

**FY2024**

**Status of Traffic Accidents and**

**Current State of Traffic Safety Measure**

**FY2025**

**Plans Regarding the Traffic Safety Measures**

**(White Paper on Traffic Safety in Japan 2025)**

**(Outline)**

**June, 2025**  
**Cabinet Office**

Pursuant to the provisions of Article 13 of the Basic Act on Traffic Safety Measures (Act No. 110 of 1970), this White Paper on Traffic Safety reports on the FY2024 status of traffic accidents and current state of Traffic Safety Measures, and FY2025 Plans Regarding the Traffic Safety Measures that should be implemented.

# About the White Paper on Traffic Safety

**This White Paper on Traffic Safety is an annual report to be submitted to the Diet pursuant to the Basic Act on Traffic Safety Measures. This year's White Paper is the 55th edition.**

<Basic Act on Traffic Safety Measures>

Article 13: The government must submit a report on the status of traffic accidents, plans pertaining to the policies relating to traffic safety, and the outline of the measures taken in relation to traffic safety to the Diet every year.

## White Paper on Traffic Safety

### Special Feature

#### Ensuring Traffic Safety in School Zones

##### Chapter 1. Status of Traffic Accidents Involving Elementary School Students

1. Status of traffic accidents involving elementary school students by road user group
2. Status of traffic accidents involving elementary school students by type of accident, etc.
3. Necessity for traffic accident prevention measures

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2. Efforts regarding "Urgent measures on traffic safety on roads in school zones and other areas and the eradication of drunk-driving"
3. Status of efforts to ensure traffic safety in school zones from FY2024 onward

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## FY2024 Status of Traffic Accidents and Current State of Traffic Safety Measures

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Chapter 2. Overview of Current Road Traffic Safety Measures

1. Improvement of Road Traffic Environment
2. Dissemination and Reinforcement of Traffic Safety
3. Ensuring Safe Driving
4. Ensuring Vehicle Safety Measures
5. Maintaining Order in Road Traffic
6. Development of Rescue and Emergency Medical Systems
7. Improving and Promoting Victim Support
8. Improving R&D and Studies and Research

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5. Measures for Traffic Safety in Railroad Crossings
6. Improving Rescue and First-Aid Activities
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8. Investigating the Causes of Railway Accidents and Preventing Accidents
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7. Improving Rescue and First-aid Activities
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1. Further Promotion of State Safety Programme
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7. Promoting Victim Support
8. Investigating the Causes of Aircraft Accidents and Preventing Accidents
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## FY2025 Plans Regarding the Traffic Safety Measures

### Part 1 Measures Regarding the Safety of Land Transport

Chapter 1. Measures Regarding Road Transport Safety  
Chapter 2. Measures Regarding Railway Transport Safety

### Part 2 Measures Regarding Maritime Transport Safety

### Part 3 Measures Regarding Air Transport Safety

### Topics

- Revision of speed limits on community roads
- Efforts by volunteers for traffic safety
- Measures in response to the Shiretoko sightseeing boat accident

- Promotion of seatbelt and child safety seat use
- Tohoku Shinkansen separation incident
- Aircraft collision accident at Haneda Airport, etc.

In principle, the data and figures in this white paper are based on data and materials published by the relevant ministries and agencies by March 31, 2025.

# Special Feature: Ensuring Traffic Safety in School Zones

The number of road traffic accident fatalities in 2024 was 2,663. While this reflects a long-term downward trend, it remains true that many precious lives are still lost in traffic accidents. These traffic accidents include child victims, making it crucial to protect the irreplaceable lives of children, who will form the next generation, from traffic accidents.

In June 2021, a tragic traffic accident occurred in Yachimata City, Chiba Prefecture, resulting in the death and injury of five elementary school students on their way home from school. Despite the tragic event, traffic accidents that threaten the safety of school zones still occur to this day.

In response, the national government decided on “Urgent measures on traffic safety on roads in school zones and other areas and the eradication of drunk-driving” in August 2021 and has promoted various measures through the target period ending in FY2023. Furthermore, since FY2024, various measures have been implemented based on the 11th Traffic Safety Basic Plan and the status of traffic accidents.

In this Special Feature an analysis is provided of the situations and characteristics regarding traffic accidents involving elementary school students, in addition to which diverse measures to ensure traffic safety in school zones jointly conducted by the national government, local governments, related organizations and bodies are covered, in order to help prevent traffic accidents in school zones.

## Chapter 1. Status of Traffic Accidents Involving Elementary School Students

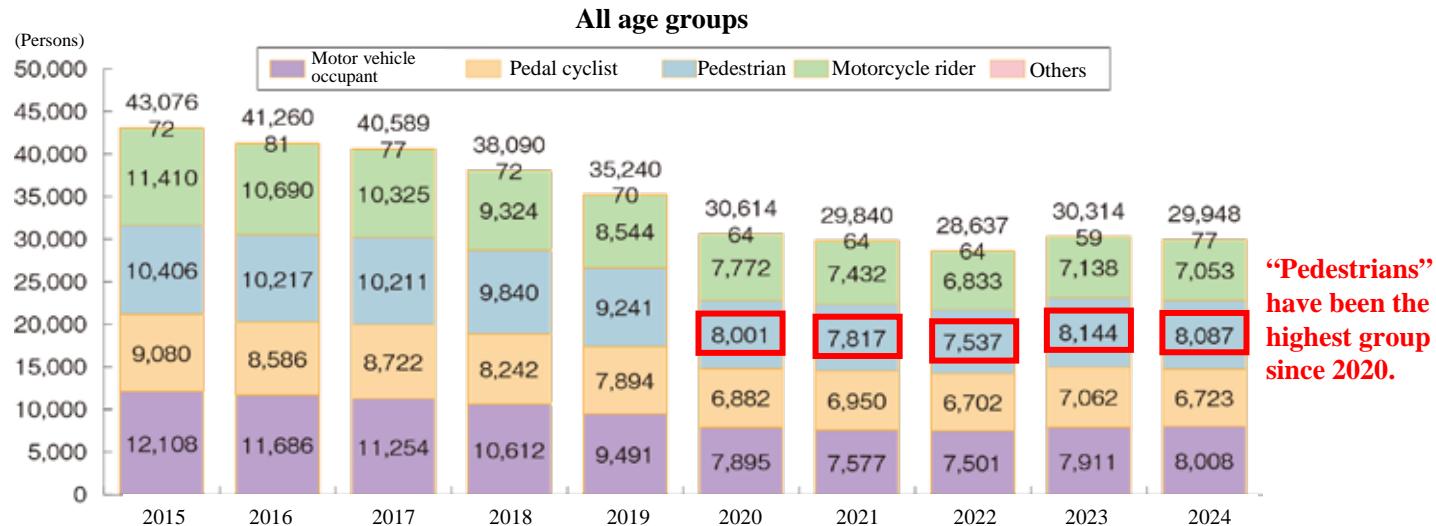
### 1. Status of traffic accidents by road user group

#### <Trends in the number of traffic accident fatalities and serious injuries by road user group (Chart 1)>

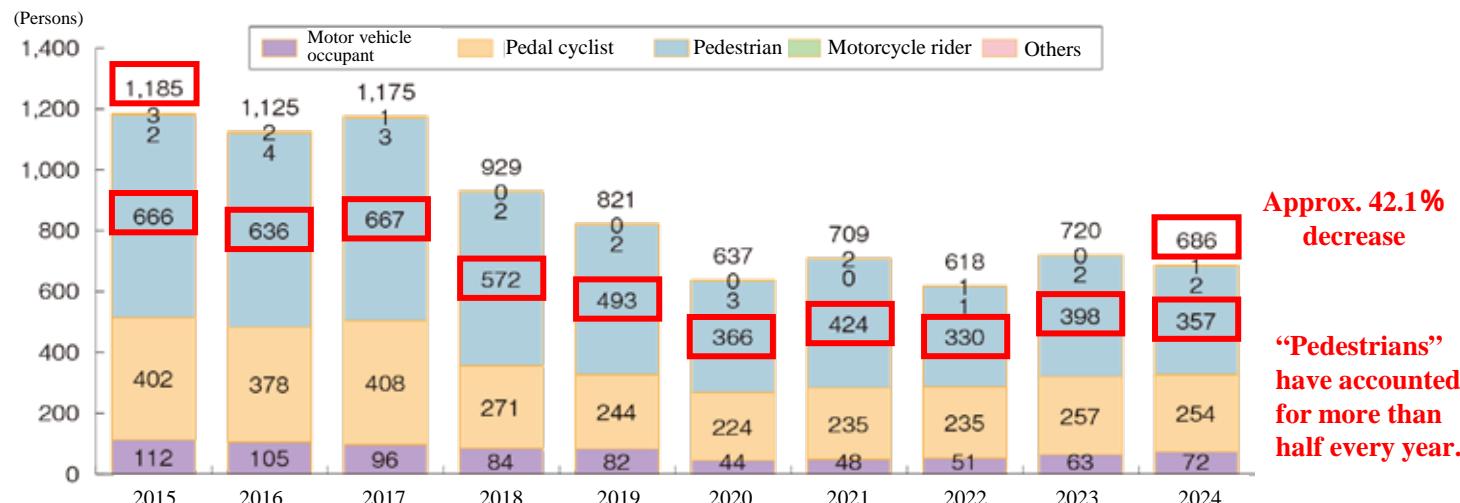
\*For all age groups, the total number of traffic accident fatalities and serious injuries in 2024 decreased by approximately 30.5% compared to 2015, while for elementary school students, it declined by approximately 42.1%.

\*The proportion of “Pedestrian” has been the highest for all age groups since 2020, but for elementary school students, it has accounted for more than half of cases every year.

Chart 1. Trends in the number of traffic accident fatalities and serious injuries by road user group (from 2015 to 2024)



#### **Elementary school students**



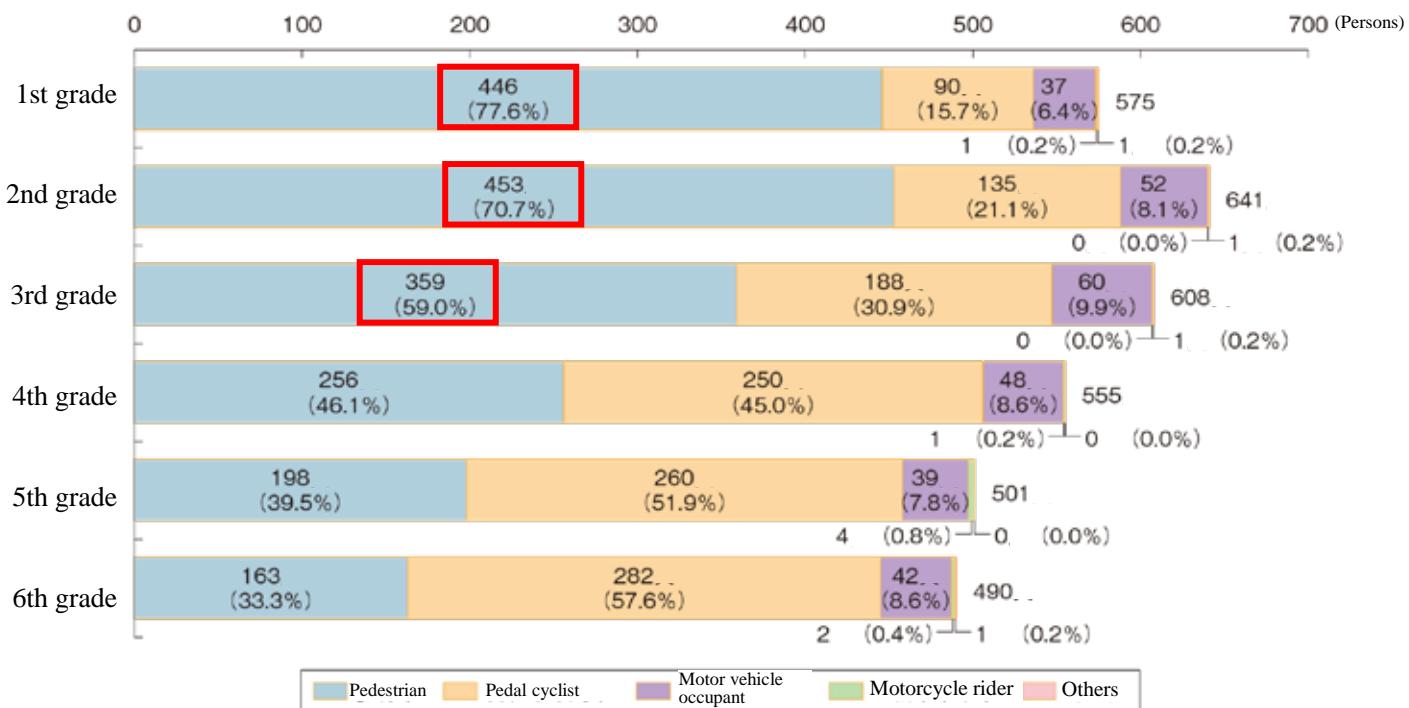
## <The number of traffic accident fatalities and serious injuries by road user group and school age (Chart 2)>

\*For 1st and 2nd graders, the proportion of “Pedestrian” is particularly high, but for 3rd graders and above, the proportion gradually decreases as students advance to higher grades.

\*For 3rd graders and younger, “Pedestrian” accounts for more than 50% of all cases.

\*The proportion of “pedal cyclist” increases as students advance to higher grades, reaching its highest point in 6th grade.

Chart 2. Elementary school students: Traffic accident fatalities and serious injuries by school grade and road user group (Total for 2020–2024)

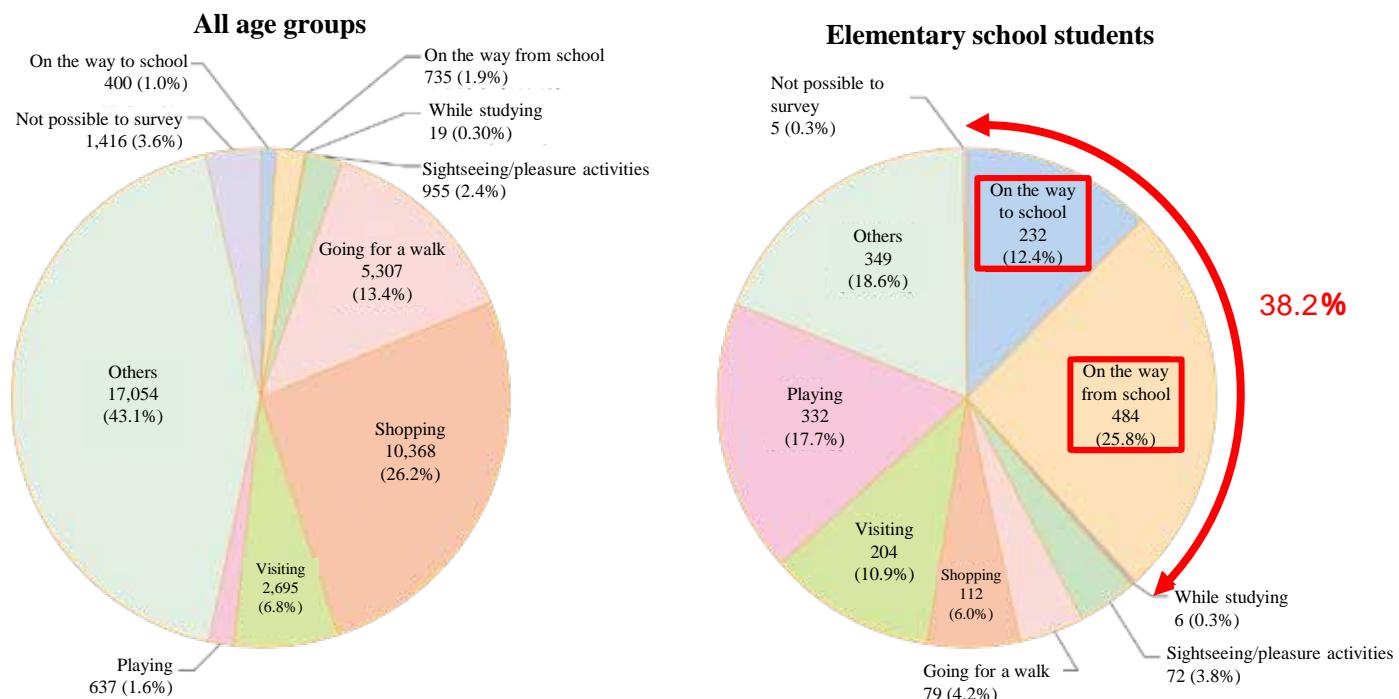


## 2. Status of pedestrian traffic accidents

### <Status of the number of fatalities and serious injuries in pedestrian traffic accidents by purpose of passage (Chart 3)>

\*For all age groups, “Shopping” accounts for the largest proportion, followed by “Walking.” However, for elementary school students, the combined total of “On the way to school” and “On the way from school” represents the largest share at 38.2%.

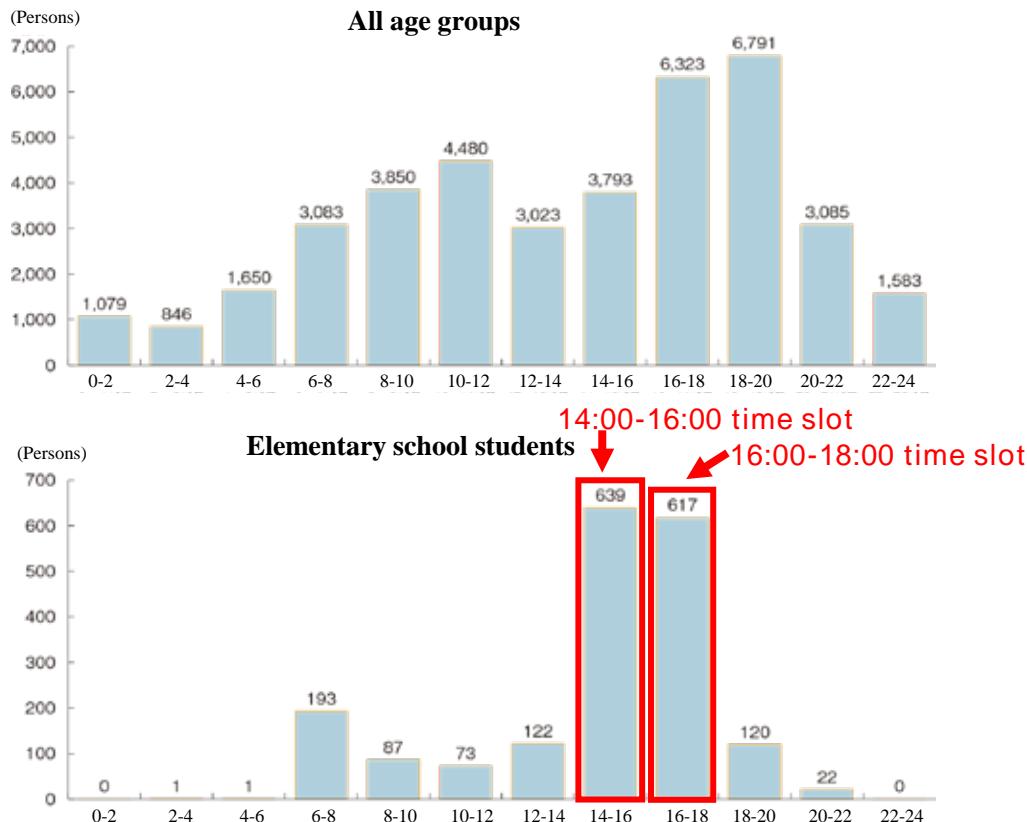
Chart 3. Number of fatalities and serious injuries in pedestrian traffic accidents by purpose of passage (total for 2020–2024)



### <Status of the number of fatalities and serious injuries in pedestrian traffic accidents by time of day (Chart 4)>

\*When viewed by time of day, the most prevalent time slot for all age groups is “18:00-20:00,” but for elementary school students, “14:00-16:00” is the most prevalent time slot, followed by “16:00-18:00.”

Chart 4. Number of fatalities and serious injuries in pedestrian traffic accidents by time of day (Total for 2020–2024)

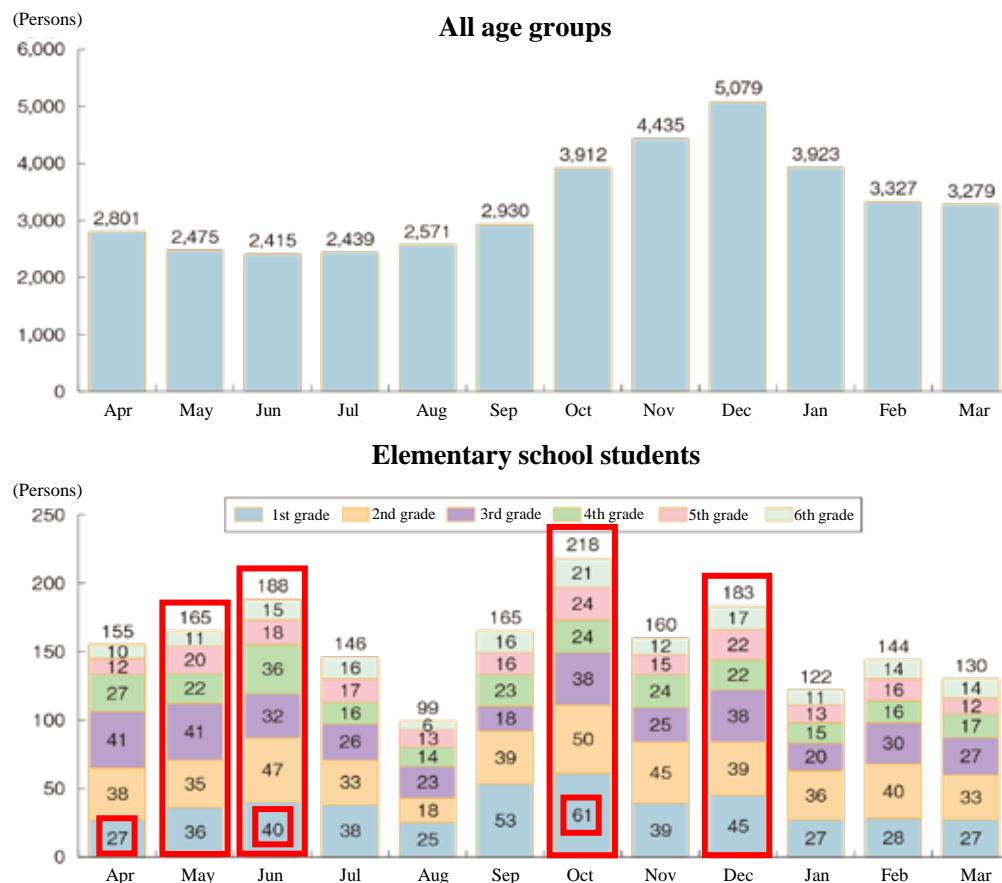


### <Status of the number of fatalities and serious injuries in pedestrian traffic accidents by month (Chart 5)>

\* For all age groups, the number remains largely flat from April to September, then increases significantly from October to December. For elementary school students, the highest numbers occurs in May and June during the 1st school semester in Japan, and in October and December during the 2nd school semester.

\* Focusing on 1st grade elementary students, the number increased by 13 from April to June, and reached its highest level in October with 61 casualties.

Chart 5. Number of fatalities and serious injuries in pedestrian traffic accidents by month (Total for 2020–2024)

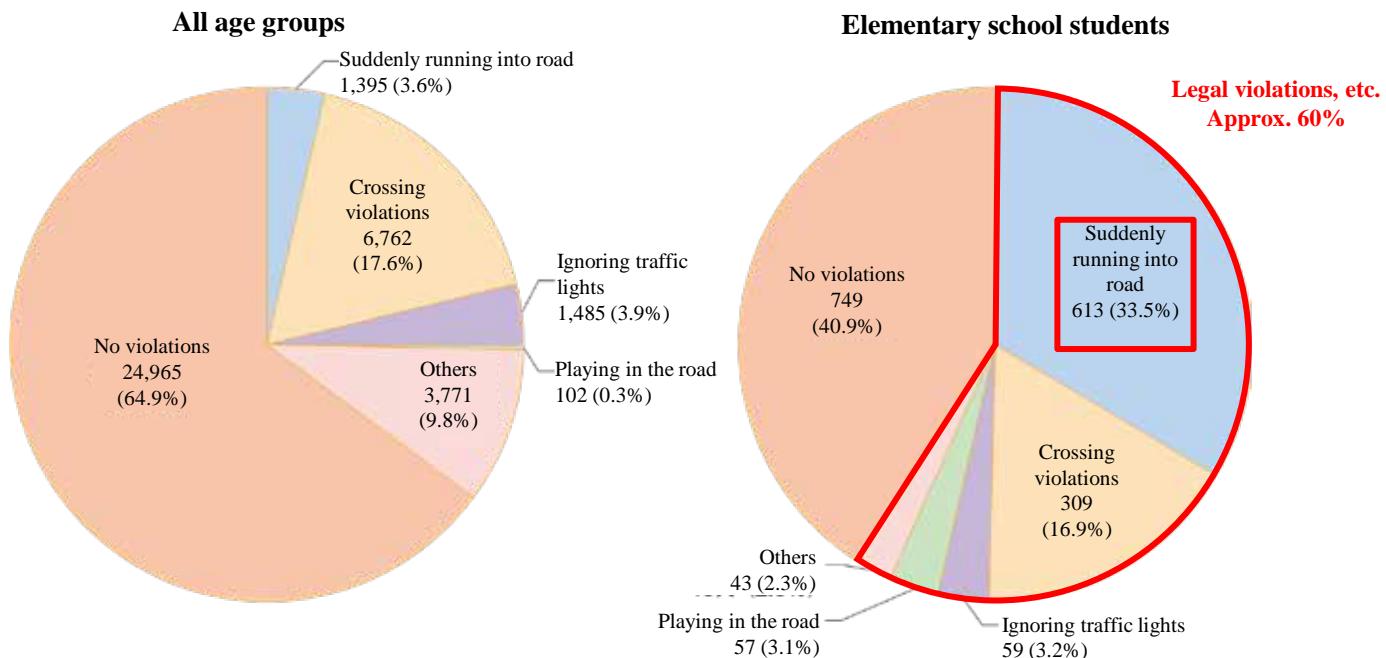


## <Status of legal violations among pedestrian traffic accident fatalities and serious injuries (Chart 6)>

\* For all age groups, “No violations” account for approximately 60%; in contrast, for elementary school students, approximately 60% of them commit legal violations and other offenses.

\* For elementary school students, “Suddenly running into road” is the most common violation, followed by “Crossing violations,” “Ignoring traffic lights,” and “Playing in the road.”

Chart 6. Number of fatalities and serious injuries in pedestrian traffic accidents by legal violation  
(Total for 2020-2024; total of Primary and Secondary Parties)



NB: “Primary party” means the party who is most at fault among those first involved in an accident.

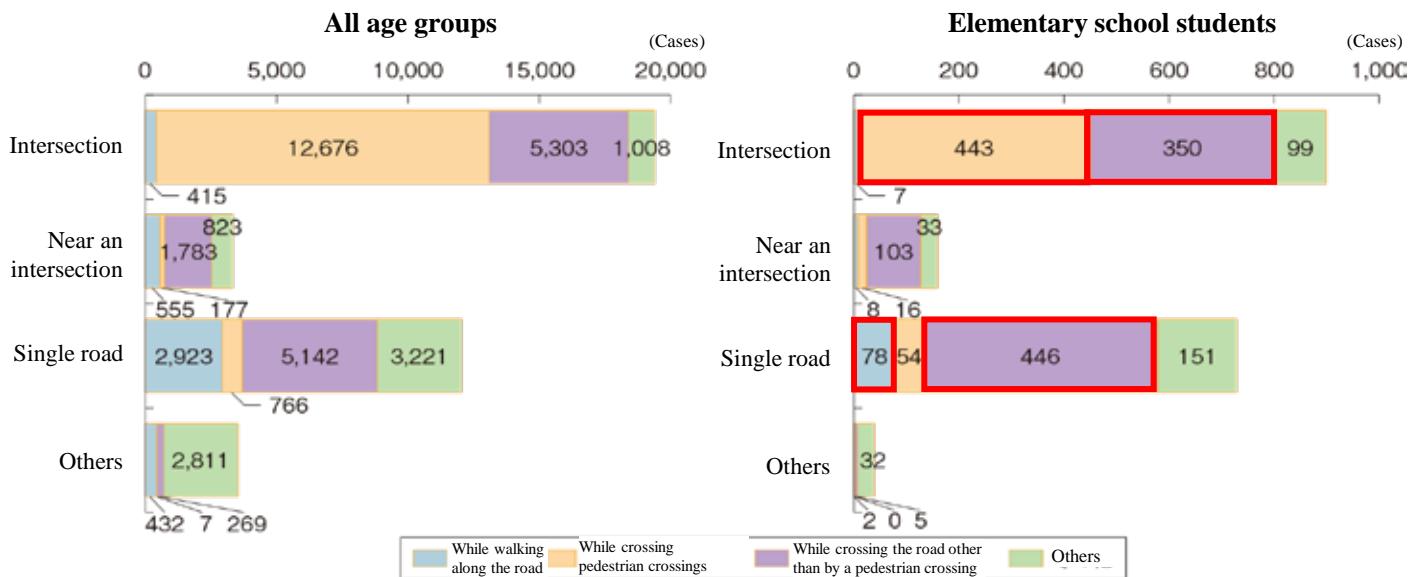
“Secondary party” means the party or parties other than the primary party among those first involved in an accident.

## <Status of the number of fatalities and serious injuries in pedestrian traffic accidents by type of accident and road type (Chart 7)>

\*At intersections, “While crossing pedestrian crossings” is the most common both for all age groups and elementary school students, followed by “While crossing the road other than by a pedestrian crossing.” However, for elementary school students, the difference is not as significant as for all age groups.

\*On single roads, “While crossing the road other than by a pedestrian crossing” is the most common both for all age groups and elementary school students, followed by “While crossing pedestrian crossings.” However, for elementary school students, the difference is far more significant than for all age groups.

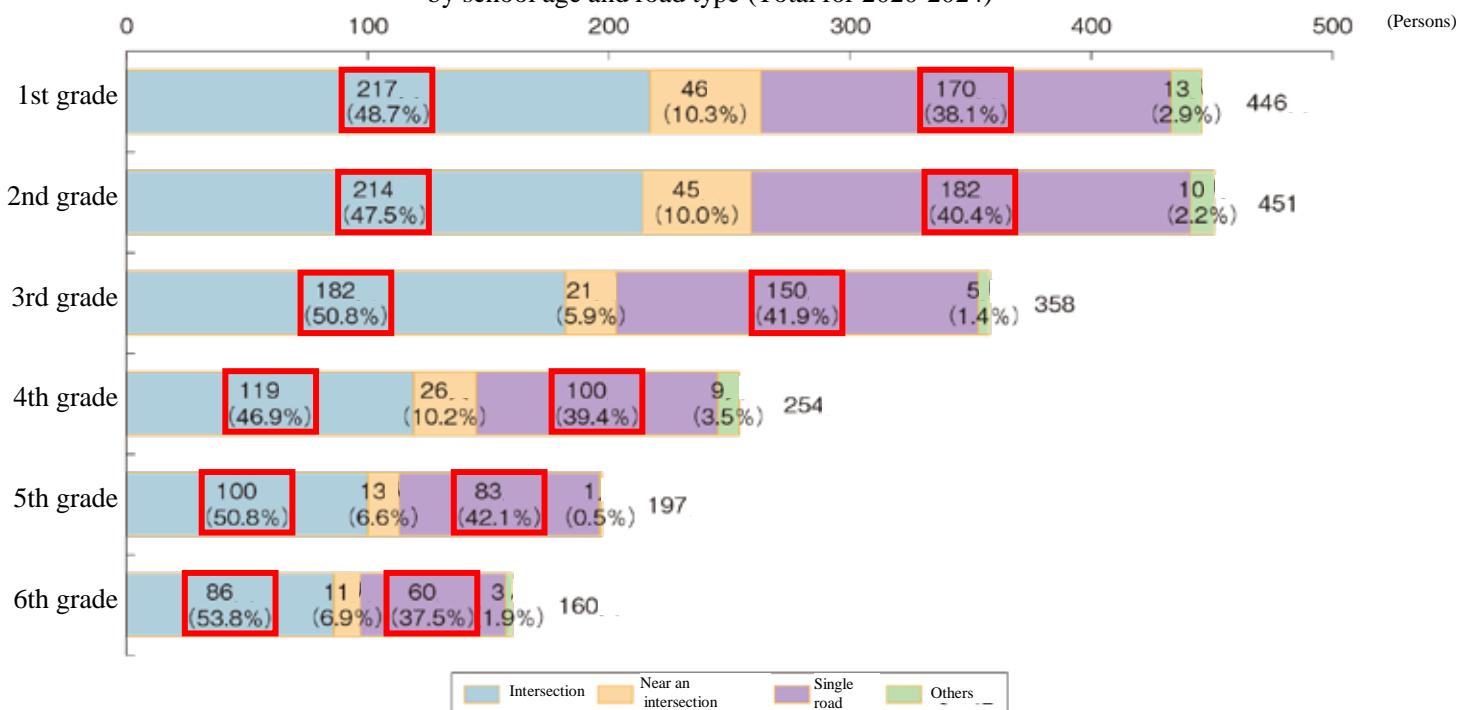
Chart 7. Number of fatalities and serious injuries in pedestrian traffic accidents by type of accident and road type  
(Total for 2020-2024; total of Primary and Secondary Parties)



<Status of the number of fatalities and serious injuries in pedestrian traffic accidents by school age and road type (Chart 8)>

\*The numbers tend to decrease among higher school grades, but the respective proportions show little difference across school ages, with “Intersection” accounting for about 50% and “Single road” for approximately 40%.

Chart 8. Elementary school students: Number of fatalities and serious injuries in pedestrian traffic accidents by school age and road type (Total for 2020-2024)

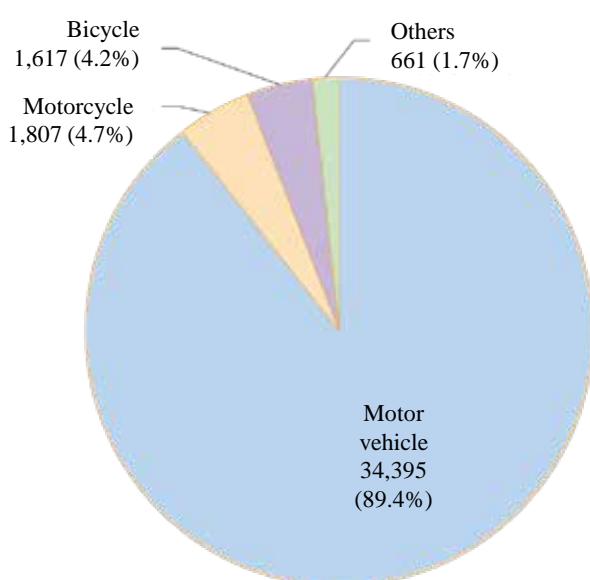


<Status of the number of fatalities and serious injuries in pedestrian traffic accidents by party (Chart 9)>

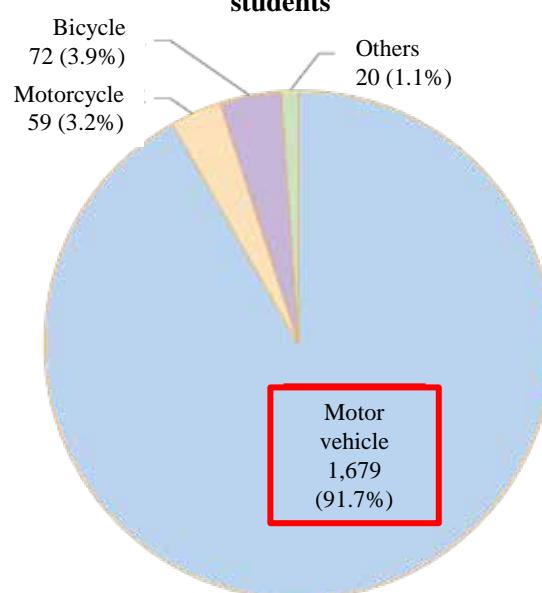
\*For all age groups and elementary school students alike, “Motor vehicle” accounts for the largest share, representing approximately 90% in each category.

Chart 9. Number of fatalities and serious injuries in pedestrian traffic accidents by party (Total for 2020-2024; total of Primary and Secondary Parties)

All age groups



Elementary school students



## Chapter 2. Efforts to Ensure Traffic Safety in School Zones

1. Efforts regarding “Urgent measures on traffic safety on roads in school zones and other areas and the eradication of drunk-driving” (From August 2021 to the end of FY2023)

### Joint inspections in school zones and implementation of measures based on the results

Implementation of measures based on the results of joint inspections in school zones (as of the end of FY2023)

		Number of locations		Percentage
		Measures implemented	Including temporary safety measures	
Locations requiring measures (total number)	76,404	72,160	94.40%	
		76,404	100.00%	
Locations where measures are to be implemented by boards of education and schools	41,738	41,639	99.80%	
		41,738	100.00%	
Locations where measures are to be implemented by road administrators	39,052	35,025	89.70%	
		39,052	100.00%	
Locations where measures are to be implemented by the police	16,997	16,977	99.90%	
		16,997	100.00%	

\*As multiple bodies may implement measures at a single location, the total number of locations addressed by each body may not match the total number of locations requiring measures.

\* “Temporary safety measures” refer to provisional measures implemented at locations where completion of the originally planned measures will require a certain period of time.

### Measures based on the results of joint inspections in school zones

Before



Side strips were too narrow, leaving insufficient space between child pedestrians and vehicles.

After

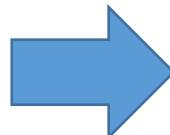


Sidewalks have been developed to ensure safe walking space.

Development of sidewalks



There was heavy traffic, making it unsafe to cross the road.

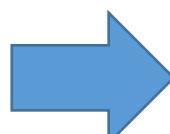


Traffic signals have been installed to create an environment where students can safely cross the road.

Installation of traffic signals



Sidewalk development was planned but it would take some time to complete.



Temporary warning sign has been installed.

Temporary safety measures



## 2. Status of Efforts to Ensure Traffic Safety in School Zones from FY2024 Onward

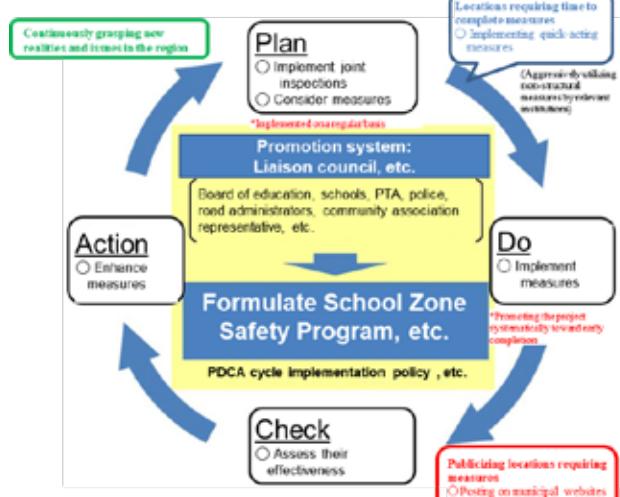
### Development in walking spaces offering safety and security in school zones

#### Regular joint inspections in school zones

- Establishing promotion system by stakeholders including board of education, schools, police and road administrators (national, prefectural and municipal governments)
- Formulating the following policies to ensure that joint inspections and efforts to enhance measures based on the actual conditions of each region are implemented effectively:

- **Joint inspection policy**
  - Timing, framework and methods, etc. for implementing joint inspections
- **PDCA cycle implementation policy for ensuring school zone safety**
  - Efforts to enhance safety through a cycle of regular joint inspections, consideration, implementation and assessment of the effectiveness of safety improvement measures (ongoing efforts without a defined timeframe)

#### PDCA cycle for ensuring school zone safety

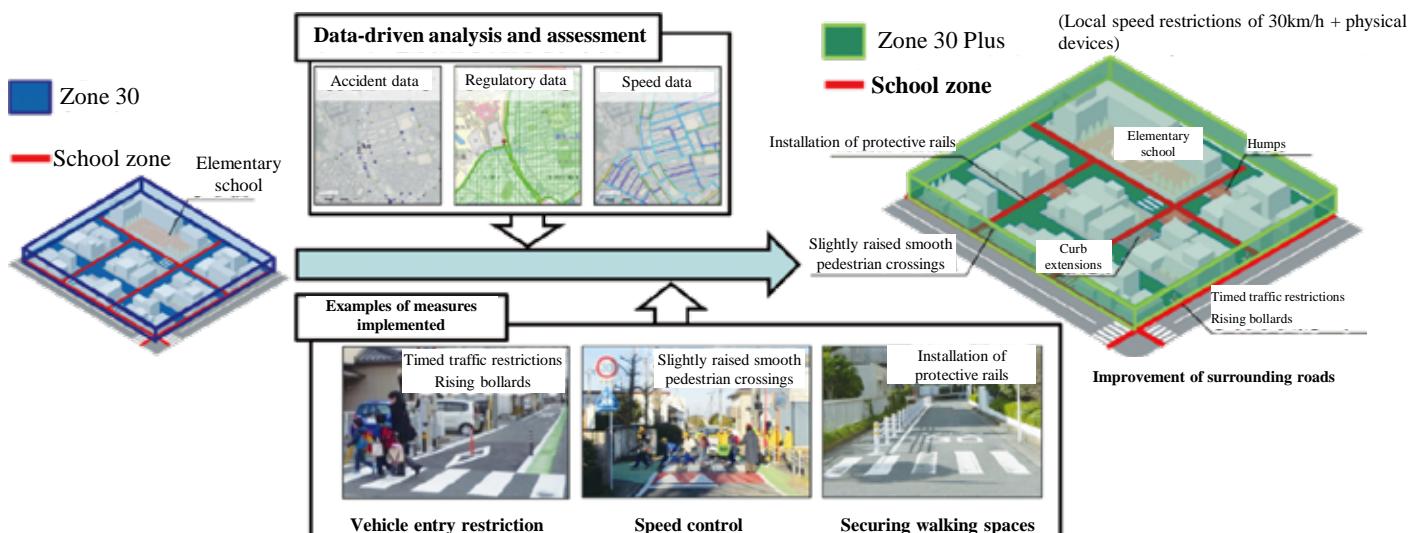


#### Examples of efforts in Hamamatsu, Shizuoka

Continuously and steadily promoting efforts to ensure school zone safety by establishing an annual PDCA cycle schedule and clarifying the actions and reporting timelines for each stakeholder



#### Promotion of the introduction of “Zone 30 Plus”



#### Development of traffic safety facilities such as the promotion of pedestrian-vehicle separation signal installation



(Development of pedestrian-vehicle separation signals that completely separates the time when pedestrians can cross and the time when vehicles can proceed)



(Renewal of road markings)



(Conversion of signal lights to LED)

# Dissemination of traffic safety awareness to ensure the safety of elementary school students

## Promotion of traffic safety education



(Traffic safety education for elementary school students)

## Promotion of traffic safety campaigns



(Nationwide traffic safety guidance in school zones during the National Traffic Safety Campaign period)

## Encouragement of broader use of reflective gear



(Example of reflective gear)

## Efforts to ensure safety on the way to and from school

### Increasing watching-over activities while students go to and from school



(Community-based watching over activities)

### Efforts to utilize school buses, etc.

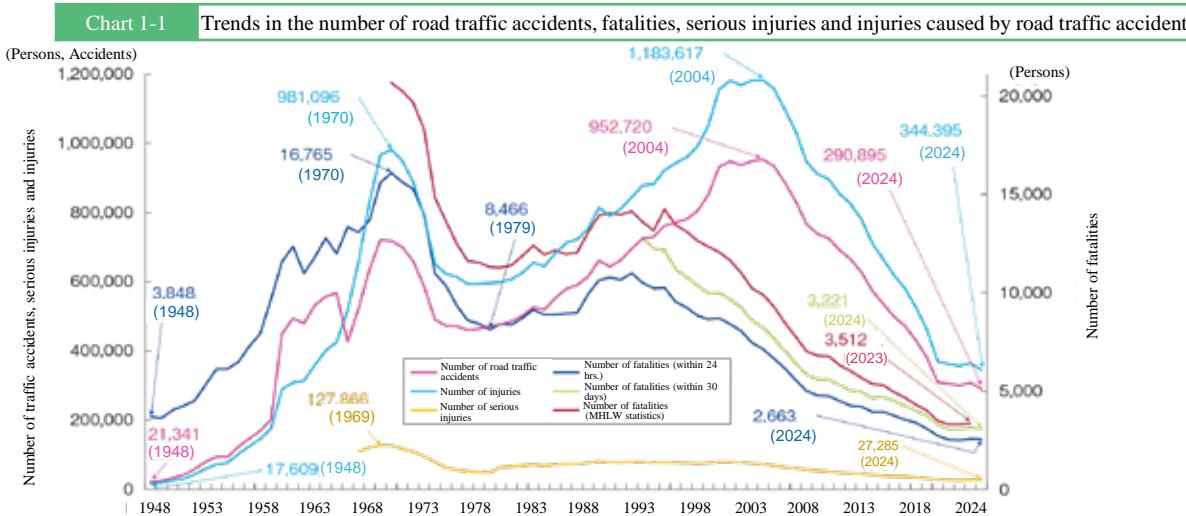


(Introduction of school buses and integrated operation of school buses and public transportation)

## Title 1, Part 1, Chapter 1: Road Traffic Accident Trends

## Long-Term Trends in Road Traffic Accidents

The number of traffic accident fatalities has dropped to less than one-sixth of the peak recorded in 1970.



## Note

1. Source: National Police Agency
2. "Number of fatalities (within 24 hrs)" means the number of persons who died due to a traffic accident within 24 hours after its occurrence.
3. "Number of fatalities (within 30 days)" means 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).
4. "Number of fatalities (MHLW statistics)" is prepared by the National Police Agency based on "Vital Statistics" by the Ministry of Health, Labour and Welfare and is the number of fatalities whose cause of death is traffic accident among the fatalities in the year (which excludes anyone who died later than a year after the accidents or due to an after-effect). Data for 1994 and all preceding years indicate the number of automobile fatalities, and data for 1995 and all following years indicate the number of traffic fatalities except those not to be considered due to traffic accidents on roads.
5. "Number of serious injuries" means the number of persons who have suffered injuries in traffic accidents and need medical treatment for one month (30 days) or more.
6. Data on number of road traffic accidents for 1966 and all following years do not include property damage-only accidents.
7. Data on number of fatalities (within 24 hrs), injuries and road traffic accidents for 1971 and all preceding years do not cover Okinawa Prefecture.

## Trends in the number of fatalities, accidents, serious injuries and injuries in traffic accidents

- | The worst traffic accident fatality record was registered in 1970 with 16,765 people.
- | The number of traffic accident fatalities fell to 8,466 people 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 952,720 accidents and 1,183,617 people, respectively in 2004.
- | The number of traffic accident fatalities in 2024 was 2,663, marking the first year-on-year decrease in two years. The number of serious injuries in 2024 was 27,285, showing a decreasing trend since 2000. Both the number of traffic accidents and the number of injuries have been on a downward trend since 2004.

## Status of Road Traffic Accidents during 2024

## Overall Condition

○ Number of accidents:	290,895 accidents	(-17,035, -5.5% over the previous year)	
○ Number of casualties:	347,058 people	(-21,215, -5.8% over the previous year)	
○ Number of injuries:	344,395 people	(-21,200, -5.8% over the previous year)	
○ Number of serious injuries:	27,285 people	(-351, -1.3% over the previous year)	
○ Number of fatalities (within 24 hours):	2,663 people	(-15, -0.6% over the previous year)	
	(within 30 days):	3,221 people	(-42, -1.3% over the previous year)

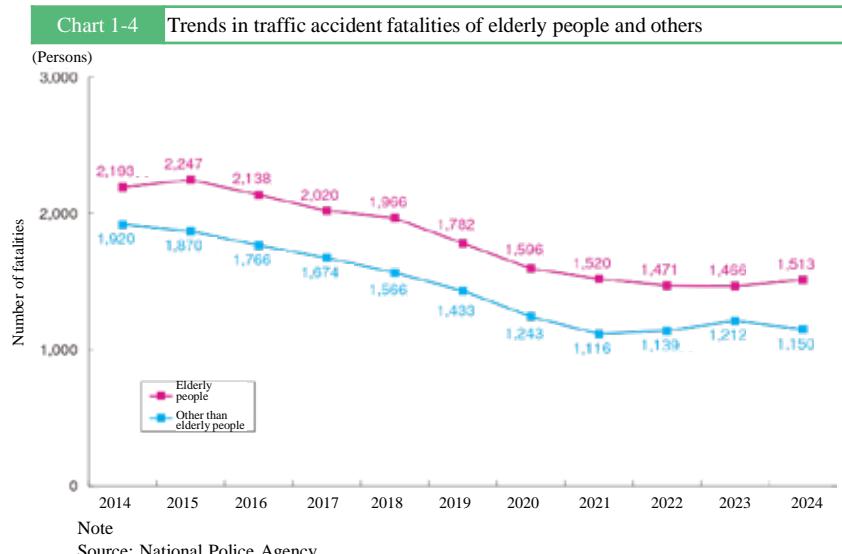
## Targets in the 11th Traffic Safety Basic Plan (covering FY2021 to FY2025)

- Reduce the number of fatalities within 24 hours to 2,000 people or less per year by 2025.
- Reduce the number of serious injuries to 22,000 people or less per year by 2025.

\*The Basic Act on Traffic Safety Measures was established in 1970 and the Traffic Safety Basic Plan was formulated every five years based on the Act since 1971.

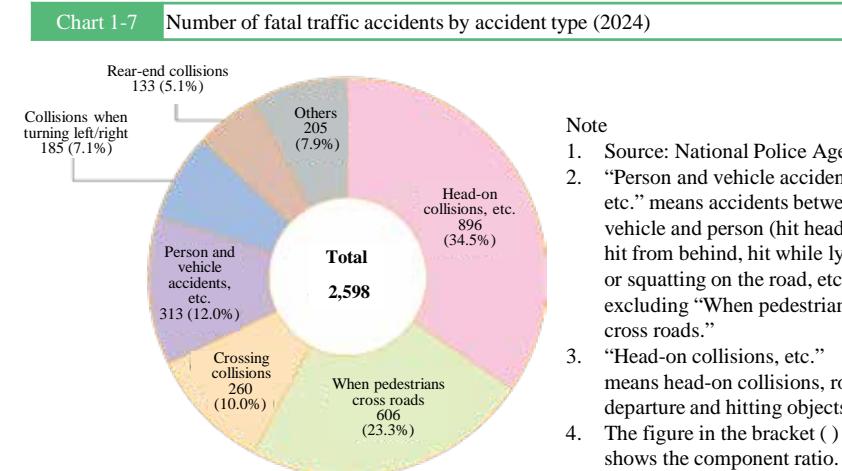
## Number of traffic accident fatalities of elderly people

Although the number of traffic accident fatalities among people aged 65 or over (hereinafter referred to as “elderly people”) per 100,000 population had been decreasing in recent years, it increased in 2024 compared to the previous year. The number of elderly people among people killed in traffic accidents was 1,513 people, which is still high at 56.8% of total fatalities.



## Number of fatal traffic accidents by type of accident

Looked by type of fatal traffic accident in 2024 the most common type of accidents was “Head-on collisions, etc.”\* followed by “When pedestrians cross roads,” “Crossing collisions,” excluding “Person and vehicle accidents, etc.” These three types accounted for about 70% of fatal accidents.



\* Head-on collisions, etc.

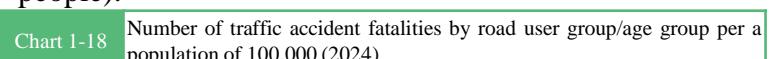
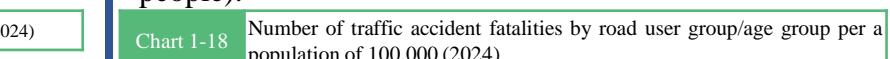
Includes accidents of a similar cause such as leaving the road and driving into objects.

## Number of traffic accident fatalities by road user group

The number of traffic accident fatalities is the highest for pedestrians followed by motor vehicle occupants and the sum of both accounts for about 70.0% of the total.

## Number of traffic accident fatalities by age group and by road user group

The number of pedestrians killed (per 100,000 population) is high amongst elderly people, and, in particular, that of elderly people aged 80 or over is about 3.9 times higher than that of all age groups (0.78 people).



## Title 1, Part 1, Chapter 2: Overview of Current Road Traffic Safety Measures

**Improvement of road traffic environment****Development in pedestrian-first walking spaces offering safety and security on community roads**

Zone 30 Plus areas were designated for areas on community roads where traffic safety is to be improved through the appropriate combining of local speed restrictions of 30km/h, speed humps, curb extensions, and other traffic calming devices. In doing so, we are seeking to ensure that the streets are safe for all to walk through.

In addition, for community roads, low speed restrictions were introduced including in the already developed Zone 30 areas (including areas developed as Zone 30 areas).

In the Zone 30 which had been developed by the end of FY2022, the number of traffic accidents with fatalities and serious injuries between the year before the development and the year after development was compared and it was found that the total number of traffic accidents with fatalities and serious injuries and the number of accidents involving pedestrians and bicycles decreased (by 28.7% and by 26.2%, respectively), by which it was confirmed that these measures were effective in preventing traffic accidents and reducing through-traffic speed of vehicles within the Zone.

**Dissemination and reinforcement of traffic safety****Promotion of stepwise and systematic traffic safety education**

We conducted stepwise and systematic traffic safety education to people of all ages from infants to adults in accordance with their mental and physical development and life stages based on the Traffic Safety Education Guidelines (Public Notice of National Public Safety Commission No. 15 of 1998). In particular, we not only enhanced the traffic safety awareness of elderly people but also strengthened education for other generations to protect and consider elderly people through understanding their characteristics in this rapidly aging society. In addition, considering the fact that elementary, junior high and high school students are members of the traffic society and a significant number of them frequently use bicycles, we made efforts to enhance education on the basic road traffic rules for bicycle users, traffic safety awareness and traffic manners.

**Ensuring safe driving****Promotion of measures for elderly drivers**

A total of 3,874,200 elderly people attended the courses (including temporary training courses for elderly people and courses (accredited education) to produce the same effect as the training courses for elderly people) in 2024.

In addition, the number of people who took the cognitive assessment in 2024 was 2,834,847 (including temporary cognitive assessments and certified assessments to produce the same effects as the cognitive assessment); the number of people who took the driving skill test was 156,376 (including certified tests to produce the same effects as the driving skill test), of which 144,133 people passed the test.

The number of elderly drivers is expected to increase in the future. Therefore, in order for the smooth implementation of elderly driver training, etc. we will continue to promote effective initiatives to ensure the requisite implementation system, such as expanding the attendance and testing framework of the elderly driver training through direct implementation by the prefectural police and securing new training institutions.

**Ensuring vehicle safety measures****Promotion of the development and diffusion of advanced safety vehicles (ASV)**

Under the Advanced Safety Vehicle (ASV) Promotion Project, over the five years from FY2021 to FY2025 the Phase 7 Study Group for the Promotion of ASV decided upon the basic theme of "further promotion of ASV towards the optimization of automatic driving." Through the analyses of the state of accidents, examination was made of what types of accidents would be reduced by the safety technologies such as 1) safety technologies in which the safety operations override clear operational errors resulting from driver's steering or cognitive mistakes; 2) safety technologies in which crossing collisions at intersections with poor visibility are prevented by vehicle-to-vehicle communication, and 3) safety technologies for communicating with vulnerable road users such as pedestrians that prevent them from becoming traffic accident victims.

Furthermore, as safety measures for buses, trucks and so on, subsidies have been continued for ASV devices such as advanced emergency braking systems (AEBS) that can detect pedestrians, emergency driving stop systems and automatic collision notification systems. Simultaneously, a special tax exemption has been granted for AEBS that can detect pedestrians.

## Title 1, Part 2, Chapter 1: Railway Traffic Accident Trends

The number of operational railway accidents\* has been decreasing in the long-term; there were 779 accidents in 2004 and the number fell to 774 in 2014 and 635 in 2024.

The number of fatalities in operational railway accidents was 268 people, of which none of the fatalities were passengers. Since the train derailment accident on the JR East Uetsu Line in 2005, there have been no passenger fatalities due to operational railway accidents.

### \* Operational railway accidents

Operational railway accidents include train collision accidents, train derailment accidents, train fire accidents, railway crossing accidents, road impedance accidents, railway accidents causing injury or death and railway accidents causing property damage.

Incidentally, operational accidents regarding streetcars are treated as operational railway accidents.

The number of railway crossing accidents\* has been in a long-term decline due to the development of safety facilities at railway crossings, etc. There were 372 accidents in 2004 and the number fell to 254 in 2014 and 218 in 2024.

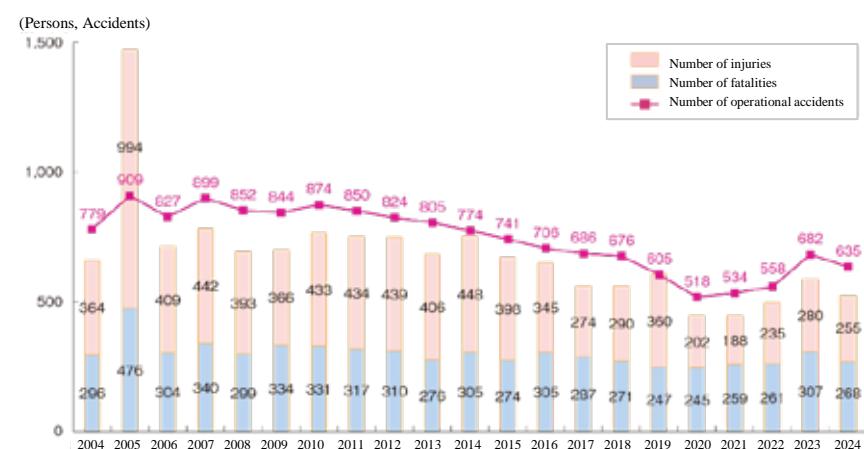
### \* Railway crossing accidents

Railway crossing accidents include train collision accidents, train derailment accidents and train fire accidents that occur at a railway crossing and the accidents in which a train or rolling stock collide or come into contact with a person or automobile passing through a railway crossing.

The number of railway accidents causing injury or death in 2024 was 355, a decrease of 10.4% compared to the previous year, while the number of fatalities was 178 people, a decrease of 11.0% compared to the previous year. The number of railway accidents causing injury or death by falling from the platform, or by being brought into contact with a train (platform accidents) has been in a long-term decline.

The number of platform accidents caused by intoxicated passengers was 47, accounting for approximately 35.1% of the total platform accidents.

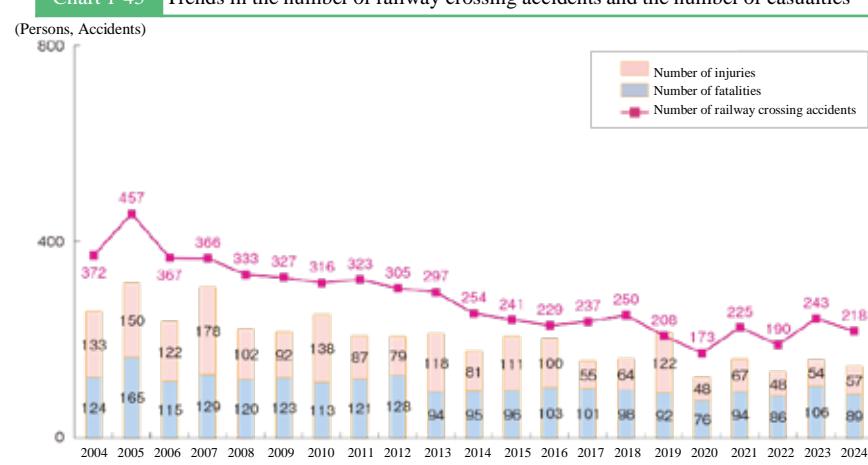
Chart 1-44 Trends in the number of operational accidents and the number of casualties



### Note

1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities within 24 hours after accidents.

Chart 1-45 Trends in the number of railway crossing accidents and the number of casualties



### Note

1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities within 24 hours after accidents.

Chart 1-47 Trends in the number of platform accidents and the number of casualties



### Note

1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities within 24 hours after accidents.

## Title 1, Part 2, Chapter 2: Overview of Current Railway Traffic Safety Measures

### Improvement of railway environment

#### Strengthening of measures against torrential rain and flooding at railway facilities

Torrential rain measures have been promoted to deal with the torrential rain damage occurring in recent years with increased frequency and ferocity. These measures include preventing railway bridges over rivers from being washed away, defending against landslides from slopes near railway lines, and preventing flooding at station entrances, tunnel portals, etc.

#### Promotion of measures to improve safety at station platforms

In order to improve the safety at station platforms, we are promoting both hardware and software measures to prevent people from falling from station platforms, such as the platform door installation and guidance by station staff. With regard to platform doors in line with the Basic Plan on Transport Policy (approved by the Cabinet on May 28, 2021) and the Basic Policy on Promotion of Smooth Transportation, etc. (Public Notice of the National Public Safety Commission, Ministry of Internal Affairs and Communications, Ministry of Education, Culture, Sports, Science and Technology, and Ministry of Land, Infrastructure, Transport and Tourism No.1 of 2020), we are aiming to install platform doors on the 3,000 platforms of highest priority by FY2025, of which 800 platforms are in railway stations used by an average of 100,000 or more people per day.

As of the end of FY2023, platform doors had been installed at 2,647 platforms across all railway stations, of which 559 are in railway stations used by an average of 100,000 or more people per day. In addition, at stations without platform doors, the Interim Report on Safety Measures for Visually Impaired People on Railway Platforms Using New Technologies was compiled and published in July 2021, and examinations are still underway with regard to measures to prevent visually impaired people from falling from a station platform using IT and sensing technology.

### Dissemination of knowledge about the safety of railway traffic

In addition to conducting campaigns to prevent accidents at railway crossings using posters and others, dissemination of knowledge and awareness-raising on the manner to safely cross railway crossings and on the prevention of railway accidents were conducted for schools, residents along the railway tracks and road transport operators among others.

Furthermore, the railway operators in the Tokyo metropolitan area have come together positively work on PR activities for the “zero platform accidents” campaign to raise awareness about preventing accidents involving intoxicated passengers, and have tried to spread correct knowledge about railroad safety.

### Ensuring the safe operation of railways

#### Improvement of meteorological information

Measures such as the development of a weather monitoring system were taken to prevent accidents and mitigate damage by accurately monitoring natural phenomena that affect railway traffic and issuing and communicating forecasts and warnings in a timely and appropriate manner, and to enhance the content and effective use of such information. Earthquake Early Warning is provided to railroad operators so that they can use it to prevent the damage of rolling stock falling over by reducing the speed of or halting trains when an earthquake strikes.

#### Appropriate response in cases of large-scale accident occurrence

In order to cope with emergency situations such as a large accident or a disaster, procedures were taken to check and validate the emergency contact system at night and on a holiday, which enables the establishment of contact with relevant persons in the government and railway operators in a quick and appropriate manner.

In addition, railway operators were instructed to provide information appropriately to railway users including foreign nationals and establish systems to quickly restore services in case of accidents including transportation failure with a view to reducing social impact in major cities and trunk railway lines.

Regarding the protection of railways against tsunami, response guidelines for keeping railway passengers safe in times of tsunami based on the key concept of evacuation from the largest possible tsunami ever, such as one that could be caused by Nankai Trough earthquakes (that is, the prompt evacuation is the most effective and most important response, for example), have been worked out, along with specific examples of such evacuation, to encourage the railway operators to drive their respective approaches.

### Measures for traffic safety at railway crossings

#### Current status of measures for prevention of accidents at railway crossings

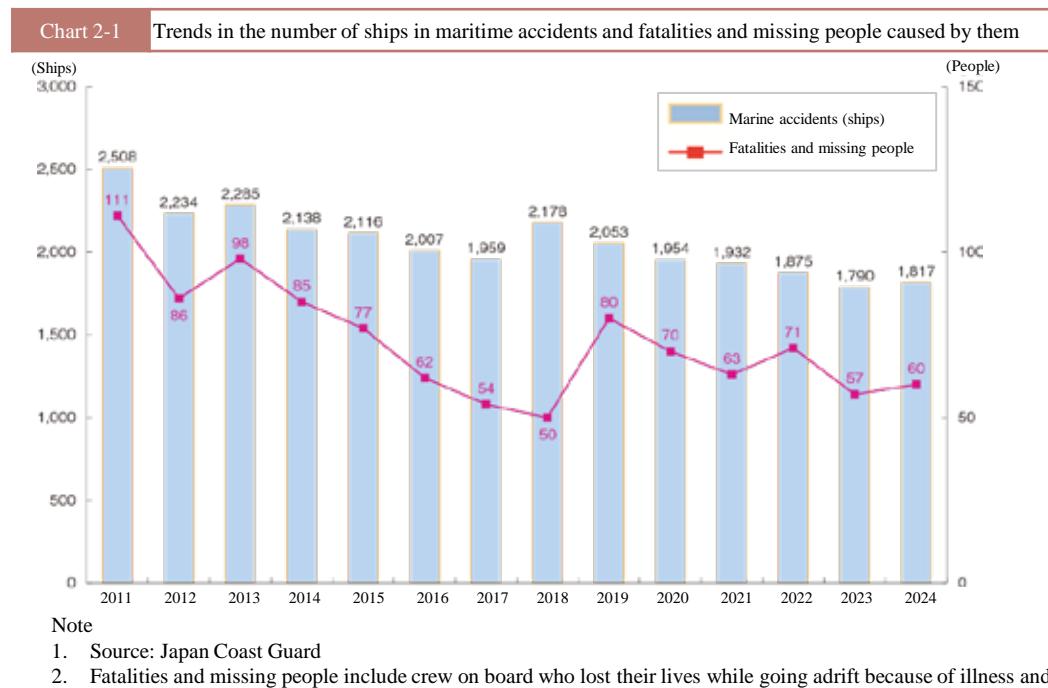
In FY2024, we designated an additional 117 railway crossings to be improved based on the Act on Promotion of Railway Crossings (Act No. 195, 1961). Regarding the designated railway crossings and the ones regarding which there are issues, we held meetings to improve regional railway crossings as necessary, and road administrators and railway operators agreed to promote further measures for railway crossings in accordance with local conditions.

The number of railway crossings which were improved in FY2023 (including those designated in the past and those voluntarily improved by road administrators and railway operators) was 22 (grade separation), 181 (structural improvement) and 19 (improvement in railway crossing security facilities). Moreover, streamlining of railway crossings were performed in conjunction with grade separation project, etc. In addition, barrier-free measures at roadway crossings were promoted.

## Title 2, Chapter 1: Maritime Accident Trends

## Current status of maritime accidents

When we look at the changes in the number of ship accidents that were subject to the Traffic Safety Basic Plan in the seas around Japan, there were 2,256 ship accidents as an average during the 9th Traffic Safety Basic Plan (FY2011 to FY2015). However, the number of ship accidents was 1,817 in 2024, a decrease of about 20%. The number of fatalities and missing people in ship accidents was 91 people as an annual average during the 9th Traffic Safety Basic Plan. However, there were 60 people in 2024, a decrease of about 30%. Furthermore, there was not a single major maritime accident in congested waters during 2024.



## Maritime accidents and rescues during 2024

- (1) Among the number of fatalities and missing people due to ship accidents in 2024, the proportion accounted for by fishing boats was 45.0% and by pleasure boats\* was 25.0%. In terms of the number of those who died or went missing due to falling into the sea from ships, 47.5% were caused by fishing boats and 23.8% by pleasure boats.
- (2) The number of maritime accidents of small ships in 2024 was 1,397, a decrease by 12 ships compared to the previous year. The number of fatalities and missing people as a result of these accidents was 36 people, an increase by 14 people compared to the previous year.
- (3) The 11th Traffic Safety Basic Plan stipulated a target of reducing the number of fatalities and missing people due to maritime accidents and increasing rescue rates\* to at least 95%. As a result of the Japan Coast Guard's improvement and strengthening of its rescue and assistance system, and efforts to collaborate and cooperate with private sector rescue organizations, the rescue rate in 2024 was 96.5%, achieving the target rescue rate.
- (4) Of the 8,853 people aboard ships in maritime accidents during 2024, excluding the 5,438 people who saved themselves, 3,363 of the remaining 3,415 were rescued, which accounted for 98.5% of the total.
- (5) Of the 2,272 people aboard pleasure boats etc. involved in maritime accidents during 2024, excluding the 692 who saved themselves, 1,565 of the remaining 1,580 were rescued, which accounted for 99.1% of the total.

\*Pleasure boats:

A collective term for yachts and motorboats to be used for sports or recreation.

\*Rescue rates:

The proportion of the rescued among those aboard ships requiring rescue in maritime accidents and those falling into the sea (excluding those who saved themselves)

## Title 2, Chapter 2: Overview of Current Maritime Traffic Safety Measures

### Improvement of maritime traffic environment

#### Development of aids to navigation

In order to prevent destruction and/or extinction of aids to navigation caused by natural disasters, such as earthquakes and typhoons, and ensure maritime traffic safety in disaster-stricken-areas even in times of disasters, we promoted measures to strengthen the disaster-resistance of aids to navigation and address their aging on the basis of the Fundamental Plan for National Resilience.

### Dissemination of knowledge regarding maritime transport safety

#### Raising awareness of the prevention of maritime accidents

To prevent maritime accidents, it is important for each of us to raise our awareness of maritime accident prevention. In parallel, efforts have been made to diffuse and enhance the concept of maritime accident prevention and encourage the acquisition of, and enhancing the knowledge of maritime accident prevention in conjunction with the relevant agencies. These efforts included encouraging the whole nation, as well as maritime personnel concerned, to ensure thorough adherence to the practice of self-rescue measures, such as acting in compliance with relevant laws and regulations and wearing life-jackets at all times, by taking advantage of all possible opportunities, such as maritime accident prevention training sessions and on-board guidance.

In particular, during the period from July 16 to 31, 2024, we conducted the “Campaign for Zero Sea Accidents” across Japan with the participation of the government and people as an effort focused on “Prevention of marine accidents for small boats,” “thorough watch-keeping and promotion of inter-ship communication,” “securing measures for self-protection such as wearing a life-jacket at all times,” and “securing safety in congested waters.”

### Ensuring safe operation of boats and ships

#### Comprehensive safety and security measures for passenger ships

Following the Shiretoko sightseeing boat accident in April 2022, The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) has been implementing "Comprehensive safety and security measures for passenger ships." Specifically, based on the Act Partially Amending the Marine Transportation Act (No.24 of 2023), the following measures took effect in April 2024: introduction of a permit renewal system for passenger tramp services using only small boats; introduction of a system to improve the qualifications of vessel crews; and revision of administrative dispositions. Furthermore, starting in 2025, the "+ONE Mark" safety certification system, mandatory installation of improved life rafts on passenger ships, and qualification examinations for general safety managers and operations managers commenced. In this way, safety and security measures for passenger ships are steadily progressing.

#### Thoroughness in measures to prevent reoccurrence of accidents

In the event that ships are involved in accidents, the operating company is encouraged to take appropriate measures to prevent its reoccurrence according to the cause of the accident through audits etc. by the Safety Management and Seafarers Labour Inspector. In addition, efforts to be thorough in preventing reoccurrence were made particularly with regard to operating companies that have undergone administrative disposition, etc. through continuous and exhaustive follow-ups until improvements have been confirmed.

### Enhancing safety measures for small boats

#### Safety measures for pleasure boats

MLIT called for the implementation of regular inspections and maintenance by maintenance operators, etc. at all opportunities such as maritime accident prevention seminars and on-board guidance. In addition, MLIT, in coordination with the Japan Craft Inspection Organization, made known the need to undergo ship inspection at appropriate intervals to people concerned.

Furthermore, through patrol activities and awareness education activities regarding rules to be observed, MLIT, in cooperation with related organizations, cracked down upon violations of these rules and distributed leaflets.

In addition, the Japan Coast Guard (JCG) used pamphlets and other materials to raise awareness about compliance with maritime traffic rules and early access to safety information such as weather and marine conditions as well as navigation warnings via the internet and smartphones.

The police ensured maritime traffic safety, not only by patrolling sea areas focused on harbors and other ship congestion areas, etc., but also by providing safety guidance to people related to marine leisure sports.

## Title 3, Chapter 1: Aircraft Accident Trends

### Aircraft accidents in recent years

The number of aircraft accidents in Japan was 18 in 2024, in which 7 persons were killed and 17 injured.

In recent years, only a few aircraft accidents of large airplane have occurred per year, most of which are caused by air turbulence.

Table 3-1 Numbers of aircraft accidents and casualties

Type Year	Number of accidents								Number of casualties	
	Large airplane	Small airplane	Ultralight aircraft	Helicopter	Gyro plane	Glider	Airship	Total	Fatality	Injury
2020	4	1	4	3	1	0	0	13	2	16
2021	1	2	2	3	0	3	0	11	3	10
2022	7	5	4	3	0	2	0	21	9	13
2023	4	5	0	5	0	2	0	16	1	11
2024	7	4	0	4	0	3	0	18	7	17

Note:

1. Source: Ministry of Land, Infrastructure, Transport and Tourism.
2. Data as of the end of December 2024
3. Includes accidents involving Japanese aircraft that occurred outside of Japan.
4. Includes accidents involving foreign aircraft that occurred in Japan.
5. Accidents/casualties regarding such as natural deaths or deaths caused by violence are not included.
6. The number includes those who died within 30 days after the accident and missing persons.
7. A large airplane is an airplane with a maximum takeoff weight exceeding 5.7 tons and a small airplane with that equal to or less than 5.7 tons.

### Incidents related to air traffic safety during 2024

#### Safety issues involving air carriers

There were 10 cases of accidents and serious incidents\* which air carriers are obliged to report to Government in 2024.

On January 2, 2024, a runway collision occurred at Haneda Airport involving a Japan Airlines aircraft and a Japan Coast Guard (JCG) aircraft, resulting in a fire. Five of the JCG aircraft crew members died, but there were no fatalities among the Japan Airlines crew or passengers. Aircraft accident involving passenger fatalities of specified domestic air carriers (domestic air carriers using aircraft with seats over 100 or the maximum takeoff weight exceeding 50,000 kg for air transport services) has not occurred since the crash of Japan Airlines Flight 123 at the mountain Osutaka in 1985.

\* Serious incident:

An incident which did not result in an accident, but could have resulted in an accident.

## Title 3, Chapter 2: Overview of Current Air Traffic Safety Measures

### Further promotion of State Safety Programme

#### Safety promotion in line with the State Safety Programme (SSP)

Pursuant to Annex 19 of the Convention on International Civil Aviation, a State Safety Program (SSP) has been established and implemented since 2014. In cooperation with relevant ministries and agencies and aviation service providers, efforts are being made to enhance safety through the formulation of safety laws and regulations, the collection, analysis and sharing of safety data, audits and inspections, and awareness-raising activities related to safety culture.

#### Strengthening Safety Management System (SMS) in service providers

Guidance was provided to improve the quality of SMS, which is a mechanism for risk management related to safety by promoting safety performance indicators and safety performance targets directly linked to the measures to improve safety for service providers such as Japanese air carrier. Specifically, for service providers etc. Utilizing the Capabilities of the Private Sector (No.67, 2013) who have limited experience with SMS measures, guidance, supervision and advice etc. were provided by maintaining close coordination so that the setting of safety performance indicators and safety performance targets can be implemented properly.

### Ensuring safe operation of aircraft

#### Implementation of Transportation Safety Management Evaluation

Through the implementation of the “Transportation Safety Management System” since October 2006, operators have made integrated in-house efforts to build and improve their safety management systems, and the government implemented initiatives to check and evaluate these systems at 11 companies in FY2024. In addition, utilizing the “Disaster Prevention Management Guidelines for Transport Operators” formulated and published in July 2020, evaluations regarding disaster prevention management within the management evaluation of transport operators were implemented.

#### Thorough implementation of measures to prevent the performance of duties under the influence of alcohol

In response to a series of inappropriate events involving airmen drinking alcohol that occurred from October 2018, stringent regulations for alcohol intake were established between January to July 2019. In FY2024, we provided guidance and supervision through audits and other measures to ensure that these regulations are properly observed as in previous years, and also promoted the dissemination and enlightenment of knowledge that contributes to the daily health management of pilots (including appropriate education on alcohol intake) as well as the proper operation of medical examinations (including knowledge about diseases and medicines that affect aviation operations) through the implementation of lecture meetings for the personnel in charge of health management at airlines. Furthermore, in response to inappropriate events involving pilots drinking alcohol in FY2024. We have directed the domestic airline responsible for the events to conduct root cause analysis and develop reoccurrence prevention measures. We are also implementing guidance and oversight, including verifying the implementation status of these measures through audits and other means.

### Ensuring aircraft safety

#### Establishment/updates of technical standards for the safety of aircraft and their components

To further promote the safety of aircraft and their components, we have been developing technical standards for them, in light of latest technologies and international standards formulation.

#### Proper certification/inspection of aircraft

We have been implementing appropriate and smooth certification of compliance with safety and environmental standards for aircraft in close cooperation with the aviation authorities in the U.S. and Europe, etc.

In addition, in order to properly conduct aircraft inspections as well as direction and supervision of manufacturers and maintenance operators, etc., training is conducted to enhance the quality of airworthiness engineers and aeronautical engineers - aircraft design.

### Development of air traffic environment

#### Promotion of runway incursion countermeasures

Following an aircraft collision accident at Haneda Airport on January 2, 2024, we implemented the “Emergency Measures to Ensure Aviation Safety and Security” announced on January 9 of the same year and established the “Haneda Airport Aircraft Collision Prevention Measures Review Committee,” composed of experts and relevant organizations. The Committee released an interim report concerning runway incursion countermeasures on June 24 of the same year, and measures based on the recommendations are being implemented sequentially by MLIT. Going forward, necessary safety and security measures will be implemented, taking into account the accident investigation report from the Japan Transport Safety Board.

# Topics

## Road transport

Revision of speed limits on community roads

Eliminating accident-prone areas through big data utilization (Okinawa Prefecture)

Traffic safety measures for specified small motorized bicycles and pedal-assisted electric motorcycles

Promotion of seatbelt and child safety seat use

Application of the traffic violation notification system to bicycle traffic violations

Traffic safety measures for foreign drivers

Efforts by volunteers for traffic safety

Holding of the 2024 Traffic Safety Forum

Enhancement of safety measures in the light motor truck transportation business

Holding of “Symposium for supporting children who lost their families in traffic accidents”

## Railway transport

Tohoku Shinkansen separation incident

Promotion of platform door installation at railway stations

## Maritime transport

Measures in response to the Shiretoko sightseeing boat accident

Safety measures in response to the Kurushima Kaikyo collision accident

Issuance of a recommendation to evacuate from Tokyo Bay or avoid entering the bay

## Air transport

Aircraft collision accident at Haneda Airport

Efforts to realize Advanced Air Mobility (AAM) operations at EXPO2025 Osaka, Kansai, Japan