualties excepts other party using light vehicles, such as bicycles.
    3: Rate of pedestrian fatalitys (with and without violation) = Number of pedestrian fatalitys (with and without violations)
   ÷ Number of pedestrian casualties ×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 (2,450 people) in the past 18 consecutive years, and for the first time the rate comprised more than half of the total number of fatalities. Compared to the previous year there is a big decline particularly for the young people, 16 -24 years age group (50 people less).

(2) The number of injuries is high with persons aged 30-39 (170, 577 people) and 16-24 (145, 557 people), and together comprise 35.2% overall.

In comparison to the previous year, particularly there has been a decline in 16-24 (decline of 5,672 people) and 50-59 (decline of 4,595 people) age groups.

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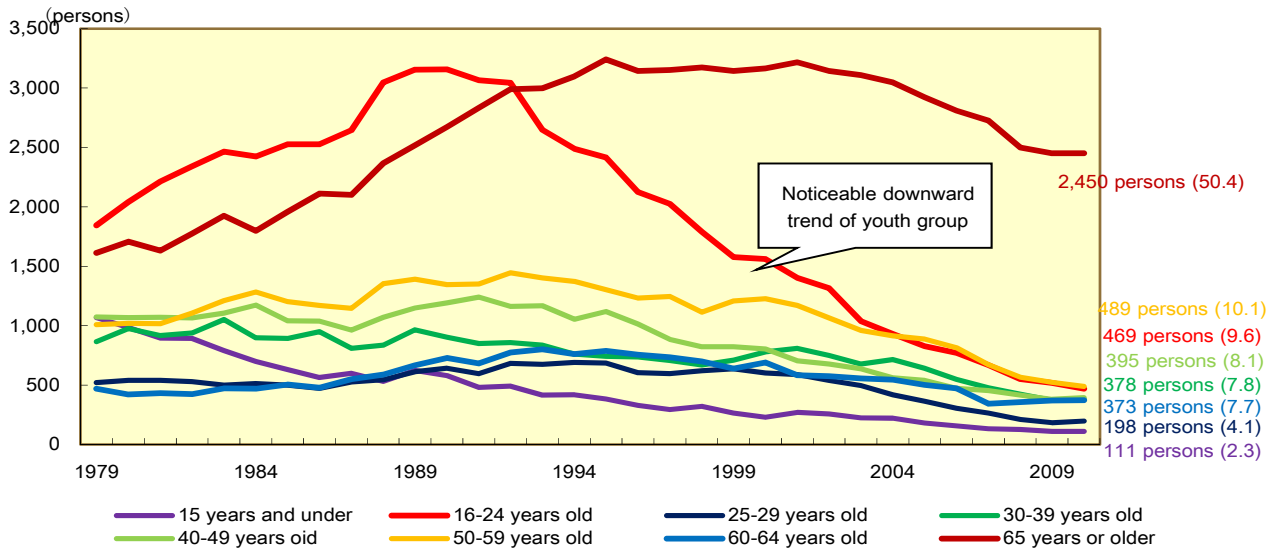
Note 1: Data by the National Police Agency.
2: Rate in the configuration of the number of deaths by age group ( ) is a (%).

Trends in the Number of Road Accident Casualties by Age Group
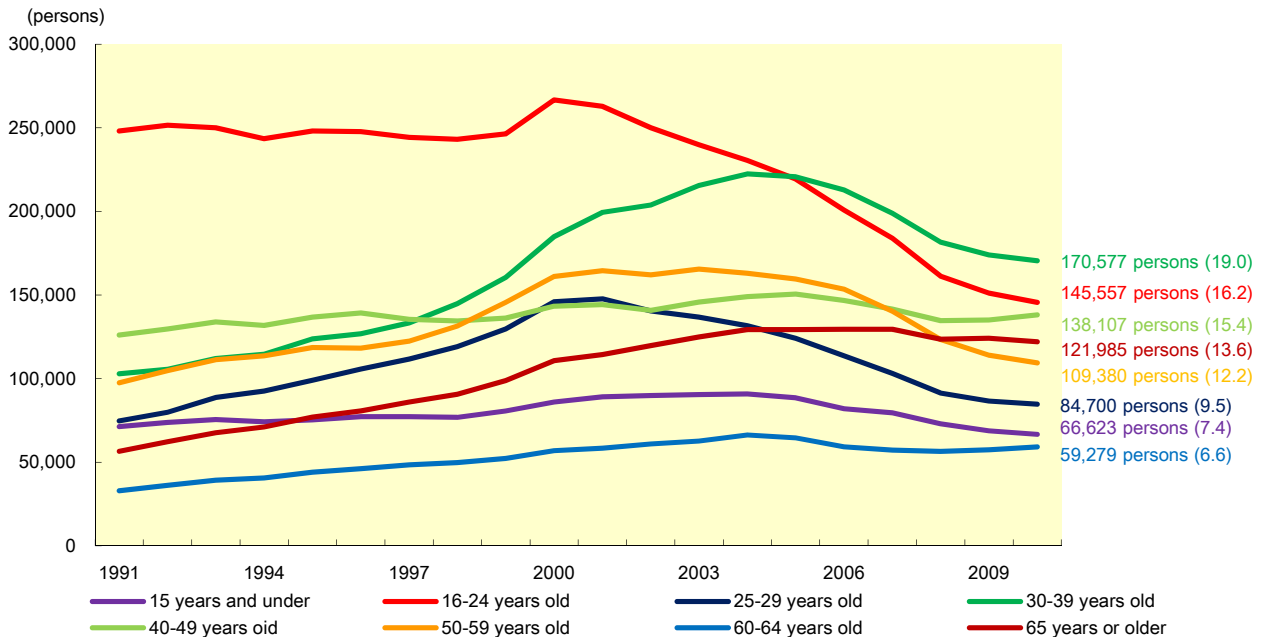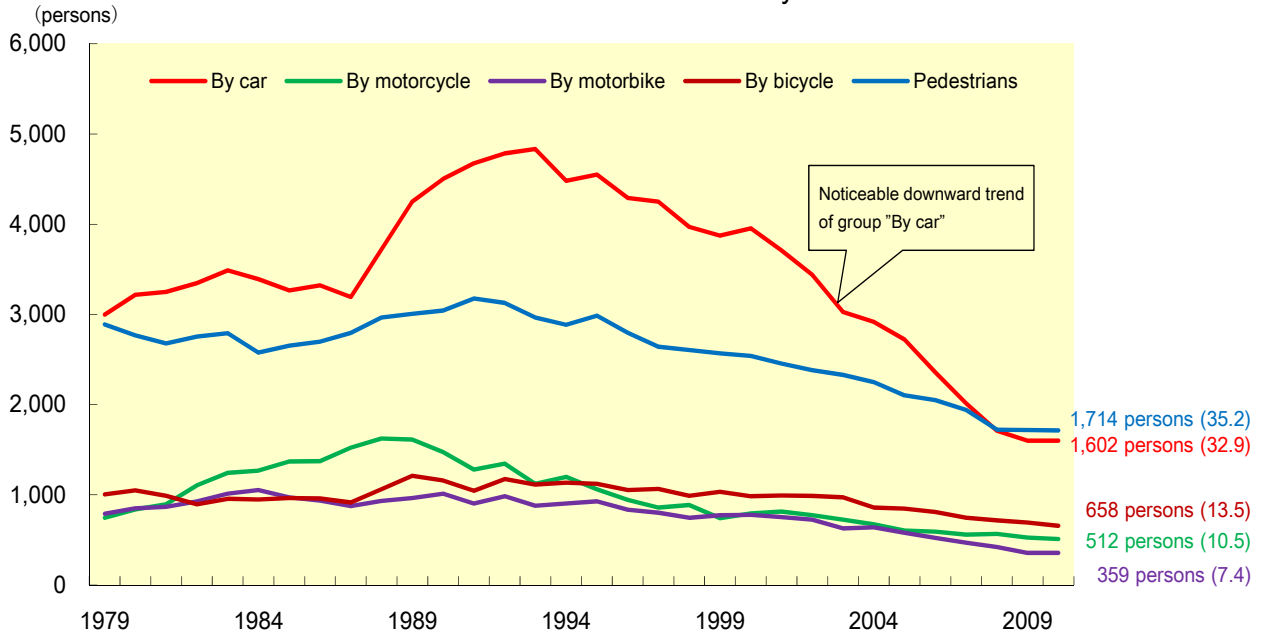

Note 1: Data by the National Police Agency.
2: Rate in the configuration of the number of deaths by age group ( ) is a (%).

○ Number of Road Fatalities and Injuries by Condition

(1) The number of fatalities was most prominent involving cases while walking (1,714 people) and next while riding in an automobile (1,602 people), and together comprise 68.1% overall.

(2) The number of injuries was most prominent involving cases while riding in an automobile (559, 260 people), and comprises 62.4%. The next was 150,973 people for those riding on a bicycle (16.8%).

Trends in the number of traffic fatalities by condition

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

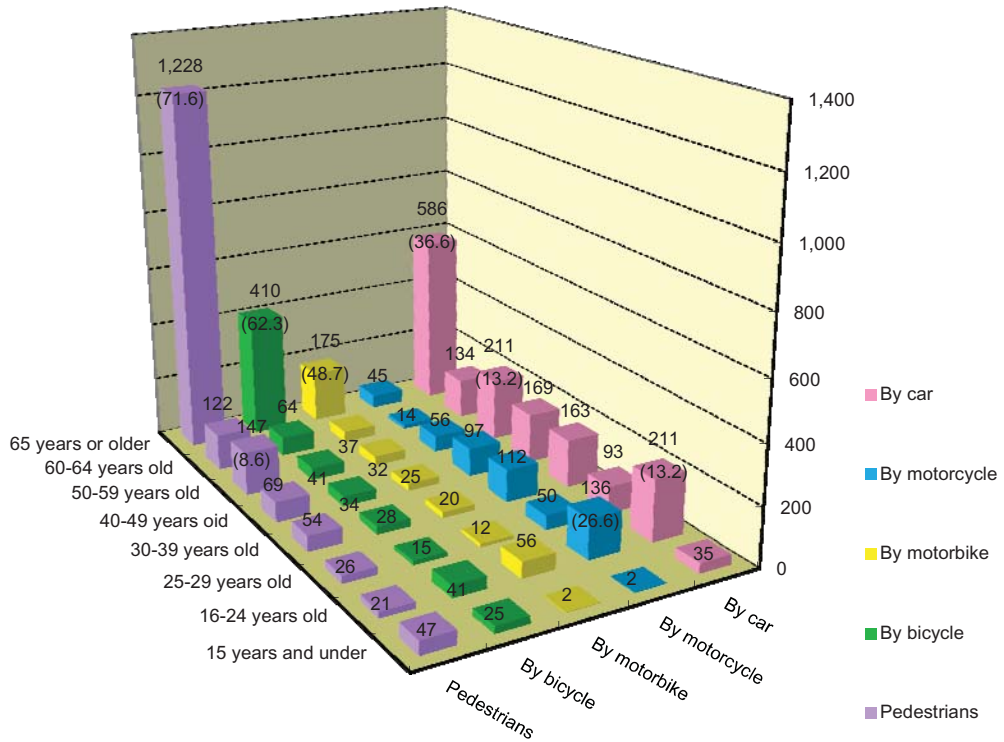### Trends in the number of traffic accidents casualties by condition
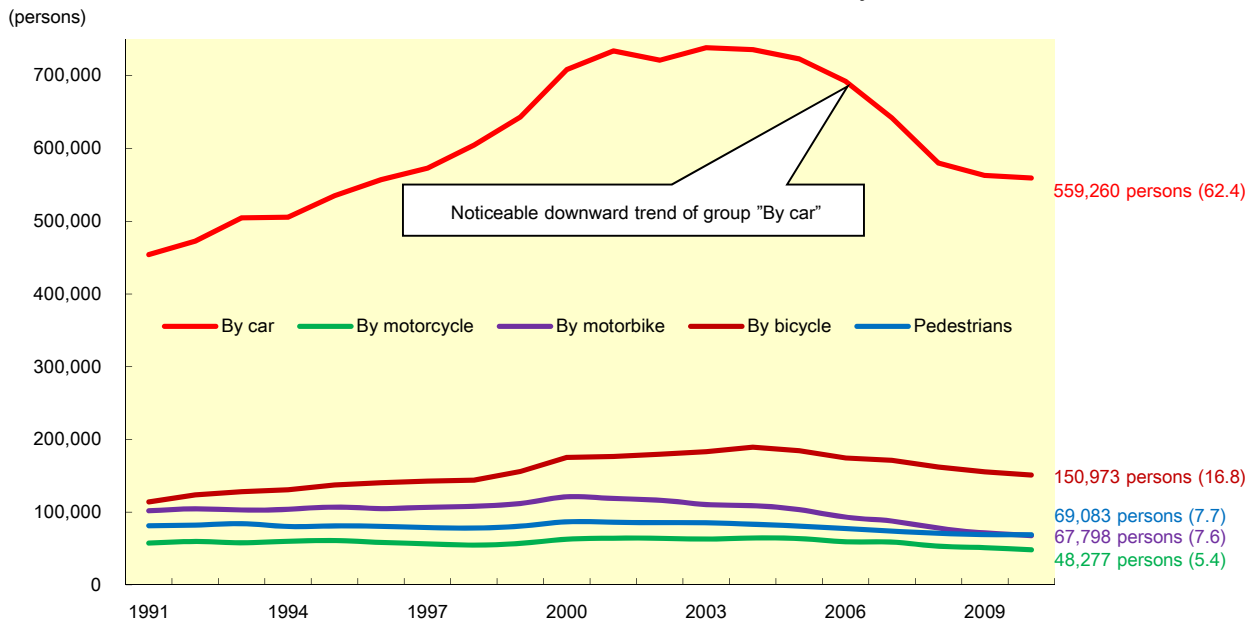
Note 1: Documents created by the National Police Agency. "Other" is omitted.
   2: Component rate of the number of traffic accidents casualties by situation () is a (%).

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

When examining the number of traffic accident fatalities by condition during 2010 in terms of age groups, the following characteristics were observed:

(1) In each of the following cases: involving riding in automobiles (36.6%), motorized bikes (62.3%), bicycles (62.3%), and pedestrians (71.6%), 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 a motorcycle, young people aged 16-24 still comprise the highest proportion at an overall 26.6%.

Traffic fatalities by age group and by condition in 2010

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

○ 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, 741 people did not use a seatbelt, which indicates a decrease of 25 people (3.5%) 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 13.9 times the rate of those who did wear their seatbelts.

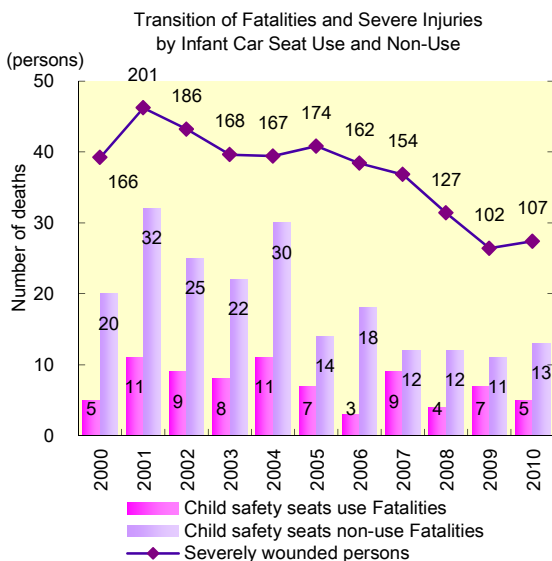Transition of Automobile Fatalities by Seatbelt Use and Non-Use
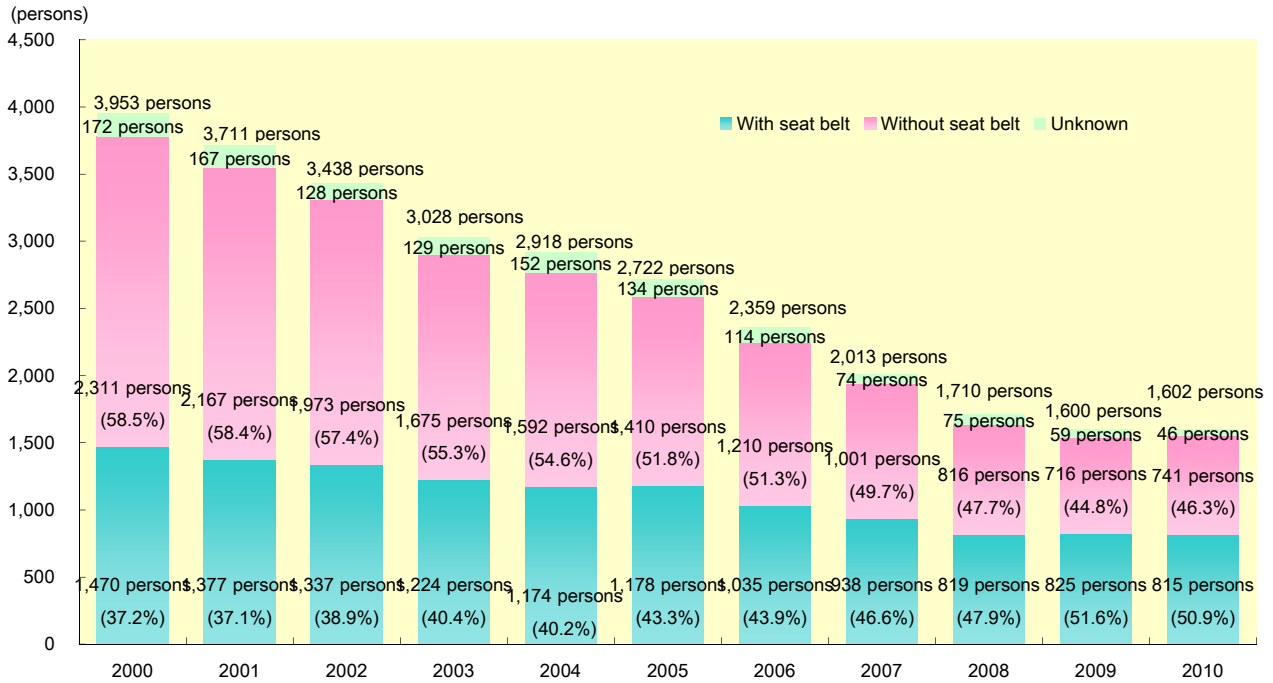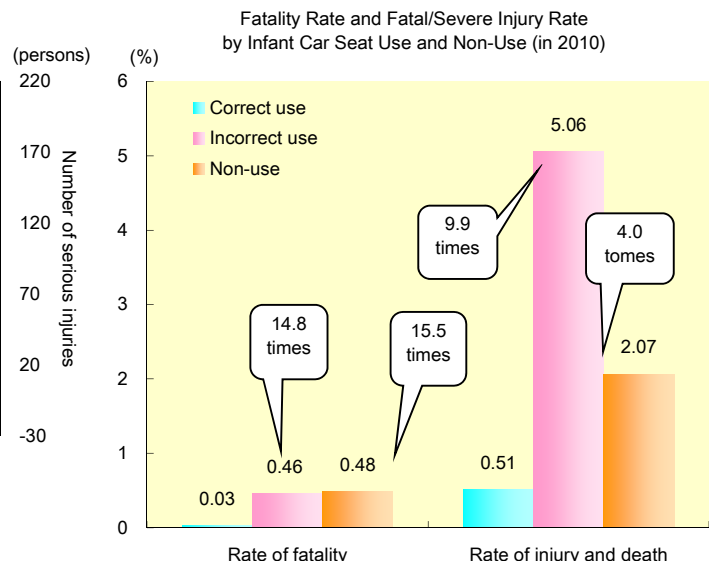

Note: Data by the National Police Agency.

○ 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 5 were using an infant car seat), and 107 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 4.0 times higher than those who did not use an infant car seat 9.9 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: Documents created by the National Police Agency. "Unknown" is omitted.

Fatality Rate and Fatal/Severe Injury Rate by Infant Car Seat Use and Non-Use (in 2010)

Note: Data by the National Police Agency.