

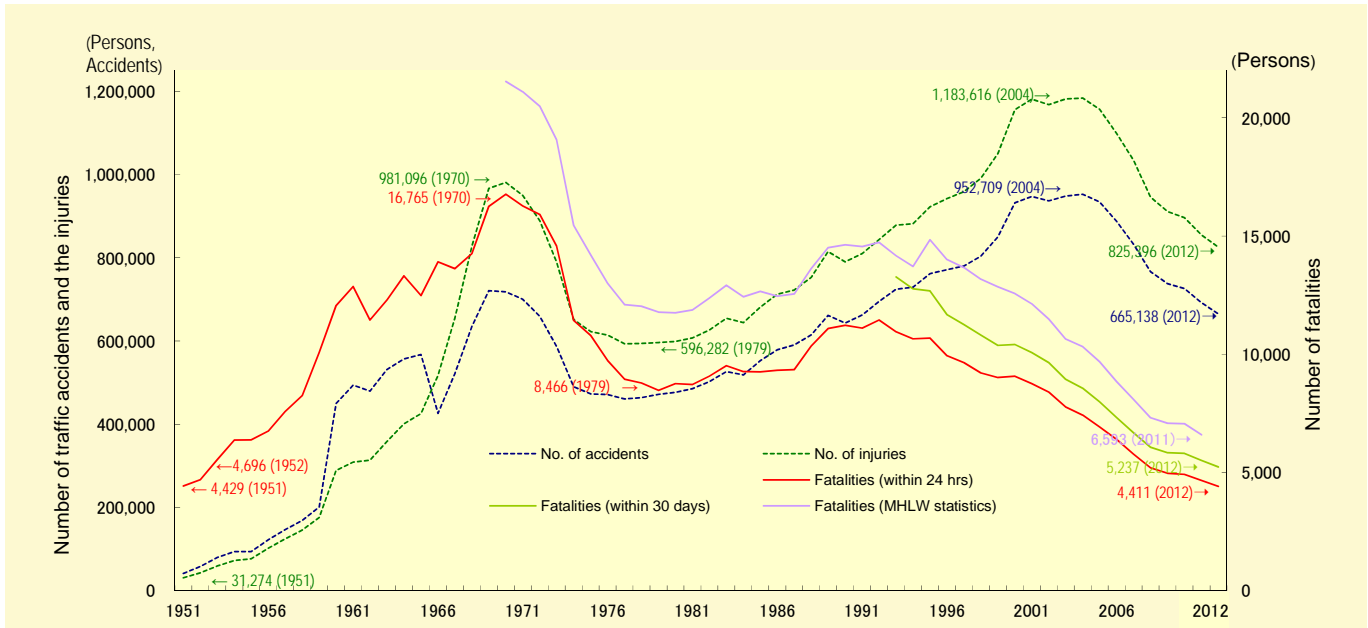
Part 1 Road Transport

Chapter 1 Road Traffic Accident Trends

1. Long-Term Transition of Road Traffic Accidents

The number of fatalities in traffic accidents has fallen for the past 12 years in a row.

Number of road traffic accidents, fatalities, and injuries



Note:

1. Source: National Police Agency
2. Figures in 1966 and after do not include any property damage. Figures before 1972 do not include Okinawa Prefecture.
3. "A fatality within 24 hours" is a person who died as a consequence of a car or railway accident occurred on a road stipulated in Article 2, Paragraph 1, Item 1 of the Road Traffic Act.
4. "A fatality within 30 days" is a person who died within 30 days in a traffic accident (including a person who died within 24 hours).
5. The "number of fatalities in 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 to start 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 4,411, a consecutive fall for 12 years. The number of both traffic accidents and injuries fell over 8 years in a row.

2. Road Traffic Accident Conditions during 2012

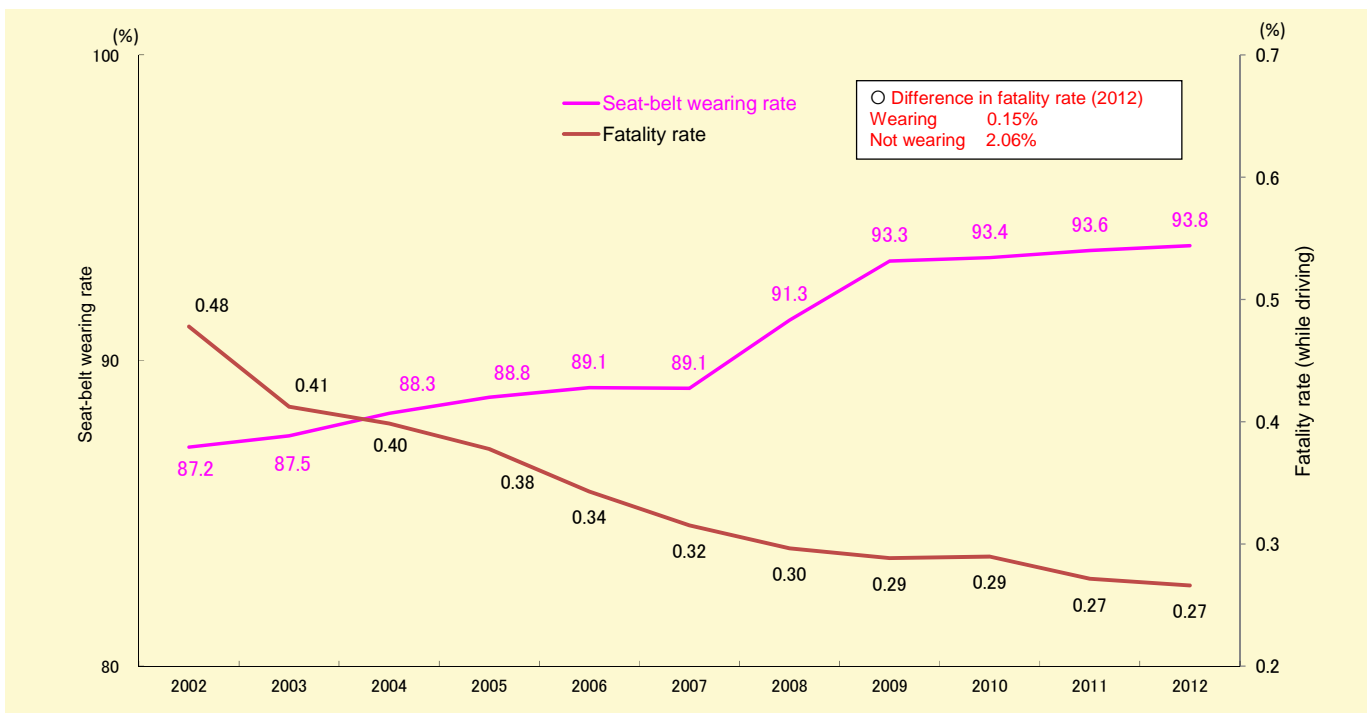
● Overall Condition

- Number of accidents: 665,138 (- 26,918, - 3.9 % over the previous year)
- Number of casualties: 829,807 (- 29,466, - 3.4 % over the previous year)
- Number of injuries: 825,396 (- 29,214, - 3.4 % over the previous year)
- Number of fatalities (within 24 hours): 4,411 (- 252, - 5.4 % over the previous year)
(within 30 days): 5,237 (- 270, - 4.9 % over the previous year)

The fall in the number of fatalities in recent years can be attributed basically to the comprehensive promotion of measures based on the Traffic Safety Basic Program, such as improvement in road traffic environment, awareness-raising and enlightenment on traffic safety, safer driving, safer vehicles, maintenance of road traffic order, development of rescue and rescue systems and others. Quantifiable factors include 1) increase in the seat-belt wearing rate, 2) decrease in speed just before accident, 3) decrease in the number of accidents caused by aggravated reasons such as drink-driving and 4) compliance of laws by pedestrians, among others.

Factor 1: Decrease in fatality rate due to the improvement in the seat-belt wearing rate

Changes in the seat-belt wearing rate and fatality rate (while driving)

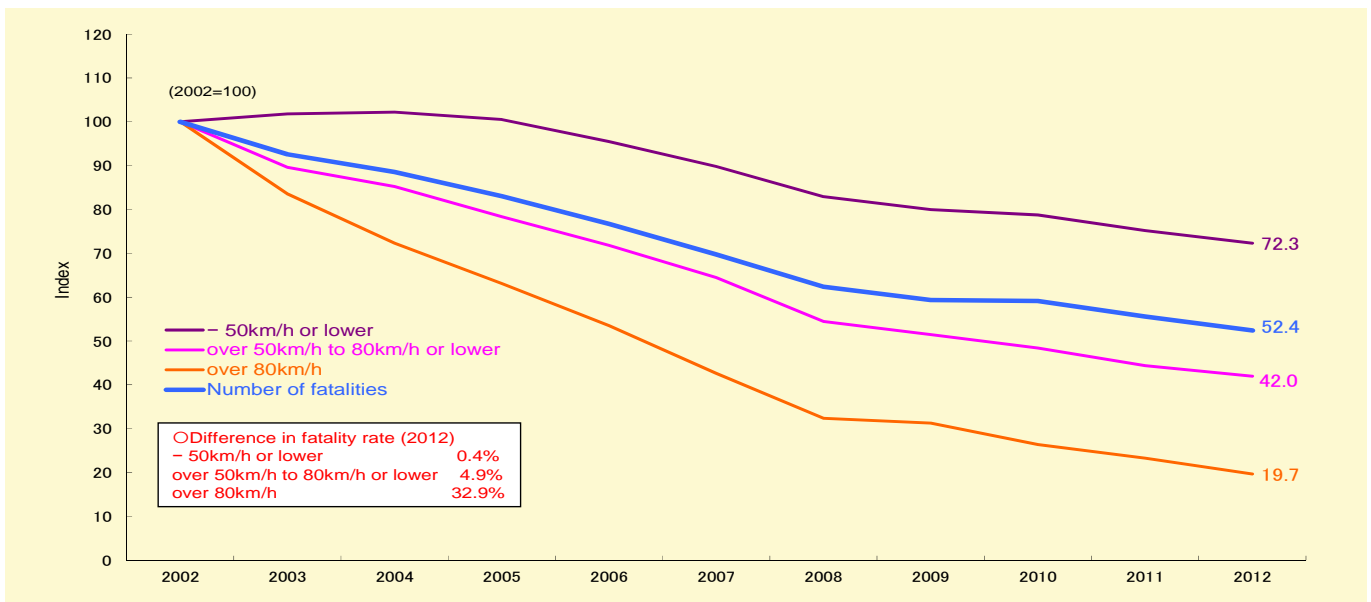


Note:

1. Source: National Police Agency
2. Seat-belt wearing rate: $\text{Number of casualties with seat-belt (while driving)} \div \text{number of casualties (while driving)} \times 100$
3. Fatality rate (while driving): $\text{Number of fatalities (while driving)} \div \text{number of casualties (while driving)} \times 100$

Factor 2: Decrease in the number of high speed accidents (decrease in car speed just before accident)

Changes in the number of traffic accidents by hazardous speed (in general roads) and fatalities

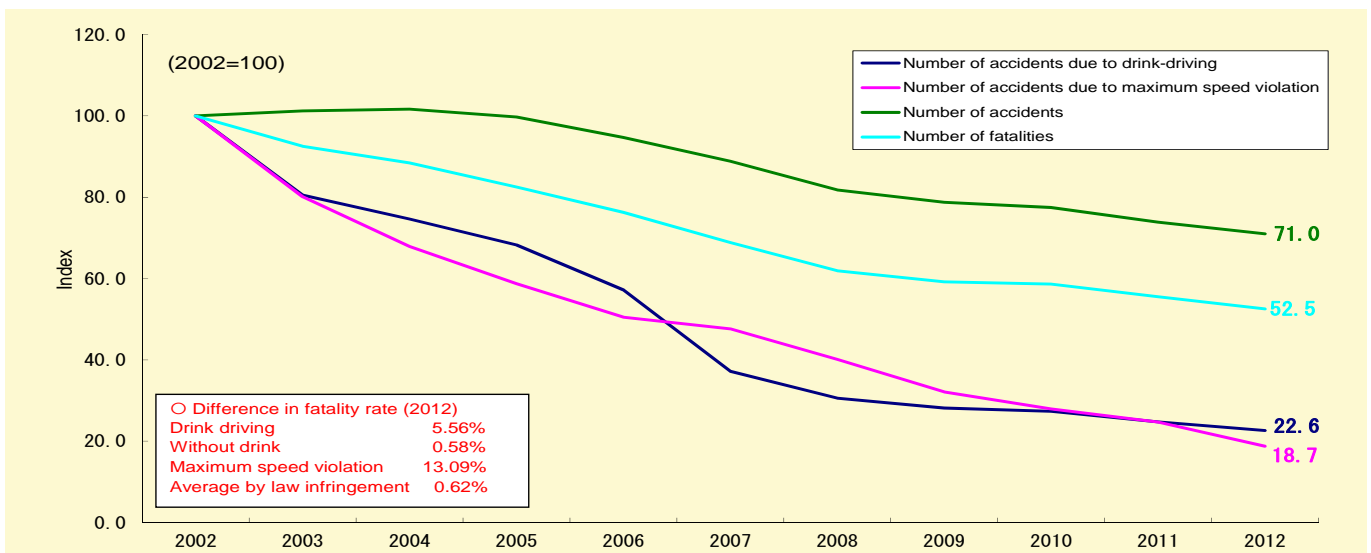


Note:

1. Source: National Police Agency
2. Hazardous speed (driving with hazard perception) is the speed at which a driver of a car or a rider of a small motor bicycle that sees another car, person(s), a parked car or an object (guard fence, utility poles etc.) perceives a danger.
3. Fatal accident rate: Number of fatal accidents ÷ the number of traffic accidents x 100

Factor 3: Decrease in the number of accidents caused by aggravated dangerous reasons such as driving while drunk

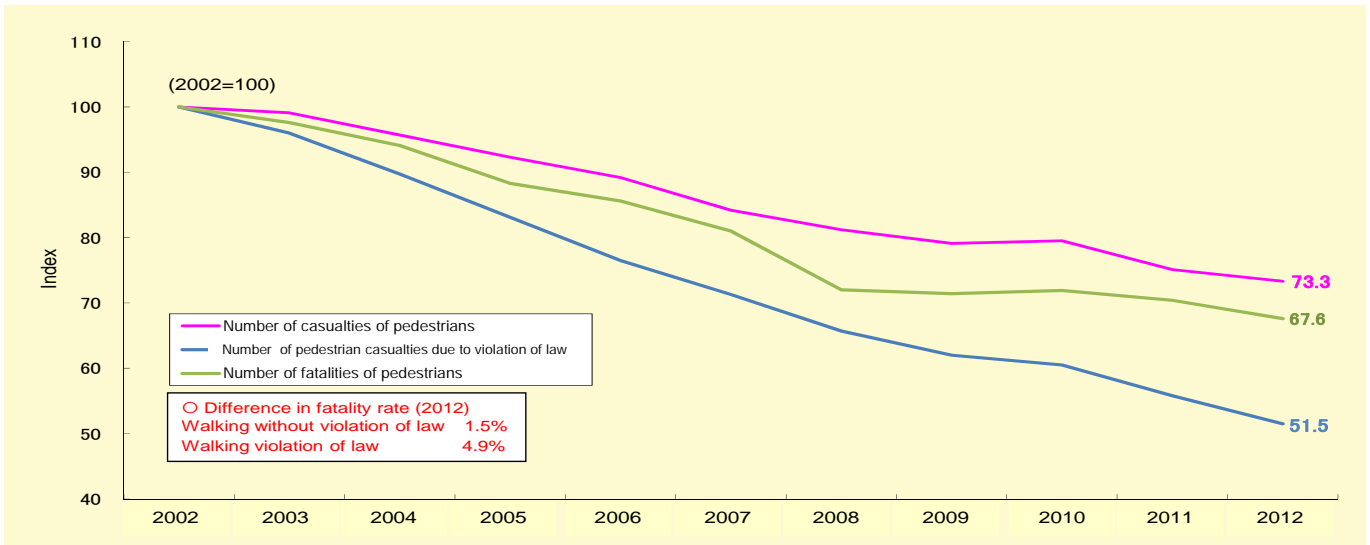
Changes in the number of traffic accidents by driving while drunk and maximum speed violation and fatalities



Source: National Police Agency

Factor 4: Compliance of laws by pedestrians

Changes in the number of Injuries and Fatalities while Walking and among Violating Pedestrians



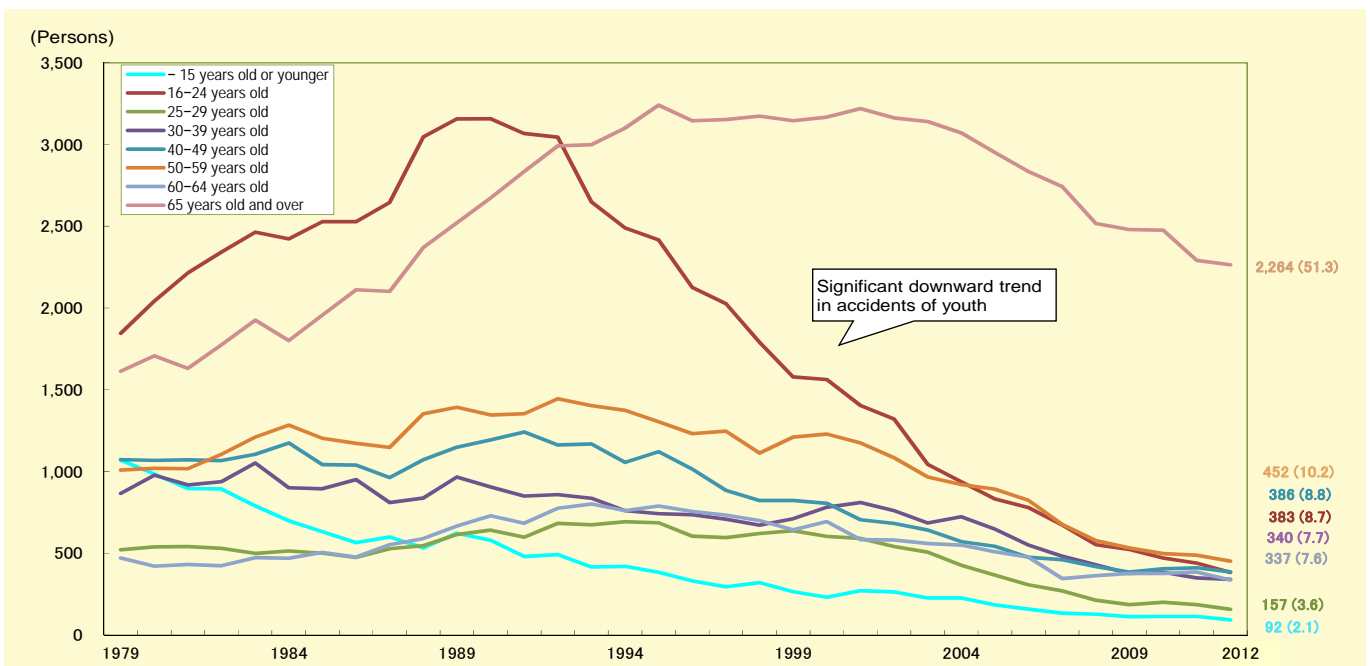
Note:

1. Source: National Police Agency
2. The number of casualties of pedestrians does not include accidents in which light vehicles such as bicycles are involved.
3. The fatality rate of pedestrians (with or without violation of law): Number of fatalities of pedestrians (with or without violation of law) / number of casualties of pedestrians with or without violation of law).

● Number of Fatalities and Injuries in Traffic Accidents by Age Group

- ① The number of fatalities of people of 65 years old or over (2,264) is the highest for 20 years in a row accounting for about half (51.3%) of the total number of fatalities. In addition, that of young people (16 to 24 years old) (decreased by 56) is in a downward trend.
- ② The number of injuries in the age of 30-39 years old (154,750) and 40-49 years old (139,035) is the highest accounting for 35.6% of the total.
When compared to the number of the previous year, that of people in the age of 16-24 years old (decreased by 8,189) and 30-39 years old (decreased by 6,257) has fallen.

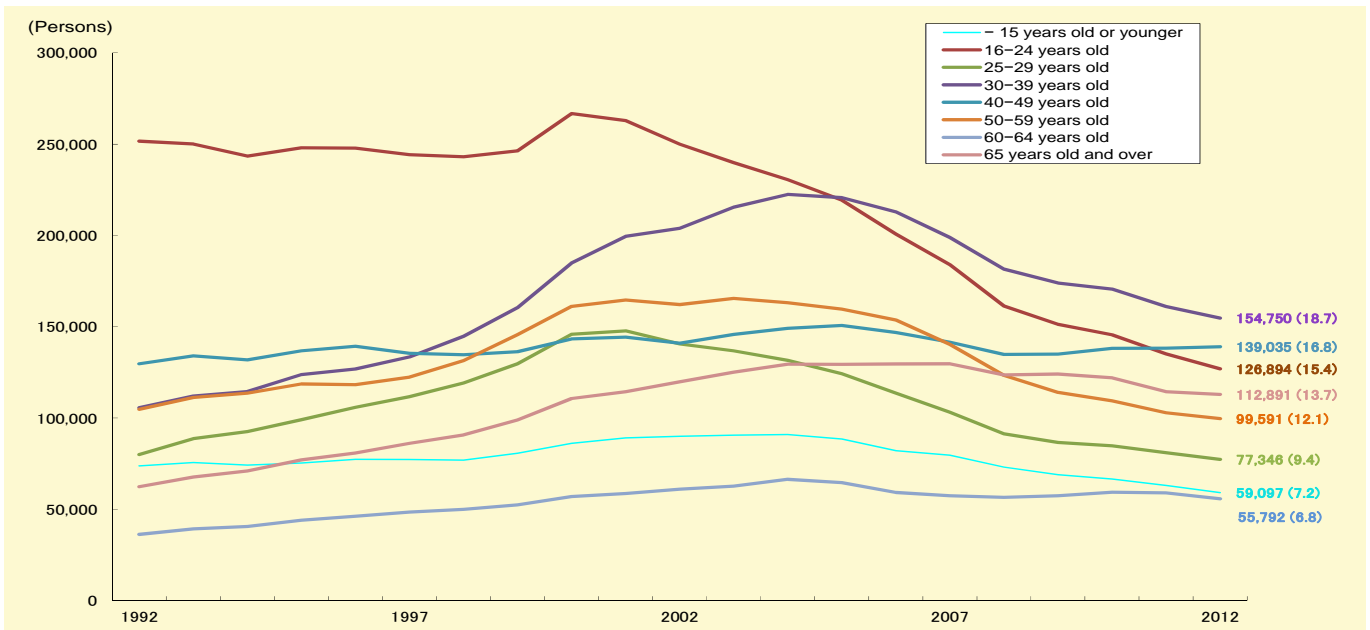
Changes in the number of injuries in traffic accidents by age group



Note:

1. Source: National Police Agency
2. The figure in brackets indicates the percentage (%) of the number of fatalities by age group

Changes in the number of injuries in traffic accidents by age group



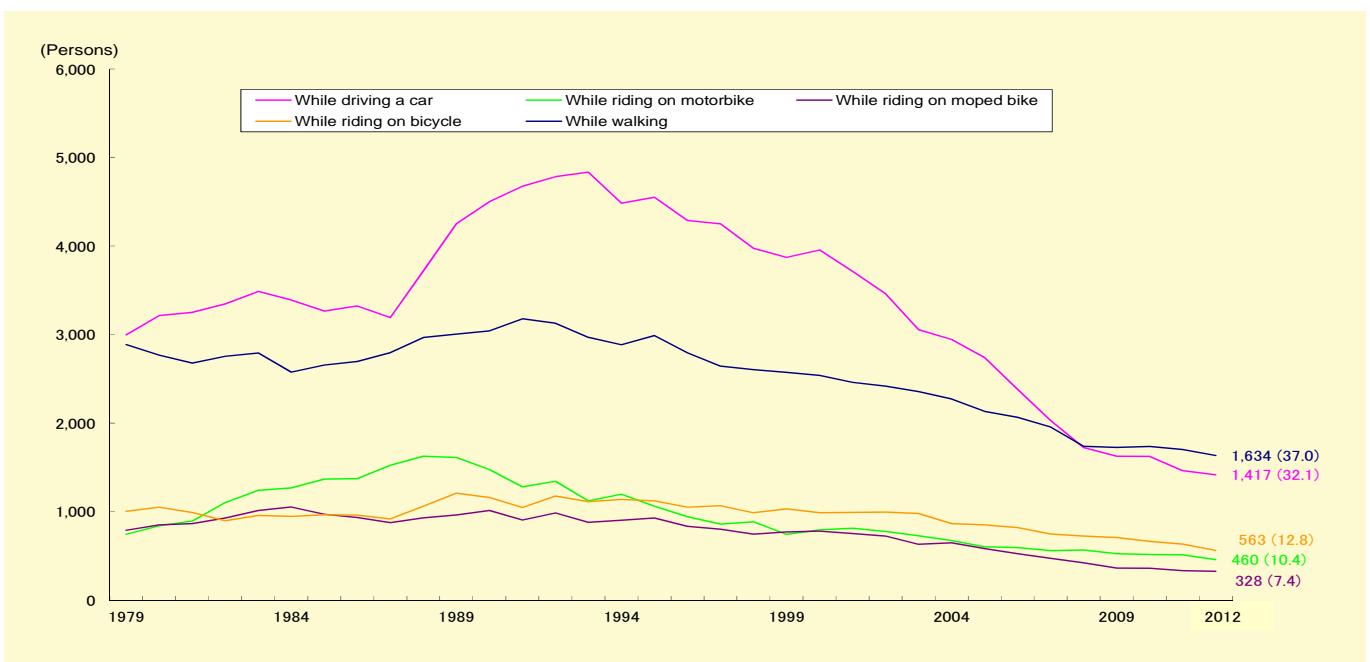
Note:

1. Source: National Police Agency
2. The figure in brackets indicates the percentage (%) of the number of fatalities by age group

● Number of Fatalities and Injuries in Traffic Accidents by Condition

- ① The number of fatalities of pedestrians (1,634) is the highest followed by that of people while driving a car and the sum of both accounts for 69.2% of the total.
- ② The number of injuries while driving a car (531,320) is the highest accounting for 64.4% of the total followed by that while riding on bicycle which accounts for 15.9 % of the total with 131,199.

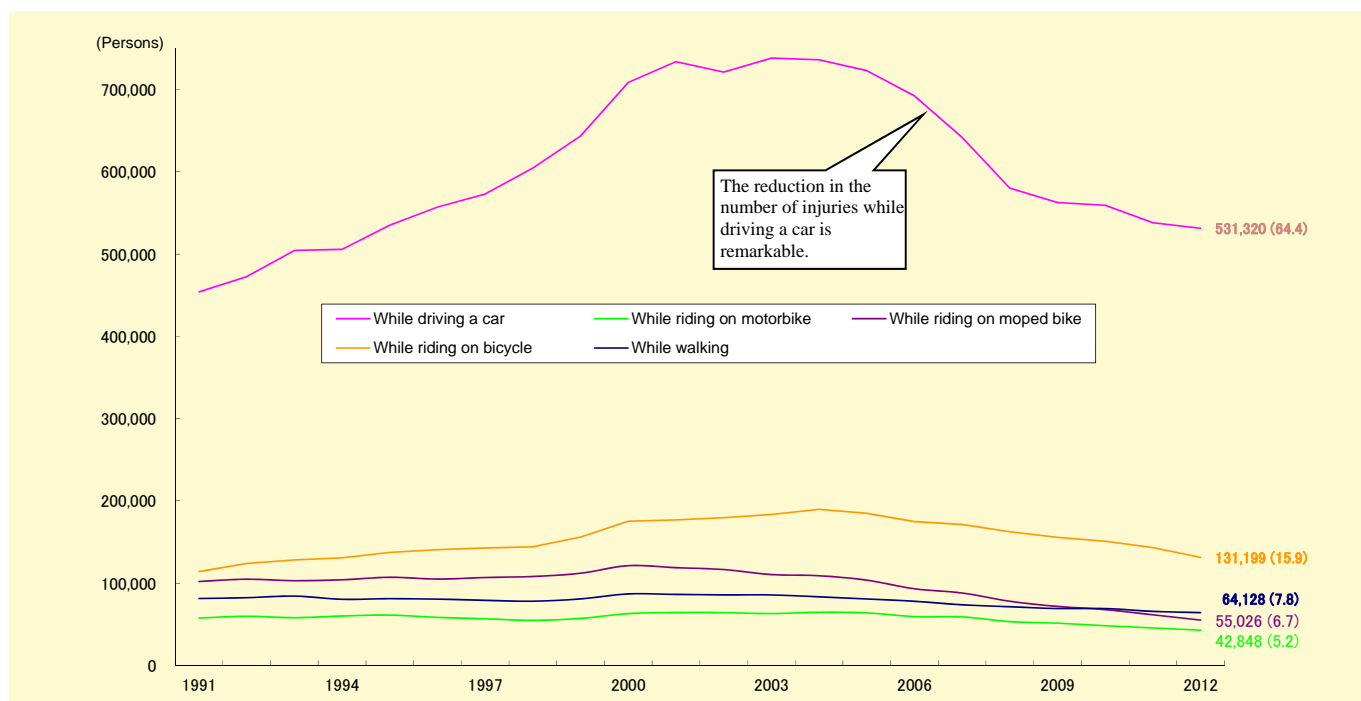
Changes in the number of fatalities in traffic accidents by status



Note:

1. Source: National Police Agency except that "others" is omitted.
2. The figure in brackets indicates the percentage (%) of the number of injuries by status

Changes in the number of injuries in traffic accidents by status



Note:

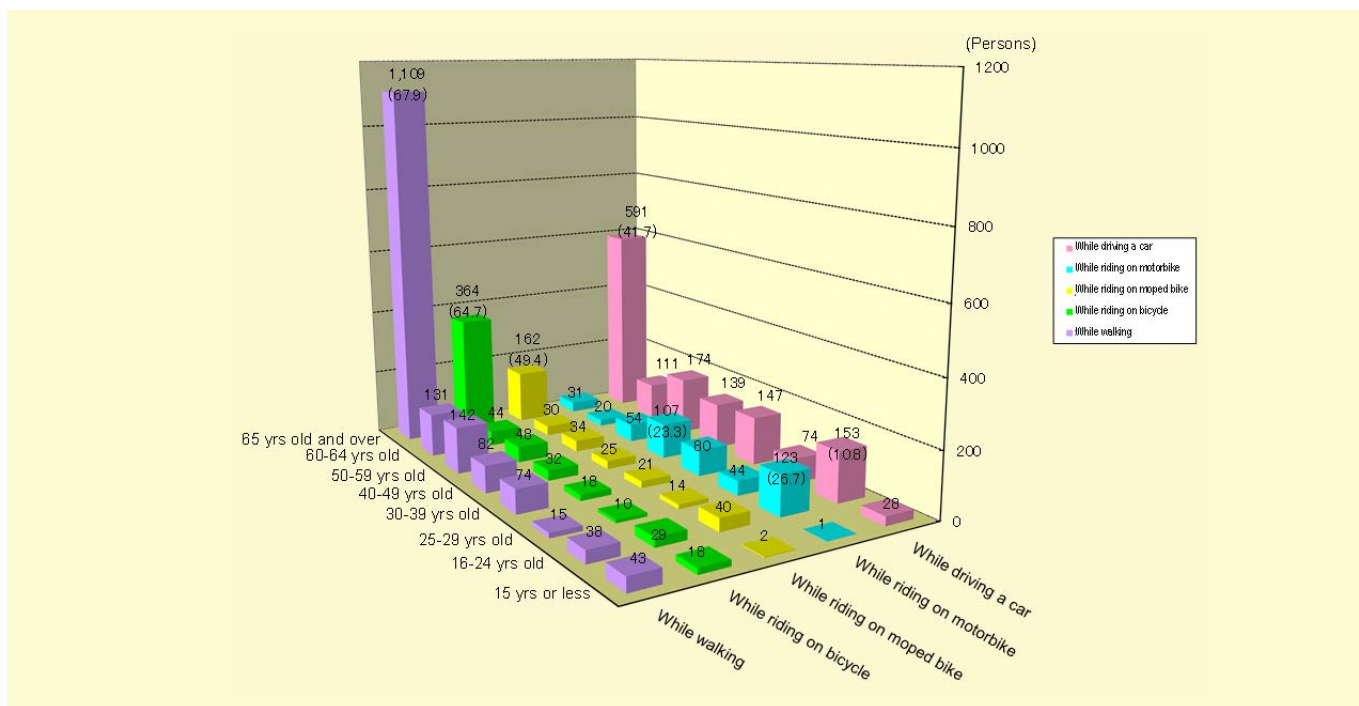
1. Source: National Police Agency except that "others" is omitted.
2. The figure in brackets indicates the percentage (%) of the number of injuries by status

● Number of Fatalities in Traffic Accidents by Condition and by Age Group

The number of fatalities in traffic accidents by age group and by status in 2012 shows the following characteristics:

- ① The number of fatalities of the elderly over 65 years old is the highest in the 4 categories by status, while walking (67.9%), while riding on bicycle (64.7%), while riding on moped bike (49.4%) and while driving a car (41.7%), and the ratio is particularly high in both while walking and while riding on bicycle.
- ② The number of fatalities of people while riding on motorbike is still the highest in young people in the age between 16 to 24 years accounting for 26.7 %.

Number of fatalities in traffic accidents by status and by age group in 2012

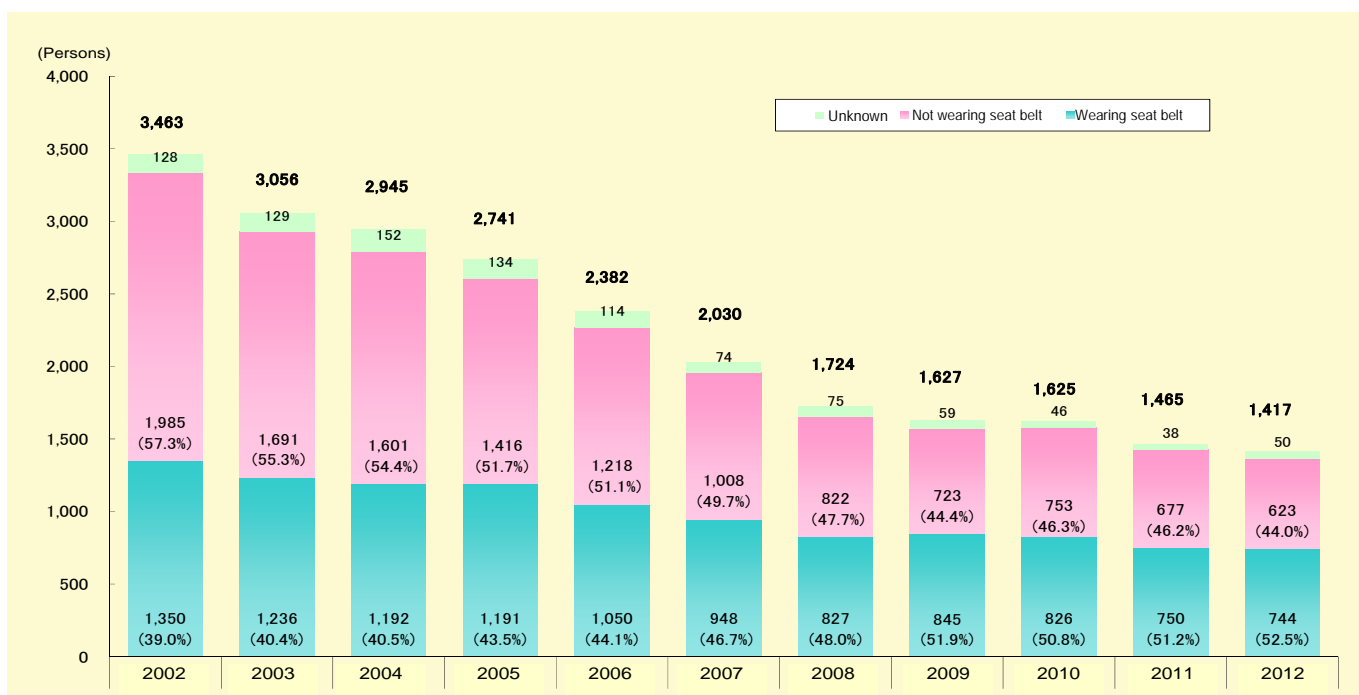


Source: National Police Agency except that "others" is omitted.

● Number of Fatalities with or without the Use of Seat-belt

- ① The number of fatalities not wearing seat belts was 623, representing a reduction by 54 (8.0%) over the previous year.
- ② The fatality rate of people not wearing seat belts (percentage of fatalities over the number of casualties) is 13.8 times as high as that wearing them.

Changes in the number of fatalities with or without the use of seat-belt while riding in a car

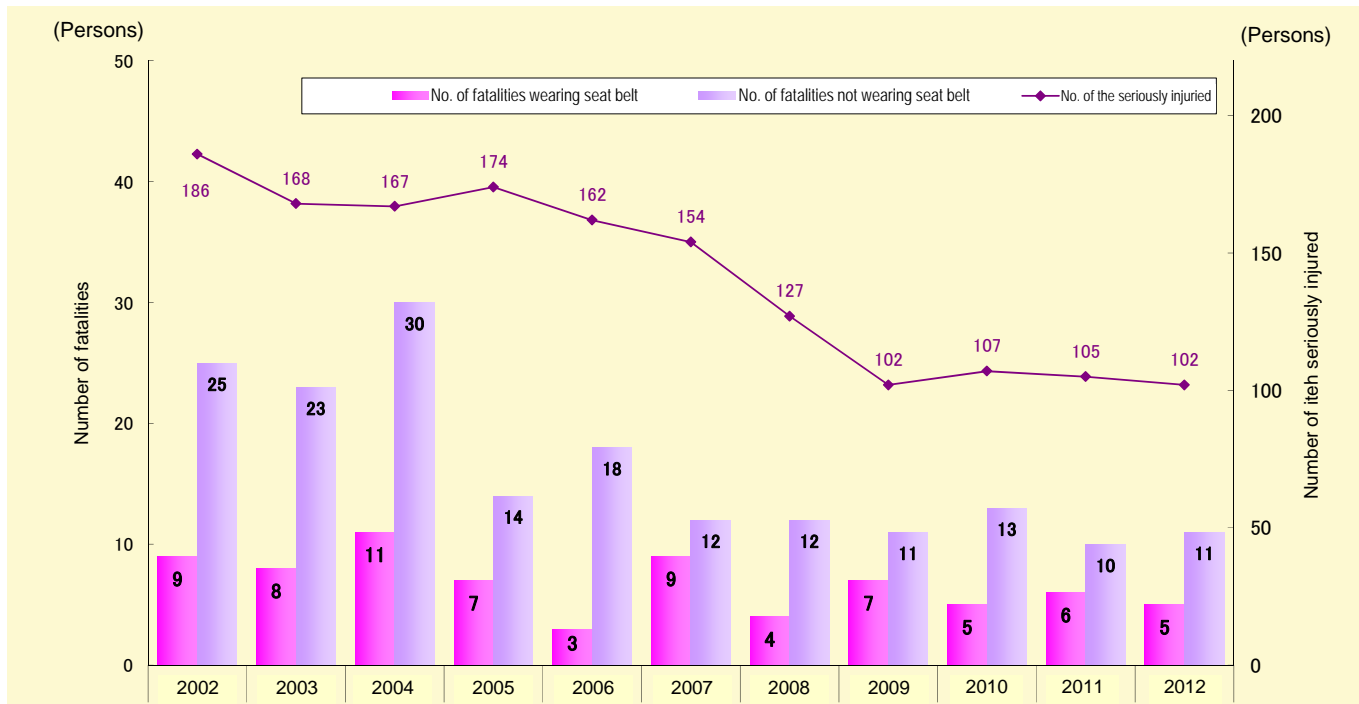


Source: National Police Agency

● Number of Fatalities with or without the Use of Child-seats

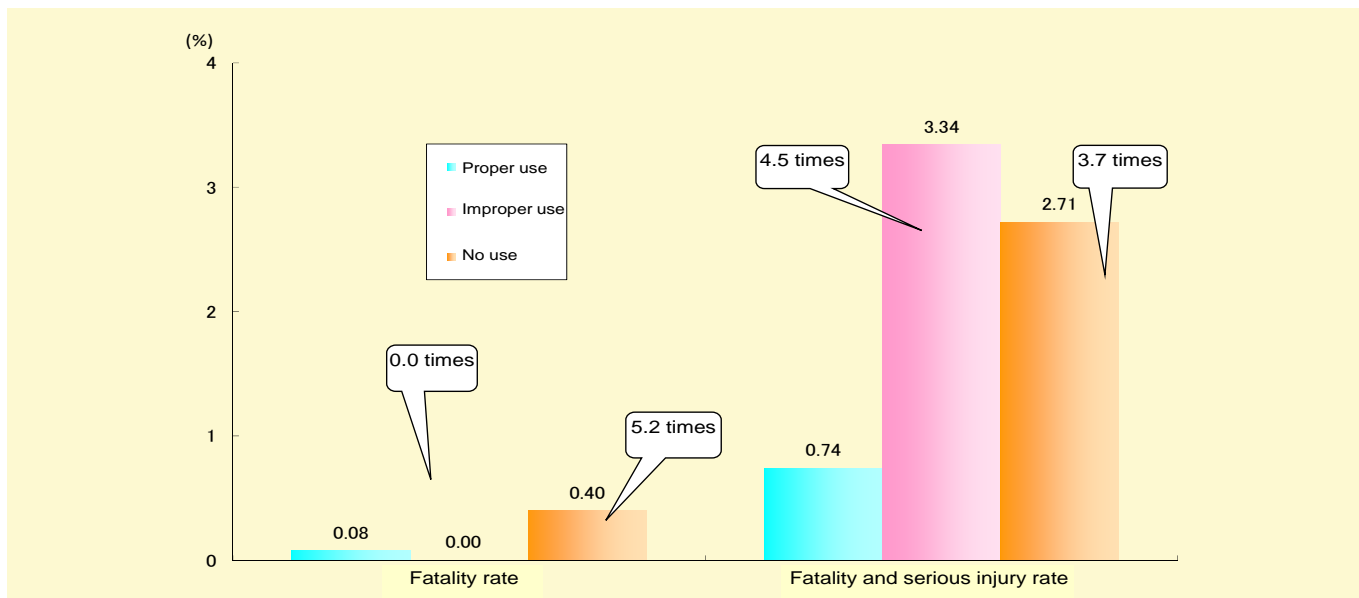
- ① The number of fatalities of children under 6 years old while driven in a car was 16 (5 used child seats) and the number of serious injuries was 102.
- ② The fatality and serious injury rate of children under 6 years old not using child-seat is 3.7 times higher and using it improperly is 4.5 times as high as those who wear it properly.

Changes in the number of fatalities and serious injuries with or without the use of child-seat



Source: National Police Agency except that "Unknown" is omitted.

Fatality rate and fatality and serious injury rate of children with or without the use of child-seat (2012)



Source: National Police Agency