

# **STATISTICS 2004 ROAD ACCIDENTS JAPAN**

TRAFFIC BUREAU, NATIONAL POLICE AGENCY

*Abridged Edition*

This statistical report was compiled under the supervision of the Traffic Bureau, the National Police Agency, Japan. The basic data for these road traffic accident statistics were mainly prepared, through the computer system of the National Police Agency.

International Association of Traffic and Safety Sciences hopes this report, in conjunction with the White Paper on Traffic Safety in Japan, will greatly contribute to the increased knowledge of readers about the traffic accident situation and measures.

# Preface

## 1. Traffic Accidents in Japan

Traffic accidents in Japan have increased rapidly since the 1950s as the volume of automobile transportation has increased. In 1959, traffic accident fatalities exceeded 10,000 people for the first time. By 1970, the number had reached 16,765, signaling the enormity of a social problem that had come to be known as “traffic war.”

In response to this situation, the Traffic Safety Policies Law was enacted in 1970 and comprehensive measures for preventing traffic accidents were implemented. These included increasing the number of officers to provide a stronger police presence on the road, introducing a system of violations, making improvements to the roads and the transportation environment, and stronger traffic safety activities at all levels of society. These efforts resulted in a rapid decline in traffic accidents that brought the number of fatalities down to 8,466 in 1979, roughly half its peak level.

After bottoming out in the late 1970s, however, traffic accident fatalities rose again, exceeding 10,000 for eight consecutive years. Since falling below 10,000 in 1996, traffic accident fatalities have continued a downward trend. The number of fatalities for 2004 fell below 7,500, lower even than the year before when the number fell below 8,000 for the first time in the 46 years since 1957.

## 2. Traffic Accidents in 2004

Traffic accidents in 2004 can be broken down as follows:

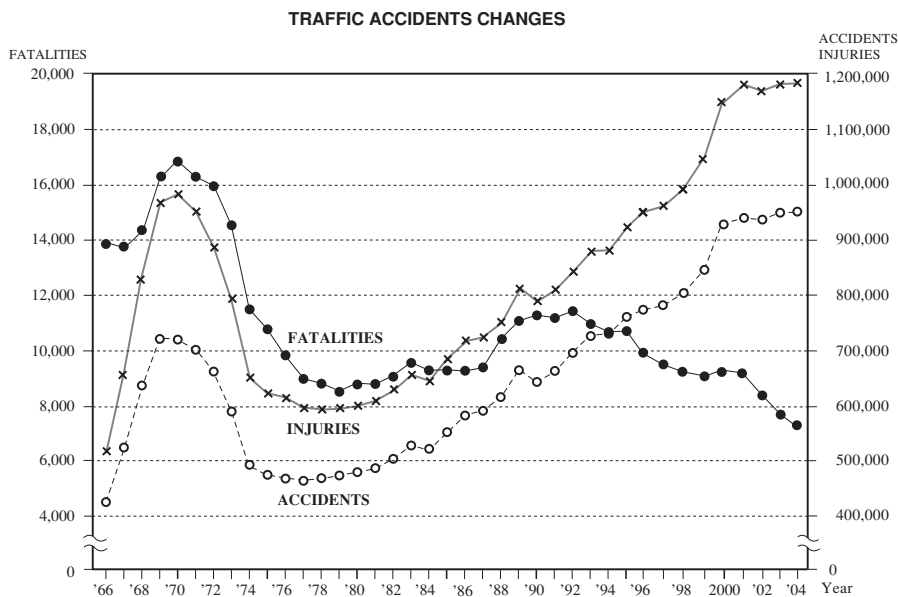
- Fatalities : 7,358 (Compared to previous year: -344; -4.5%)
- Injuries : 1,183,120 (Compared to previous year: +1,689; +0.1%)
- Accidents: 952,191 (Compared to previous year: +4,198; +0.4%)

Although fatalities fell below 7,500, the number of injuries and accidents increased slightly over the previous year, which had been the worst on record. With injuries exceeding 1,000,000 for the sixth consecutive year and accidents exceeding 900,000 for the fifth consecutive year, the situation remains grave.

Traffic accident fatalities in 2004 were characterized by the following:

- A continued decline in the number of young fatalities (age 16 to 24).
- A sharp decline in the number of bicycle riders killed.
- An increase in the number of fatal accidents caused by elderly drivers.
- A sharp decline in the number of fatal accidents caused by excessive speed and drunk driving.

Since 1993, in addition to the statistics for fatalities that occur within 24 hours, statistics for fatalities that occur within 30 days have also been tracked. For 2004, the 30-day figure was 8,492, slightly under the previous year when it fell below 9,000 for the first time. The ratio of 30-day fatalities to 24-hour fatalities was 1.15.



## Definitions

The following terms are construed as follows:

“Traffic accident”	An accident resulting in death and/or injury, which is caused by the traffic of vehicles or street cars running on a road as stipulated in Article 2, Paragraph 1, Item 1 of the Road Traffic Law. These statistics exclude property damages.
“Primary parties”	A person having caused the most culpable failure or the least injured among parties concerned when their culpable failure are at the same level.
“Fatality”	Died within 24 hours as a result of accident. However, fatalities of the tables of 53, 54 and 55 are defined as persons who died within 30 days as a result of accident.
“Serious injury”	A person who needs medical treatment for a month (30 days) or more.
“Slight injury”	A person who needs medical treatment for less than a month (30 days).
“Property damage”	Traffic accidents involving only property damaged.
“Urban area”	An area occupied by houses, offices or factories for 80% or more of the total area, or with the houses, offices or factories standing in series for 500m or over along a road.
“Non-urban areas”	Areas not coming under the definition of urban area.
“Vehicle”	A motor vehicle, moped 1st class, light vehicle or trolley bus.
“Motor vehicle”	A vehicle which is operated by means of a motor without depending on rails or cables excluding a moped 1st class, a bicycle and a wheelchair.
“Casualty”	A person who is injured or killed in a traffic accident.
“Fatality rate”	Computed by the following equation: $\text{Fatality rate} = \frac{\text{Number of fatal accidents}}{\text{Total number of accidents}} \times 1,000$
“Type of accident”	A type of accident (man vs. vehicle, vehicle vs. vehicle, vehicle alone) defined by the behavior of the parties concerned or by the human actions which possibly might induce an accident.
“Purpose of travel”	The main purpose for the party concerned in travelling (shopping, walking, etc.) on the road when the accident occurred. On the return journey, it refers to the initially planned purpose, unless other objective exists.
“Day”	Period of time from sunrise to sunset.

Marks in statistics are as follows:

- 0 – less than a unit
- – nil
- ... – not available

Note: Vehicles are driven on the left in Japan.

## Vehicle classification

Passenger car and truck		
	Passenger car	Truck
Bus	Passenger capacity is 30 or more.	–
Minibus	Passenger capacity is from 11 up to 29.	–
Ordinary	Passenger capacity is up to 10.	Gross vehicle weight is up to 8 tons and its maximum load is up to 5 tons.
Light	Passenger capacity is up to 4 with its gross displacement of 660cc or less (Before 1990, 550cc or less).	Gross displacement is up to 660cc.
Large-sized special (Vehicle provided by the Cabinet Order)	–	Gross vehicle weight is 11 tons or over, its maximum load is 6.5 tons or over, or it is used for carrying gravel or ready-mixed concrete.
Large-sized	–	Gross vehicle weight is 8 tons and over, and its maximum load is 5 tons and over.

### 2-wheeled vehicle

Motorcycle	Gross displacement is more than 250cc.
Light motorcycle	Gross displacement is more than 125cc up to 250cc.
Moped 2nd class	Gross displacement is more than 50cc up to 125cc.
Moped 1st class	Gross displacement is 50cc or less.

### Special vehicle

Large-sized	Large-sized, specially constructed vehicle for specified purpose, such as road roller, power shovel, etc.
Small-sized	Same as above, but the size is smaller and the gross displacement is 1,500cc or less.

## CONTENTS

<b>I. ROAD TRAFFIC SITUATION</b>	
1. Trends of Road Traffic Situation .....	8
2. Vehicle Registrations .....	10
3. Driver's Licence Holders .....	12
4. Total Road Length .....	13
5. Motor Vehicle Kilometers Travelled .....	14
<b>II. TRAFFIC ACCIDENTS: TRENDS</b>	
6. Traffic Accidents and Casualties .....	15
7. Trends in Fatalities by Age Group and Road User Type .....	16
8. Accident Rate per 100 Million Motor Vehicle Kilometers Travelled .....	18
9. Casualties per Number of Vehicles and per Population .....	19
10. Comparison of the National Police Agency Statistics and the Health and Welfare Statistics .....	20
11. Traffic Accidents by Day or Night .....	21
12. Ratio of Seat Belt Wearers .....	22
13. Vehicle Occupant Fatalities by Seating Position and Seat Belt Use .....	23
14. Vehicle Occupant Fatalities by Seating Position and Child Safety Seat Use .....	24
<b>III. TRAFFIC ACCIDENTS AND CASUALTIES IN 2004</b>	
<b>Section 1 TRAFFIC ACCIDENTS</b>	
15. Traffic Accidents and Casualties by Month .....	25
16. Traffic Accidents by Day of Week and Time .....	26
17. Traffic Accidents by Type of Road and Day or Night .....	27
18. Traffic Accidents by Road Width and Day or Night .....	28
19. Traffic Accidents by Location, Road Type and Day or Night .....	29
20. Traffic Accidents by Type of Accident and Day or Night .....	30
21. Traffic Accidents Involving Primary Parties .....	31
22. Traffic Accidents by Driver Age and Violation Type Involving Primary Parties .....	32
(Motor Vehicle and Moped 1st Class)	
23. Traffic Accidents by Age Group Involving Primary Parties .....	34
24. Traffic Accidents by the Driving Experience of Primary Parties .....	35
(Motor Vehicle and Moped 1st Class)	
25. Traffic Accidents by Location, Road Type and Weather .....	36
<b>Section 2 FATAL ACCIDENTS</b>	
26. Fatal Accidents by Day of Week and Time .....	37
27. Fatal Accidents by Type of Road and Day or Night .....	38
28. Fatal Accidents by Road Width and Day or Night .....	39
29. Fatal Accidents by Location, Road Type and Day or Night .....	40
30. Fatal Accidents by Type of Accident and Day or Night .....	41
31. Fatal Accidents Involving Primary Parties .....	42
32. Fatal Accidents by Age Group Involving Primary Parties .....	43
33. Fatal Accidents by Driver Age and Violation Type Involving Primary Parties .....	44
(Motor Vehicle and Moped 1st Class)	
34. Fatal Accidents by the Driving Experience of Primary Parties .....	46
(Motor Vehicle and Moped 1st Class)	
35. Fatal Accidents by Location, Road Type and Weather .....	47

**Section 3 CASUALTIES**

36. Fatalities by Age Group and Road User Type ..... 48  
37. Fatalities per 100,000 Persons by Age Group and Road User Type ..... 50  
38. Injuries by Age Group and Road User Type ..... 52  
39. Injuries per 100,000 Persons by Age Group and Road User Type ..... 54  
40. Casualties by Vehicle Part which Inflicted Injury, Seating Position and Seat Belt Use ..... 56  
41. Casualties by Age Group, Seating Position and Seat Belt Use ..... 58  
42. Casualties by Road User Type and Main Part of Body Injured ..... 60

**Section 4 CHILD CASUALTIES**

43. Child Casualties by School Grade and Day of Week ..... 61  
44. Child Casualties by School Grade and Time ..... 62  
45. Casualties of Child Pedestrians by School Grade and Day of Week ..... 63  
46. Casualties of Child Pedestrians by School Grade and Purpose of Travel ..... 64  
47. Casualties of Child Pedestrians by School Grade and Time ..... 66  
48. Casualties of Child Pedestrians by School Grade and Distance from Home ..... 67

**Section 5 TRAFFIC ACCIDENTS ON EXPRESSWAYS**

49. Trends in Traffic Accidents and Casualties on Expressways ..... 68  
50. Trends in Traffic Accidents on National Expressways ..... 69  
51. Traffic Accidents on National Expressways by Type of Accident ..... 70  
52. Traffic Accidents on National Expressways by Type of Violation ..... 71

**Section 6 FATALITIES WITHIN 30 DAYS**

53. Fatalities within 30 Days by Age Group and Road User Type ..... 72  
54. Fatalities within 30 Days by Age Group and Number of Days Survived ..... 74  
55. Fatalities within 30 Days by Road User Type and Main Part of Body Injured ..... 76

**IV. TRAFFIC VIOLATIONS**

56. Trends in Number of Traffic Violations (Notified and Referred) ..... 77  
57. Road Traffic Law Violations Over Time ..... 78  
58. Road Traffic Law Violations by Adults and Juveniles ..... 80

**V. TRAFFIC REGULATIONS AND CONTROLS**

59. Traffic Regulations and Controls ..... 81  
60. Number of Traffic Safety Facilities ..... 82

**VI. DRIVER'S LICENCE**

61. Driver's Licence Holders ..... 83

**VII. REFERENCE INFORMATION**

62. Changes in Number of Safe-Driving Supervisors, etc. .... 84  
63. Changes in Number of Operation Administrators ..... 86  
64. Present Road Conditions ..... 87

## 1

## I. ROAD TRAFFIC SITUATION

### Trends of Road Traffic Situation

Year	Fatalities	Index	Injuries	Index	Vehicle registration	Index
			(10 thousand)		(10 thousand)	
1971	16,278	147	94.97	117	3,054	40
1972	15,918	144	88.92	109	3,288	43
1973	14,574	131	78.99	97	3,552	47
1974	11,432	103	65.14	80	3,733	49
1975	10,792	97	62.25	76	3,859	51
1976	9,734	88	61.40	75	4,089	54
1977	8,945	81	59.32	73	4,341	57
1978	8,783	79	59.41	73	4,638	61
1979	8,466	76	59.63	73	4,945	65
1980	8,760	79	59.87	73	5,225	69
1981	8,719	79	60.73	75	5,523	73
1982	9,073	82	62.62	77	5,849	77
1983	9,520	86	65.48	80	6,179	81
1984	9,262	84	64.43	79	6,454	85
1985	9,261	84	68.13	84	6,704	88
1986	9,317	84	71.23	87	6,934	91
1987	9,347	84	72.22	89	7,126	94
1988	10,344	93	75.28	92	7,362	97
<b>1989</b>	<b>11,086</b>	<b>100</b>	<b>81.48</b>	<b>100</b>	<b>7,596</b>	<b>100</b>
1990	11,227	101	79.03	97	7,811	103
1991	11,105	100	81.02	99	7,984	105
1992	11,451	103	84.40	104	8,109	107
1993	10,942	99	87.86	108	8,220	108
1994	10,649	96	88.17	108	8,349	110
1995	10,679	96	92.27	113	8,497	112
1996	9,942	90	94.22	116	8,655	114
1997	9,640	87	95.89	118	8,754	115
1998	9,211	83	99.07	122	8,799	116
1999	9,006	81	105.04	129	8,860	117
2000	9,066	82	115.57	142	8,925	117
2001	8,747	79	118.10	145	8,972	118
2002	8,326	75	116.79	143	9,011	119
2003	7,702	69	118.14	145	9,013	119
<b>2004</b>	<b>7,358</b>	<b>66</b>	<b>118.31</b>	<b>145</b>	<b>9,046</b>	<b>119</b>

- Notes: 1) Vehicle registrations are those of the end of December each year. (Source: Statistics by the Ministry of Land, Infrastructure and Transport) However, those of moped 2nd class and 1st class, minicar and small-sized special vehicles are as of April 1 each year.
- 2) Population prior to 1991 is from the result of the national census which is taken every 5 years. Since 1991, figures of population are based on the estimated population as of October 1 each year as compiled by the Ministry of Internal Affairs and Communications. (Since 1972, figures include those of Okinawa Prefecture.)
- 3) Number of driver's licence holders are those of the end of December each year.
- 4) Total motor vehicle kilometers travelled include those of buses, passenger cars and trucks. Those of light motor vehicles are included since 1987. (Source: Statistics by the Ministry of Land, Infrastructure and Transport)
- 5) Total road length includes those of national expressways. As of April 1 each year or, prior to 1974, as of March 31. (Source: Statistics by the Ministry of Land, Infrastructure and Transport)
- 6) Indices are calculated with 1989 as 100. (The number less than a unit is rounded to the closest whole number.)

Population	Index	Driver's licence holders	Index	Motor vehicle kilometers travelled	Index	Total road length	Index
(10 thousand)		(10 thousand)		(100 million km)		(10 thousand km)	
10,514.5	85	2,800	47	2,435	41	102.4	92
10,759.5	87	2,947	50	2,596	43	103.8	94
10,910.4	89	3,078	52	2,762	46	104.9	95
11,057.3	90	3,214	54	2,665	44	105.9	95
11,194.0	91	3,348	57	2,863	48	106.8	96
11,309.4	92	3,515	59	3,097	52	107.9	97
11,416.5	93	3,702	63	3,423	57	108.8	98
11,519.0	93	3,917	66	3,613	60	109.7	99
11,615.5	94	4,104	69	3,820	64	110.6	100
11,706.0	95	4,300	73	3,891	65	111.3	100
11,790.2	96	4,497	76	3,947	66	111.8	101
11,872.8	96	4,698	79	4,031	67	112.3	101
11,953.6	97	4,881	83	4,089	68	112.3	101
12,030.5	98	5,061	86	4,157	69	112.5	101
12,104.9	98	5,235	88	4,284	71	112.8	102
12,166.0	99	5,408	91	4,416	74	112.7	102
12,223.9	99	5,572	94	5,488	91	109.9	99
12,274.5	100	5,742	97	5,756	96	110.4	99
<b>12,320.5</b>	<b>100</b>	<b>5,916</b>	<b>100</b>	<b>6,002</b>	<b>100</b>	<b>111.0</b>	<b>100</b>
12,361.1	100	6,091	103	6,286	105	111.5	100
12,404.3	101	6,255	106	6,573	110	112.0	101
12,445.2	101	6,417	108	6,782	113	112.5	101
12,476.4	101	6,570	111	6,838	114	113.1	102
12,503.4	101	6,721	114	6,943	116	113.6	102
12,557.0	102	6,856	116	7,203	120	114.2	103
12,586.4	102	6,987	118	7,378	123	114.8	103
12,616.6	102	7,127	120	7,444	124	115.2	104
12,648.6	103	7,273	123	7,461	124	115.6	104
12,668.6	103	7,379	125	7,651	127	116.2	105
12,692.6	103	7,469	126	7,757	129	116.6	105
12,729.1	103	7,555	128	7,908	132	117.2	106
12,743.5	103	7,653	129	7,908	132	117.7	106
12,761.9	104	7,747	131	7,934	132	118.3	107
<b>12,768.7</b>	<b>104</b>	<b>7,825</b>	<b>132</b>	...	...	...	...

# 2

## Vehicle Registrations

Year	Total	Index	Motor vehicles							
			Passenger cars				Trucks			
			Commer- cial	Index	Personal	Index	Commer- cial	Index	Personal	Index
1970	28,386,962	37	301,267	86	8,665,688	27	360,818	42	8,179,768	40
1971	30,543,449	40	309,807	88	10,456,677	32	381,648	45	8,546,366	42
1972	32,884,109	43	312,565	89	12,421,405	38	404,707	47	9,018,303	44
1973	35,517,677	47	316,318	90	14,369,935	44	439,026	51	9,537,898	47
1974	37,334,563	49	323,779	92	15,752,202	48	460,805	54	9,852,591	49
1975	38,593,180	51	331,769	95	17,130,841	53	464,418	54	9,664,441	48
1976	40,886,143	54	331,214	95	18,366,740	56	483,684	57	10,347,020	51
1977	43,412,842	57	332,395	95	19,717,970	61	501,843	59	10,870,472	54
1978	46,375,730	61	334,653	96	21,172,011	65	523,355	61	11,456,842	56
1979	49,451,325	65	336,922	96	22,559,421	69	557,834	65	12,094,253	60
1980	52,250,508	69	338,934	97	23,550,614	72	582,121	68	12,668,122	62
1981	55,228,364	73	340,382	97	24,502,800	75	598,631	70	13,425,754	66
1982	58,485,758	77	340,612	97	25,429,271	78	614,873	72	14,169,493	70
1983	61,786,363	81	341,203	97	26,274,765	81	636,447	74	14,868,017	73
1984	64,539,585	85	341,337	97	27,032,776	83	667,066	78	15,643,111	77
1985	67,035,425	88	342,927	98	27,732,902	85	696,556	81	16,514,107	81
1986	69,344,628	91	344,274	98	28,541,934	88	725,051	85	17,455,900	86
1987	71,264,131	94	345,643	99	29,366,862	90	759,969	89	18,476,748	91
1988	73,624,843	97	347,894	99	30,666,404	94	807,935	94	19,620,882	97
1989	75,959,594	100	350,379	100	32,512,548	100	855,223	100	20,314,141	100
1990	78,113,378	103	354,841	101	34,815,040	107	897,076	105	20,515,131	101
1991	79,843,362	105	355,654	102	36,968,669	114	938,191	110	20,482,371	101
1992	81,091,190	107	356,570	102	38,855,915	120	962,969	113	20,269,941	100
1993	82,204,643	108	355,381	101	40,664,820	125	972,149	114	20,011,664	99
1994	83,485,381	110	353,752	101	42,570,201	131	998,049	117	19,779,290	97
1995	84,973,442	112	351,571	100	44,571,778	137	1,039,246	122	19,513,913	96
1996	86,548,705	114	351,710	100	46,759,245	144	1,067,514	125	19,148,893	94
1997	87,543,090	115	353,037	101	48,498,547	149	1,093,642	128	18,689,476	92
1998	87,991,336	116	353,956	101	49,780,071	153	1,088,127	127	18,125,061	89
1999	88,602,301	117	353,145	101	51,047,432	157	1,088,803	127	17,675,088	87
2000	89,245,093	117	354,398	101	52,319,168	161	1,102,808	129	17,258,976	85
2001	89,718,613	118	356,373	102	53,419,655	164	1,104,406	129	16,899,710	83
2002	90,106,830	119	363,224	104	54,410,693	167	1,095,199	128	16,523,870	81
2003	90,134,695	119	368,327	105	55,076,719	169	1,092,283	128	16,128,022	79
2004	90,456,094	119	373,286	107	55,852,325	172	1,107,519	130	15,817,805	78

Notes: 1) Figures are based on data from statistics by the Ministry of Land, Infrastructure and Transport (as of the end of December each year). However, those of moped 2nd class categorized as "motorcycle", moped 1st class and small-sized special vehicle categorized as "others" are as of April 1 each year.

2) Light motor vehicles are included in personal cars.

3) Light motorcycle and moped 2nd class are included in motorcycles.

4) Minicars are categorized as moped 1st class.

5) Indices are calculated with 1989 as 100. (The number less than a unit is rounded to the closest whole number.)

6) Since 1974, figures include those of Okinawa Prefecture.

<b>Two-wheeled vehicles</b>									
<b>Others</b>	<b>Index</b>	<b>Total</b>	<b>Index</b>	<b>Motor-cycles</b>	<b>Index</b>	<b>Moped 1st class</b>	<b>Index</b>	<b>Total</b>	<b>Index</b>
1,982,603	56	19,490,144	34	5,169,392	119	3,727,426	27	8,896,818	48
2,051,081	58	21,745,579	38	4,935,682	114	3,862,188	28	8,797,870	48
2,114,396	59	24,271,376	42	4,596,004	106	4,016,729	29	8,612,733	47
2,296,980	65	26,960,157	47	4,312,228	100	4,245,292	30	8,557,520	47
2,327,274	65	28,716,651	50	4,097,789	95	4,520,123	32	8,617,912	47
2,262,097	64	29,853,566	52	3,924,618	91	4,814,996	34	8,739,614	48
2,412,093	68	31,940,751	55	3,756,752	87	5,188,640	37	8,945,392	49
2,646,096	74	34,068,776	59	3,549,200	82	5,794,866	41	9,344,066	51
2,799,537	79	36,286,398	63	3,384,570	78	6,704,762	48	10,089,332	55
2,924,747	82	38,473,177	67	3,304,400	76	7,673,748	55	10,978,148	60
3,027,082	85	40,166,873	70	3,289,300	76	8,794,335	63	12,083,635	66
3,124,778	88	41,992,345	73	3,313,628	76	9,922,391	71	13,236,019	72
3,188,020	90	43,742,269	76	3,401,409	79	11,342,080	81	14,743,489	80
3,237,835	91	45,358,267	79	3,543,587	82	12,884,509	92	16,428,096	89
3,286,600	92	46,970,890	82	3,665,123	85	13,903,572	99	17,568,695	96
3,352,214	94	48,638,706	84	3,787,320	87	14,609,399	104	18,396,719	100
3,402,260	96	50,469,419	88	3,917,286	90	14,957,923	107	18,875,209	103
3,452,592	97	52,401,814	91	4,076,706	94	14,785,611	105	18,862,317	103
3,524,578	99	54,967,693	95	4,235,327	98	14,421,823	103	18,657,150	102
<b>3,560,631</b>	<b>100</b>	<b>57,592,922</b>	<b>100</b>	<b>4,332,861</b>	<b>100</b>	<b>14,033,811</b>	<b>100</b>	<b>18,366,672</b>	<b>100</b>
3,613,248	101	60,195,336	105	4,378,773	101	13,539,269	96	17,918,042	98
3,666,506	103	62,411,391	108	4,383,834	101	13,048,137	93	17,431,971	95
3,695,317	104	64,140,712	111	4,429,643	102	12,520,835	89	16,950,478	92
3,729,012	105	65,733,026	114	4,472,677	103	11,998,940	86	16,471,617	90
3,763,375	106	67,464,667	117	4,498,820	104	11,521,894	82	16,020,714	87
3,814,261	107	69,290,769	120	4,517,283	104	11,165,390	80	15,682,673	85
3,894,439	109	71,221,801	124	4,490,970	104	10,835,934	77	15,326,904	83
3,970,971	112	72,605,673	126	4,449,843	103	10,487,574	75	14,937,417	81
4,055,482	114	73,402,697	127	4,407,190	102	10,181,449	73	14,588,639	79
4,119,413	116	74,283,881	129	4,398,546	102	9,919,874	71	14,318,420	78
4,150,736	117	75,186,086	131	4,415,504	102	9,643,503	69	14,059,007	77
4,122,139	116	75,902,283	132	4,461,776	103	9,354,554	67	13,816,330	75
4,067,032	114	76,460,018	133	4,509,980	104	9,136,832	65	13,646,812	74
3,999,638	112	76,664,989	133	4,554,669	105	8,915,037	64	13,469,706	73
<b>3,934,309</b>	<b>110</b>	<b>77,085,244</b>	<b>134</b>	<b>4,631,164</b>	<b>107</b>	<b>8,739,686</b>	<b>62</b>	<b>13,370,850</b>	<b>73</b>

# 3

## Driver's Licence Holders

Year	Total	Index	Component ratio	Male	Index	Component ratio	Female	Index	Component ratio
1970	26,449,229	45	34.3	21,683,599	58	58.0	4,765,630	22	12.0
1971	28,000,367	47	35.8	22,699,349	61	59.0	5,301,018	24	13.2
1972	29,474,643	50	36.9	23,675,142	64	61.4	5,799,501	26	14.1
1973	30,778,778	52	38.1	24,477,063	66	62.8	6,301,715	29	15.1
1974	32,143,688	54	39.4	25,338,592	68	64.3	6,805,096	31	16.1
1975	33,482,514	57	40.3	26,106,101	70	64.8	7,376,413	34	17.2
1976	35,148,742	59	41.8	26,956,923	72	66.1	8,191,819	37	18.9
1977	37,022,922	63	43.6	27,769,945	75	67.4	9,252,977	42	21.2
1978	39,174,099	66	45.6	28,730,091	77	69.0	10,444,008	48	23.6
1979	41,042,876	69	47.3	29,548,200	79	70.1	11,494,676	52	25.7
1980	43,000,383	73	49.0	30,408,233	82	71.5	12,592,150	57	27.9
1981	44,973,064	76	50.6	31,212,847	84	72.4	13,760,217	63	30.1
1982	46,978,577	79	52.4	32,024,310	86	73.7	14,954,267	68	32.4
1983	48,814,356	83	53.8	32,789,800	88	74.5	16,024,556	73	34.3
1984	50,606,685	86	55.1	33,542,077	90	75.2	17,064,608	78	36.1
1985	52,347,735	88	56.3	34,277,091	92	75.9	18,070,644	82	37.7
1986	54,079,827	91	57.4	35,036,361	94	77.6	19,043,466	87	39.3
1987	55,724,173	94	58.3	35,752,664	96	77.1	19,971,509	91	40.6
1988	57,423,924	97	59.4	36,483,593	98	77.6	20,940,331	96	42.1
1989	59,159,342	100	60.4	37,244,077	100	78.2	21,915,265	100	43.5
1990	60,908,993	103	61.4	38,028,875	102	78.9	22,880,118	104	44.9
1991	62,553,596	106	61.6	38,773,374	104	78.6	23,780,222	109	45.6
1992	64,172,276	108	63.0	39,482,617	106	79.7	24,689,659	113	47.1
1993	65,695,677	111	64.3	40,143,572	108	80.8	25,552,105	117	48.6
1994	67,205,667	114	65.3	40,793,347	110	81.6	26,412,320	121	49.9
1995	68,563,830	116	66.0	41,406,176	111	82.0	27,157,654	124	50.8
1996	69,874,878	118	66.8	41,973,336	113	82.6	27,901,542	127	51.8
1997	71,271,222	120	67.7	42,578,341	114	83.3	28,692,881	131	53.0
1998	72,733,411	123	68.7	43,223,086	116	84.1	29,510,325	135	54.1
1999	73,792,756	125	69.3	43,601,205	117	84.5	30,191,551	138	55.0
2000	74,686,752	126	69.9	43,865,900	118	84.7	30,820,852	141	56.0
2001	75,550,711	128	70.2	44,143,259	119	84.6	31,407,452	143	56.6
2002	76,533,859	129	70.9	44,489,377	119	85.1	32,044,482	146	57.5
2003	77,467,729	131	71.5	44,786,148	120	85.4	32,681,581	149	58.4
2004	78,246,948	132	72.0	45,020,226	121	85.7	33,226,722	152	59.2

Notes: 1) Since 1972, figures include those of Okinawa Prefecture.

2) Indices are calculated with 1989 as 100.

3) The component ratio of driver's licence holders is of a population of 16 years or above based on the statistics by the Ministry of Internal Affairs and Communications, as of October 1 each year.

## 4

## Total Road Length

Year	Total length of roads							
	Total length (km)	Index	Expressways (km)	Index	Improved roads (km)	Index	Side-walks (km)	Index
1970	1,014,589	91	638	14	182,681	35	...	...
1971	1,023,585	92	649	15	198,387	38	17,005	17
1972	1,037,605	93	710	16	216,785	41	21,439	21
1973	1,049,364	95	868	20	235,940	45	26,288	26
1974	1,058,862	95	1,214	28	253,372	48	29,540	29
1975	1,067,547	96	1,519	34	270,334	51	33,750	34
1976	1,079,208	97	1,888	43	284,596	54	38,921	39
1977	1,088,252	98	2,022	46	299,014	57	42,960	43
1978	1,097,248	99	2,195	50	314,799	60	47,395	47
1979	1,106,138	100	2,430	55	329,978	63	52,032	52
1980	1,113,387	100	2,579	59	345,936	66	57,820	58
1981	1,118,008	101	2,860	65	360,898	69	62,490	62
1982	1,123,030	101	3,010	68	378,044	72	66,920	67
1983	1,123,283	101	3,232	73	396,019	75	71,789	72
1984	1,125,217	101	3,435	78	413,001	79	76,505	76
1985	1,127,505	102	3,555	81	429,333	82	80,572	80
1986	1,127,405	102	3,721	84	446,581	85	85,005	85
1987	1,098,931	99	3,910	89	496,868	94	91,137	91
1988	1,104,282	99	4,280	97	512,437	97	95,931	96
<b>1989</b>	<b>1,109,981</b>	<b>100</b>	<b>4,407</b>	<b>100</b>	<b>526,095</b>	<b>100</b>	<b>100,247</b>	<b>100</b>
1990	1,114,697	100	4,661	106	540,209	103	104,486	104
1991	1,120,461	101	4,869	110	553,266	105	108,237	108
1992	1,124,844	101	5,054	115	565,593	108	111,974	112
1993	1,130,892	102	5,410	123	578,443	110	116,083	116
1994	1,136,346	102	5,568	126	591,211	112	120,093	120
1995	1,142,308	103	5,677	129	602,807	115	124,202	124
1996	1,147,532	103	5,932	135	614,226	117	128,012	128
1997	1,152,207	104	6,114	139	625,033	119	131,808	131
1998	1,156,371	104	6,402	145	635,064	121	135,556	135
1999	1,161,894	105	6,455	146	646,162	123	139,015	139
2000	1,166,340	105	6,617	150	654,821	124	142,168	142
2001	1,171,647	106	6,851	155	665,322	126	145,649	145
2002	1,177,278	106	6,915	157	676,481	129	148,924	149
<b>2003</b>	<b>1,182,593</b>	<b>107</b>	<b>7,196</b>	<b>163</b>	<b>685,932</b>	<b>130</b>	<b>152,175</b>	<b>152</b>

Notes: 1) Source: Statistics by the Ministry of Land, Infrastructure and Transport, as of April 1 each year. However, prior to 1974, as of March 31.

2) Indices are calculated with 1989 as 100.

# 5

## Motor Vehicle Kilometers Travelled

(unit : 1,000km)

Fiscal Year	Total	Index	Light motor vehicles									
			Buses	Index	Passen-ger cars	Index	Trucks	Index	Passen-ger cars	Index	Trucks	Index
1971	243,478,952	41	5,378,047	77	137,399,672	42	100,701,233	61	...	...	...	...
1972	259,593,276	43	5,666,980	81	146,272,038	45	107,654,258	65	...	...	...	...
1973	276,194,188	46	5,473,747	79	164,010,339	50	106,710,102	64	...	...	...	...
1974	266,484,708	44	5,318,404	76	161,009,634	49	100,156,670	60	...	...	...	...
1975	286,345,148	48	5,450,669	78	176,035,354	54	104,859,125	63	...	...	...	...
1976	309,698,312	52	5,469,302	79	186,082,581	57	118,146,429	71	...	...	...	...
1977	342,325,595	57	5,722,647	82	205,366,844	63	131,236,077	79	...	...	...	...
1978	361,261,270	60	5,896,439	85	220,362,502	67	135,002,329	81	...	...	...	...
1979	381,951,189	64	5,959,711	86	235,007,020	72	140,984,458	85	...	...	...	...
1980	389,051,711	65	6,045,821	87	241,459,291	74	141,546,599	85	...	...	...	...
1981	394,657,738	66	6,091,312	87	247,156,485	75	141,409,941	85	...	...	...	...
1982	403,100,946	67	6,076,693	87	255,967,631	78	141,056,622	85	...	...	...	...
1983	408,928,139	68	6,163,876	89	259,744,111	79	143,020,152	86	...	...	...	...
1984	415,742,593	69	6,313,337	91	265,095,892	81	144,333,364	87	...	...	...	...
1985	428,441,720	71	6,351,738	91	275,556,532	84	146,533,450	88	...	...	...	...
1986	441,612,821	74	6,454,743	93	285,293,934	87	149,864,144	90	...	...	...	...
1987	548,834,533	91	6,626,287	95	295,083,745	90	156,147,759	94	12,978,087	100	77,998,655	91
1988	575,585,221	96	6,736,993	97	308,629,245	94	162,922,548	98	12,866,965	99	84,429,470	98
1989	600,216,914	100	6,961,804	100	328,375,855	100	165,849,122	100	12,997,772	100	86,032,361	100
1990	628,581,034	105	7,111,973	102	350,316,534	107	170,535,985	103	15,280,783	118	85,335,759	99
1991	657,305,386	110	7,185,231	103	366,288,675	112	177,635,617	107	20,726,145	159	85,469,718	99
1992	678,211,408	113	7,068,182	102	380,102,242	116	179,104,668	108	25,627,236	197	86,309,080	100
1993	683,753,202	114	6,933,858	100	383,356,180	117	178,210,267	107	29,673,538	228	85,579,359	99
1994	694,336,083	116	6,806,980	98	391,598,967	119	177,725,843	107	33,946,379	261	84,257,914	98
1995	720,283,281	120	6,767,953	97	407,001,030	124	182,594,034	110	39,386,280	303	84,533,984	98
1996	737,763,166	123	6,706,027	96	418,980,169	128	184,496,400	111	45,143,031	347	82,437,539	96
1997	744,379,458	124	6,641,053	95	425,987,921	130	182,470,151	110	49,610,868	382	79,669,465	93
1998	746,054,332	124	6,520,152	94	427,689,092	130	179,741,538	108	54,861,720	422	77,241,830	90
1999	765,056,264	127	6,600,779	95	438,550,491	134	181,134,933	109	62,981,556	485	75,788,505	88
2000	775,723,401	129	6,619,057	95	438,203,900	133	185,932,105	112	70,054,549	539	74,913,790	87
2001	790,820,473	132	6,762,378	97	448,844,505	137	184,211,444	111	77,577,185	597	73,424,961	85
2002	790,828,748	132	6,652,731	96	445,133,997	136	182,608,651	110	84,073,623	647	72,359,746	84
2003	793,378,171	132	6,661,535	96	438,730,041	134	183,377,193	111	90,986,479	700	73,622,923	86

Notes: 1) Source: Statistics by the Ministry of Land, Infrastructure and Transport.

2) Figures of FY 1994 do not include the figure of Hyogo Prefecture for the period between January and March, 1995.

3) Light motor vehicles are included since 1987.

4) Indices are calculated with 1989 as 100.

## 6

## II. TRAFFIC ACCIDENTS: TRENDS

### Traffic Accidents and Casualties

Year	Accidents	Fatal accidents	Index	Accidents (average per day)	Casualties					
					Fatalities	Index	Fatalities (average per day)	Injuries	Index	Injuries (average per day)
1956	122,691	...	—	335.2	6,751	61	18.4	102,072	≈	278.9
1957	146,833	...	—	402.3	7,575	68	20.8	124,530	≈	341.2
1958	168,799	...	—	462.5	8,248	74	22.6	145,432	≈	398.4
1959	201,292	...	—	551.5	10,079	91	27.6	175,951	≈	482.1
1960	449,917	...	—	1,229.3	12,055	109	32.9	289,156	35	790.0
1961	493,693	...	—	1,352.6	12,865	116	35.2	308,697	38	845.7
1962	479,825	...	—	1,314.6	11,445	103	31.4	313,813	39	859.8
1963	531,966	11,830	—	1,457.4	12,301	111	33.7	359,089	44	983.8
1964	557,183	12,767	—	1,522.4	13,318	120	36.4	401,117	49	1,095.9
1965	567,286	11,922	—	1,554.2	12,484	113	34.2	425,666	52	1,166.2
1966	425,944	13,257	64	1,167.0	13,904	125	38.1	517,775	64	1,418.6
1967	521,481	12,885	79	1,428.7	13,618	123	37.3	655,377	80	1,795.6
1968	635,056	13,556	96	1,735.1	14,256	129	39.0	828,071	102	2,262.5
1969	720,880	15,396	109	1,975.0	16,257	147	44.5	967,000	119	2,649.3
1970	718,080	15,801	109	1,967.3	16,765	151	45.9	981,096	120	2,687.9
1971	700,290	15,340	106	1,918.6	16,278	147	44.6	949,689	117	2,601.9
1972	659,283	15,009	100	1,801.3	15,918	144	43.5	889,198	109	2,429.5
1973	586,713	13,791	89	1,607.4	14,574	131	39.9	789,948	97	2,164.2
1974	490,452	10,845	74	1,343.7	11,432	103	31.3	651,420	80	1,784.7
1975	472,938	10,165	72	1,295.7	10,792	97	29.6	622,467	76	1,705.4
1976	471,041	9,196	71	1,287.0	9,734	88	26.6	613,957	75	1,677.5
1977	460,649	8,487	70	1,262.1	8,945	81	24.5	593,211	73	1,625.2
1978	464,037	8,311	70	1,271.3	8,783	79	24.1	594,116	73	1,627.7
1979	471,573	8,048	71	1,292.0	8,466	76	23.2	596,282	73	1,633.6
1980	476,677	8,329	72	1,302.4	8,760	79	23.9	598,719	73	1,635.8
1981	485,578	8,278	73	1,330.4	8,719	79	23.9	607,346	75	1,664.0
1982	502,261	8,606	76	1,376.1	9,073	82	24.9	626,192	77	1,715.6
1983	526,362	9,045	80	1,442.1	9,520	86	26.1	654,822	80	1,794.0
1984	518,642	8,829	78	1,417.1	9,262	84	25.3	644,321	79	1,760.4
1985	552,788	8,826	84	1,514.5	9,261	84	25.4	681,346	84	1,866.7
1986	579,190	8,877	88	1,586.8	9,317	84	25.5	712,330	87	1,951.6
1987	590,723	8,981	89	1,618.4	9,347	84	25.6	722,179	89	1,978.6
1988	614,481	9,865	93	1,678.9	10,344	93	28.3	752,845	92	2,057.0
1989	661,363	10,570	100	1,812.0	11,086	100	30.4	814,832	100	2,232.4
1990	643,097	10,651	97	1,761.9	11,227	101	30.8	790,295	97	2,165.2
1991	662,388	10,547	100	1,814.8	11,105	100	30.4	810,245	99	2,219.8
1992	695,345	10,891	105	1,899.8	11,451	103	31.3	844,003	104	2,306.0
1993	724,675	10,395	110	1,985.4	10,942	99	30.0	878,633	108	2,407.2
1994	729,457	10,154	110	1,998.5	10,649	96	29.2	881,723	108	2,415.7
1995	761,789	10,227	115	2,087.1	10,679	96	29.3	922,677	113	2,527.9
1996	771,084	9,517	117	2,106.8	9,942	90	27.2	942,203	116	2,574.3
1997	780,399	9,220	118	2,138.1	9,640	87	26.4	958,925	118	2,627.2
1998	803,878	8,797	122	2,202.4	9,211	83	25.2	990,675	122	2,714.2
1999	850,363	8,681	129	2,329.8	9,006	81	24.7	1,050,397	129	2,877.8
2000	931,934	8,707	141	2,546.3	9,066	82	24.8	1,155,697	142	3,157.6
2001	947,169	8,414	143	2,595.0	8,747	79	24.0	1,180,955	145	3,235.5
2002	936,721	7,993	142	2,566.4	8,326	75	22.8	1,167,855	143	3,199.6
2003	947,993	7,456	143	2,597.2	7,702	69	21.1	1,181,431	145	3,236.8
2004	952,191	7,084	144	2,601.6	7,358	66	20.1	1,183,120	145	3,232.6

- Notes: 1) Since 1960, figures include minor accidents such as injury requiring less than eight days to be cured or property damage under ¥20,000.  
2) Since 1966, figures exclude property damage.  
3) Since 1972, figures include those of Okinawa Prefecture.  
4) Indices are calculated with 1989 as 100.  
5) The number of fatal accidents is included in the number of traffic accidents.  
6) The figures for the leap year are calculated on 366-day basis.

## 7

## Trends in Fatalities by Age Group and Road User Type

Age	Type	Year											
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
15 and under	Motor vehicle occupant												
	Driver	3	3	1	–	–	–	–	–	1	2	–	–
	Passenger	105	105	82	84	70	86	66	58	75	54	61	72
	<b>Sub-total</b>	<b>108</b>	<b>108</b>	<b>83</b>	<b>84</b>	<b>70</b>	<b>86</b>	<b>66</b>	<b>58</b>	<b>76</b>	<b>56</b>	<b>61</b>	<b>72</b>
	Motorcycle occupant												
	Driver	6	13	7	8	7	5	6	4	2	3	3	1
	Passenger	9	8	6	6	5	3	4	3	4	1	3	3
	<b>Sub-total</b>	<b>15</b>	<b>21</b>	<b>13</b>	<b>14</b>	<b>12</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>6</b>	<b>4</b>
	Moped 1st class occupant												
	Driver	4	8	5	10	10	11	12	13	17	8	9	5
	Passenger	7	3	6	4	4	4	7	6	4	5	3	4
	<b>Sub-total</b>	<b>11</b>	<b>11</b>	<b>11</b>	<b>14</b>	<b>14</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>21</b>	<b>13</b>	<b>12</b>	<b>9</b>
	Bicyclist	80	107	103	81	68	75	60	52	60	61	50	58
Pedestrian	201	169	172	136	131	137	110	95	107	124	96	77	
Others	–	4	2	2	–	–	–	–	–	–	–	1	
<b>Total</b>	<b>415</b>	<b>420</b>	<b>384</b>	<b>331</b>	<b>295</b>	<b>321</b>	<b>265</b>	<b>231</b>	<b>270</b>	<b>258</b>	<b>225</b>	<b>221</b>	
16-24	Motor vehicle occupant												
	Driver	1,012	827	912	772	756	674	586	605	503	484	359	334
	Passenger	522	495	441	411	412	347	307	293	258	264	166	166
	<b>Sub-total</b>	<b>1,534</b>	<b>1,322</b>	<b>1,353</b>	<b>1,183</b>	<b>1,168</b>	<b>1,021</b>	<b>893</b>	<b>898</b>	<b>761</b>	<b>748</b>	<b>525</b>	<b>500</b>
	Motorcycle occupant												
	Driver	659	698	586	515	434	414	326	318	309	260	246	198
	Passenger	46	68	49	51	43	42	29	27	25	26	26	16
	<b>Sub-total</b>	<b>705</b>	<b>766</b>	<b>635</b>	<b>566</b>	<b>477</b>	<b>456</b>	<b>355</b>	<b>345</b>	<b>334</b>	<b>286</b>	<b>272</b>	<b>214</b>
	Moped 1st class occupant												
	Driver	258	250	271	243	227	186	217	197	182	167	150	133
	Passenger	8	17	12	10	10	13	14	16	9	11	9	7
	<b>Sub-total</b>	<b>266</b>	<b>267</b>	<b>283</b>	<b>253</b>	<b>237</b>	<b>199</b>	<b>231</b>	<b>213</b>	<b>191</b>	<b>178</b>	<b>159</b>	<b>140</b>
	Bicyclist	65	67	76	56	71	47	46	54	56	53	49	33
Pedestrian	76	67	68	64	72	67	53	52	59	50	33	43	
Others	2	1	1	3	1	–	–	1	1	1	1	1	
<b>Total</b>	<b>2,648</b>	<b>2,490</b>	<b>2,416</b>	<b>2,125</b>	<b>2,026</b>	<b>1,790</b>	<b>1,578</b>	<b>1,563</b>	<b>1,402</b>	<b>1,316</b>	<b>1,039</b>	<b>931</b>	
25-64	Motor vehicle occupant												
	Driver	2,211	2,085	2,094	2,006	1,996	1,838	1,934	1,949	1,792	1,648	1,459	1,401
	Passenger	481	453	428	399	397	374	345	337	336	294	275	230
	<b>Sub-total</b>	<b>2,692</b>	<b>2,538</b>	<b>2,522</b>	<b>2,405</b>	<b>2,393</b>	<b>2,212</b>	<b>2,279</b>	<b>2,286</b>	<b>2,128</b>	<b>1,942</b>	<b>1,734</b>	<b>1,631</b>
	Motorcycle occupant												
	Driver	288	312	318	293	291	324	302	368	394	395	382	392
	Passenger	8	3	2	5	1	6	5	2	6	6	4	2
	<b>Sub-total</b>	<b>296</b>	<b>315</b>	<b>320</b>	<b>298</b>	<b>292</b>	<b>330</b>	<b>307</b>	<b>370</b>	<b>400</b>	<b>401</b>	<b>386</b>	<b>394</b>
	Moped 1st class occupant												
	Driver	322	294	330	287	257	248	250	258	256	249	220	228
	Passenger	–	–	2	–	1	–	–	1	1	–	–	1
	<b>Sub-total</b>	<b>322</b>	<b>294</b>	<b>332</b>	<b>287</b>	<b>258</b>	<b>248</b>	<b>250</b>	<b>259</b>	<b>257</b>	<b>249</b>	<b>220</b>	<b>229</b>
	Bicyclist	406	384	370	331	342	302	329	345	291	299	265	257
Pedestrian	1,153	1,095	1,089	1,006	874	829	849	838	773	710	716	639	
Others	12	15	6	14	8	5	6	8	10	7	8	10	
<b>Total</b>	<b>4,881</b>	<b>4,641</b>	<b>4,639</b>	<b>4,341</b>	<b>4,167</b>	<b>3,926</b>	<b>4,020</b>	<b>4,106</b>	<b>3,859</b>	<b>3,608</b>	<b>3,329</b>	<b>3,160</b>	

Age	Type	Year											
		1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
65 and over	Motor vehicle occupant												
	Driver	323	359	404	415	421	461	459	504	526	492	498	499
	Passenger	178	155	188	202	199	192	175	207	220	200	210	216
	<b>Sub-total</b>	<b>501</b>	<b>514</b>	<b>592</b>	<b>617</b>	<b>620</b>	<b>653</b>	<b>634</b>	<b>711</b>	<b>746</b>	<b>692</b>	<b>708</b>	<b>715</b>
	Motorcycle occupant												
	Driver	103	93	92	65	76	89	70	72	73	82	59	61
	Passenger	3	3	2	–	2	3	1	1	–	–	2	–
	<b>Sub-total</b>	<b>106</b>	<b>96</b>	<b>94</b>	<b>65</b>	<b>78</b>	<b>92</b>	<b>71</b>	<b>73</b>	<b>73</b>	<b>82</b>	<b>61</b>	<b>61</b>
	Moped 1st class occupant												
	Driver	282	331	301	282	294	284	272	288	284	284	237	262
	Passenger	–	1	2	–	–	–	1	1	–	–	–	–
	<b>Sub-total</b>	<b>282</b>	<b>332</b>	<b>303</b>	<b>282</b>	<b>294</b>	<b>284</b>	<b>273</b>	<b>289</b>	<b>284</b>	<b>284</b>	<b>237</b>	<b>262</b>
	Bicyclist	563	578	572	584	584	564	597	533	585	578	609	511
Pedestrian	1,536	1,555	1,658	1,588	1,566	1,572	1,559	1,555	1,517	1,500	1,487	1,491	
Others	10	23	21	9	10	9	9	5	11	8	7	6	
<b>Total</b>	<b>2,998</b>	<b>3,098</b>	<b>3,240</b>	<b>3,145</b>	<b>3,152</b>	<b>3,174</b>	<b>3,143</b>	<b>3,166</b>	<b>3,216</b>	<b>3,144</b>	<b>3,109</b>	<b>3,046</b>	
75 and over	Motor vehicle occupant												
	Driver	70	79	92	104	108	133	114	153	172	167	187	205
	Passenger	76	55	78	84	80	73	79	93	98	101	93	114
	<b>Sub-total</b>	<b>146</b>	<b>134</b>	<b>170</b>	<b>188</b>	<b>188</b>	<b>206</b>	<b>193</b>	<b>246</b>	<b>270</b>	<b>268</b>	<b>280</b>	<b>319</b>
	Motorcycle occupant												
	Driver	33	34	34	30	25	35	26	39	32	40	28	29
	Passenger	1	–	2	–	1	1	–	–	–	–	1	–
	<b>Sub-total</b>	<b>34</b>	<b>34</b>	<b>36</b>	<b>30</b>	<b>26</b>	<b>36</b>	<b>26</b>	<b>39</b>	<b>32</b>	<b>40</b>	<b>29</b>	<b>29</b>
	Moped 1st class occupant												
	Driver	107	136	133	128	162	128	124	139	127	137	117	133
	Passenger	–	–	–	–	–	–	–	1	–	–	–	–
	<b>Sub-total</b>	<b>107</b>	<b>136</b>	<b>133</b>	<b>128</b>	<b>162</b>	<b>128</b>	<b>124</b>	<b>140</b>	<b>127</b>	<b>137</b>	<b>117</b>	<b>133</b>
	Bicyclist	313	289	302	286	314	303	325	298	357	312	340	295
Pedestrian	959	995	1,021	1,019	1,002	975	973	970	963	976	958	959	
Others	7	11	13	5	5	4	5	5	7	2	2	3	
<b>Total</b>	<b>1,566</b>	<b>1,599</b>	<b>1,675</b>	<b>1,656</b>	<b>1,697</b>	<b>1,652</b>	<b>1,646</b>	<b>1,698</b>	<b>1,756</b>	<b>1,735</b>	<b>1,726</b>	<b>1,738</b>	
All age groups	Motor vehicle occupant												
	Driver	3,549	3,274	3,411	3,193	3,173	2,973	2,979	3,058	2,822	2,626	2,316	2,234
	Passenger	1,286	1,208	1,139	1,096	1,078	999	893	895	889	812	712	684
	<b>Sub-total</b>	<b>4,835</b>	<b>4,482</b>	<b>4,550</b>	<b>4,289</b>	<b>4,251</b>	<b>3,972</b>	<b>3,872</b>	<b>3,953</b>	<b>3,711</b>	<b>3,438</b>	<b>3,028</b>	<b>2,918</b>
	Motorcycle occupant												
	Driver	1,056	1,116	1,003	881	808	832	704	762	778	740	690	652
	Passenger	66	82	59	62	51	54	39	33	35	33	35	21
	<b>Sub-total</b>	<b>1,122</b>	<b>1,198</b>	<b>1,062</b>	<b>943</b>	<b>859</b>	<b>886</b>	<b>743</b>	<b>795</b>	<b>813</b>	<b>773</b>	<b>725</b>	<b>673</b>
	Moped 1st class occupant												
	Driver	866	883	907	822	788	729	751	756	739	708	616	628
	Passenger	15	21	22	14	15	17	22	24	14	16	12	12
	<b>Sub-total</b>	<b>881</b>	<b>904</b>	<b>929</b>	<b>836</b>	<b>803</b>	<b>746</b>	<b>773</b>	<b>780</b>	<b>753</b>	<b>724</b>	<b>628</b>	<b>640</b>
	Bicyclist	1,114	1,136	1,121	1,052	1,065	988	1,032	984	992	991	973	859
Pedestrian	2,966	2,886	2,987	2,794	2,643	2,605	2,571	2,540	2,456	2,384	2,332	2,250	
Others	24	43	30	28	19	14	15	14	22	16	16	18	
<b>Grand Total</b>	<b>10,942</b>	<b>10,649</b>	<b>10,679</b>	<b>9,942</b>	<b>9,640</b>	<b>9,211</b>	<b>9,006</b>	<b>9,066</b>	<b>8,747</b>	<b>8,326</b>	<b>7,702</b>	<b>7,358</b>	

Note: The figures for the aged 75 and over are repeated.

## 8

## Accident Rate per 100 Million Motor Vehicle Kilometers Travelled

Year	Accident rate per 100 million motor vehicle km travelled		Fatalities per 100 million motor vehicle km travelled	Injuries per 100 million motor vehicle km travelled
	Traffic accidents	Fatal accidents		
1961	1,388.9	34.46	36.19	868.5
1962	1,116.8	25.65	26.64	730.4
1963	945.2	21.02	21.86	638.0
1964	792.3	18.15	18.94	570.3
1965	690.5	14.51	15.20	518.1
1966	406.6	12.66	13.27	494.3
1967	394.4	9.75	10.30	495.7
1968	388.6	8.30	8.72	506.7
1969	372.3	7.95	8.40	499.5
1970	317.7	6.99	7.42	434.1
1971	287.6	6.30	6.69	390.0
1972	254.0	5.78	6.13	342.5
1973	212.4	4.99	5.28	286.0
1974	184.0	4.07	4.29	244.4
1975	165.2	3.55	3.77	217.4
1976	152.1	2.97	3.14	198.2
1977	134.6	2.48	2.61	173.3
1978	128.4	2.30	2.43	164.5
1979	123.5	2.11	2.22	156.1
1980	122.5	2.14	2.25	153.9
1981	123.0	2.10	2.21	153.9
1982	124.6	2.13	2.25	155.3
1983	128.7	2.21	2.33	160.1
1984	124.8	2.12	2.23	155.0
1985	129.0	2.06	2.16	159.0
1986	131.2	2.01	2.11	161.3
1987	107.6	1.64	1.70	131.6
1988	106.8	1.71	1.80	130.8
1989	110.2	1.76	1.85	135.8
1990	102.3	1.69	1.79	125.7
1991	100.8	1.60	1.69	123.3
1992	102.5	1.61	1.69	124.4
1993	106.0	1.52	1.60	128.5
1994	105.1	1.46	1.53	127.0
1995	105.8	1.42	1.48	128.1
1996	104.5	1.29	1.35	127.7
1997	104.8	1.24	1.30	128.8
1998	107.8	1.18	1.23	132.8
1999	111.2	1.13	1.18	137.3
2000	120.1	1.12	1.17	149.0
2001	119.8	1.06	1.11	149.3
2002	118.4	1.01	1.05	147.7
2003	119.5	0.94	0.97	148.9
<b>2004</b>	<b>120.0</b>	<b>0.89</b>	<b>0.93</b>	<b>149.1</b>

Notes: 1) Motor Vehicle Kilometers for each year on which the accident rate is based are obtained from statistics by the Ministry of Land, Infrastructure and Transport. However, the figures for 2004 were calculated on the basis of the vehicle kilometers for 2003.

2) Motor Vehicle Kilometers since 1987 include light motor vehicles.

## 9

## Casualties per Number of Vehicles and per Population

Year	Casualties per 10 thousand vehicles		Casualties per 100 thousand persons	
	Fatalities	Injuries	Fatalities	Injuries
1961	18.45	442.62	13.64	327.40
1962	13.18	361.25	12.02	329.70
1963	11.03	321.84	12.79	373.44
1964	9.79	294.75	13.70	412.75
1965	7.91	269.87	12.70	433.14
1966	7.72	287.56	14.04	522.81
1967	6.67	321.20	13.59	654.09
1968	6.17	358.50	14.07	817.19
1969	6.28	373.43	15.85	943.08
1970	5.91	345.62	16.16	945.91
1971	5.33	310.93	15.48	903.22
1972	4.84	270.40	14.79	826.43
1973	4.10	222.41	13.36	724.03
1974	3.06	174.48	10.34	589.13
1975	2.80	161.29	9.64	556.07
1976	2.38	150.16	8.61	542.87
1977	2.06	136.64	7.84	519.61
1978	1.89	128.11	7.62	515.77
1979	1.71	120.58	7.29	513.35
1980	1.68	114.59	7.48	511.46
1981	1.58	109.97	7.40	515.13
1982	1.55	107.07	7.64	527.42
1983	1.54	105.98	7.96	547.80
1984	1.44	99.83	7.70	535.57
1985	1.38	101.64	7.65	562.87
1986	1.34	102.72	7.66	585.51
1987	1.31	101.34	7.65	590.79
1988	1.40	102.25	8.43	613.34
1989	1.46	107.27	9.00	661.36
1990	1.44	101.17	9.08	639.34
1991	1.39	101.48	8.95	653.20
1992	1.41	104.08	9.20	678.18
1993	1.33	106.88	8.77	704.23
1994	1.28	105.61	8.52	705.19
1995	1.26	108.58	8.50	734.79
1996	1.15	108.86	7.90	748.59
1997	1.10	109.54	7.64	760.05
1998	1.05	112.59	7.28	783.23
1999	1.02	118.55	7.11	829.13
2000	1.02	129.50	7.14	910.53
2001	0.97	131.63	6.87	927.76
2002	0.92	129.61	6.53	916.43
2003	0.85	131.07	6.04	925.75
<b>2004</b>	<b>0.81</b>	<b>130.79</b>	<b>5.76</b>	<b>926.58</b>

Notes: 1) Figures are calculated on the basis of the number of motor vehicles (including mopeds) as of the end of December each year compiled by the Ministry of Land, Infrastructure and Transport (the numbers of moped 1st class, moped 2nd class and small-sized special vehicle are as of April 1 each year) and the estimated population as of October 1 each year compiled by the Ministry of Internal Affairs and Communications since 1991. Figures for the other years are provided from the national census and revised census statistics.

2) Since 1972, figures include those of Okinawa Prefecture.

## 10

### Comparison of the National Police Agency Statistics and the Health and Welfare Statistics

Year	National Police Agency statistics			Ratio (B/A)	Death toll by the Health and Welfare statistics (C)	Ratio (C/A)
	Persons who died within 24 hours (A)	Persons who died within 30 days (B)				
1970	16,765	...	...	...	21,535	1.28
1971	16,278	...	...	...	21,101	1.30
1972	15,918	...	...	...	20,494	1.29
1973	14,574	...	...	...	19,068	1.31
1974	11,432	...	...	...	15,448	1.35
1975	10,792	...	...	...	14,206	1.32
1976	9,734	...	...	...	13,006	1.34
1977	8,945	...	...	...	12,095	1.35
1978	8,783	...	...	...	12,030	1.37
1979	8,466	...	...	...	11,778	1.39
1980	8,760	...	...	...	11,752	1.34
1981	8,719	...	...	...	11,874	1.36
1982	9,073	...	...	...	12,377	1.36
1983	9,520	...	...	...	12,919	1.36
1984	9,262	...	...	...	12,432	1.34
1985	9,261	...	...	...	12,660	1.37
1986	9,317	...	...	...	12,458	1.34
1987	9,347	...	...	...	12,544	1.34
1988	10,344	...	...	...	13,617	1.32
1989	11,086	...	...	...	14,512	1.31
1990	11,227	...	...	...	14,631	1.30
1991	11,105	...	...	...	14,558	1.31
1992	11,451	...	...	...	14,735	1.29
1993	10,942	13,269	1.21	...	14,168	1.29
1994	10,649	12,768	1.20	...	13,712	1.29
1995	10,679	12,670	1.19	...	14,840	1.39
1996	9,942	11,674	1.17	...	14,006	1.41
1997	9,640	11,254	1.17	...	13,667	1.42
1998	9,211	10,805	1.17	...	13,176	1.43
1999	9,006	10,372	1.15	...	12,858	1.43
2000	9,066	10,403	1.15	...	12,565	1.39
2001	8,747	10,060	1.15	...	12,134	1.39
2002	8,326	9,575	1.15	...	11,483	1.38
2003	7,702	8,877	1.15	...	10,645	1.38
<b>2004</b>	<b>7,358</b>	<b>8,492</b>	<b>1.15</b>	...	...	...

Notes: 1) (A) as defined by the statistics prepared by the National Police Agency is the number of persons who died within 24 hours as the result of accidents by motor vehicles, trains, etc. on roads as stipulated in Article 2, Paragraph 1, Item 1 of the Road Traffic Law. (B) is the number of persons who died within 30 days as the result of accidents. (A) is included in (B).

2) The death toll by the Health and Welfare statistics is from Outline of Demographic Research by the Ministry of Health, Labour and Welfare. The number of traffic accident fatalities as referred to in these statistics is the number of fatalities for the year in question where the original cause of death was a traffic accident (excluding those who died as a direct result of an accident or as a result of the injuries sustained more than 12 months after the accident occurred). Until the end of 1994, the Health and Welfare statistics were based on the number of people involved in motor vehicle accidents. Since 1995, the statistics have been calculated by deducting the number of people who were not clearly involved in a road traffic accident from those involved in some kind of transport accident on land.

# 11

## Traffic Accidents by Day or Night

Year	Traffic accidents		Fatal accidents		Fatal accident rate	
	Day	Night	Day	Night	Day	Night
1983	377,358	149,004	4,224	4,821	11.2	32.4
<b>Component ratio</b>	71.7	28.3	46.7	53.3		
1984	370,974	147,668	4,161	4,668	11.2	31.6
<b>Component ratio</b>	71.5	28.5	47.1	52.9		
1985	391,934	160,854	4,010	4,816	10.2	29.9
<b>Component ratio</b>	70.9	29.1	45.4	54.6		
1986	411,617	167,573	3,951	4,926	9.6	29.4
<b>Component ratio</b>	71.1	28.9	44.5	55.5		
1987	416,560	174,163	4,030	4,951	9.7	28.4
<b>Component ratio</b>	70.5	29.5	44.9	55.1		
1988	425,767	188,714	4,345	5,520	10.2	29.3
<b>Component ratio</b>	69.3	30.7	44.0	56.0		
1989	451,302	210,061	4,593	5,977	10.2	28.5
<b>Component ratio</b>	68.2	31.8	43.5	56.5		
1990	437,134	205,963	4,610	6,041	10.5	29.3
<b>Component ratio</b>	68.0	32.0	43.3	56.7		
1991	448,697	213,691	4,451	6,096	9.9	28.5
<b>Component ratio</b>	67.7	32.3	42.2	57.8		
1992	474,642	220,703	4,659	6,232	9.8	28.2
<b>Component ratio</b>	68.3	31.7	42.8	57.2		
1993	499,777	224,898	4,514	5,881	9.0	26.1
<b>Component ratio</b>	69.0	31.0	43.4	56.6		
1994	508,317	221,140	4,473	5,681	8.8	25.7
<b>Component ratio</b>	69.7	30.3	44.1	55.9		
1995	532,389	229,400	4,563	5,664	8.6	24.7
<b>Component ratio</b>	69.9	30.1	44.6	55.4		
1996	533,900	237,184	4,276	5,241	8.0	22.1
<b>Component ratio</b>	69.2	30.8	44.9	55.1		
1997	541,933	238,466	4,166	5,054	7.7	21.2
<b>Component ratio</b>	69.4	30.6	45.2	54.8		
1998	557,591	246,287	3,936	4,861	7.1	19.7
<b>Component ratio</b>	69.4	30.6	44.7	55.3		
1999	594,636	255,727	3,933	4,748	6.6	18.6
<b>Component ratio</b>	69.9	30.1	45.3	54.7		
2000	646,285	285,649	3,889	4,818	6.0	16.9
<b>Component ratio</b>	69.3	30.7	44.7	55.3		
2001	661,690	285,479	3,892	4,522	5.9	15.8
<b>Component ratio</b>	69.9	30.1	46.3	53.7		
2002	660,628	276,093	3,757	4,236	5.7	15.3
<b>Component ratio</b>	70.5	29.5	47.0	53.0		
2003	672,262	275,731	3,583	3,873	5.3	14.0
<b>Component ratio</b>	70.9	29.1	48.1	51.9		
2004	684,490	267,701	3,391	3,693	5.0	13.8
<b>Component ratio</b>	71.9	28.1	47.9	52.1		

Notes: 1) The number of fatal accidents is included in the number of traffic accidents.  
2) Fatal accident rate is the ratio of fatal accidents per 1,000 traffic accidents.

# 12

## Ratio of Seat Belt Wearers

Survey Year	Ratio of seat belt wearers (%)			
	General roads		Expressways	
	Driver	Passenger	Driver	Passenger
1990	80.3	65.1	84.0	75.4
1991	75.7	59.4	80.0	72.5
1992	73.7	57.9	80.3	73.1
1993	74.5	59.0	81.6	76.1
1994	77.7	63.3	85.7	77.6
1995	80.7	67.6	85.4	80.6
1996	83.5	71.7	85.8	81.0
1997	86.3	75.3	87.5	82.9
1998	88.8	78.2	89.3	83.7
1999	90.7	81.4	91.8	86.6
2000	92.3	85.0	93.0	90.2
2001	94.0	88.1	95.2	91.7
2002	94.7	89.3	95.3	91.6
2003	95.3	90.0	96.2	93.1
2004	96.1	91.1	96.7	93.6

Note: Ratio of seat belt wearers among motor vehicle deaths and injuries.

Ratio of seat belt wearers = Number of seat belt wearing fatalities and injuries / Total number of motor vehicle occupant fatalities and injuries

# 13

## Vehicle Occupant Fatalities by Seating Position and Seat Belt Use

		Year										
Seating position		1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Drivers</b>												
	Seat belt used	839	935	926	1,056	977	1,080	1,220	1,132	1,104	995	955
	Seat belt not used	2,371	2,356	2,145	1,946	1,867	1,784	1,711	1,554	1,422	1,209	1,157
	Unknown	64	120	122	171	129	115	127	136	100	112	122
	<b>Total</b>	<b>3,274</b>	<b>3,411</b>	<b>3,193</b>	<b>3,173</b>	<b>2,973</b>	<b>2,979</b>	<b>3,058</b>	<b>2,822</b>	<b>2,626</b>	<b>2,316</b>	<b>2,234</b>
Passengers	<b>Front Seat</b>											
	Seat belt used	210	194	204	266	230	220	228	220	215	207	182
	Seat belt not used	578	521	488	416	382	312	299	318	256	202	171
	Unknown	16	19	20	28	15	19	30	23	12	9	17
	<b>Sub-total</b>	<b>804</b>	<b>734</b>	<b>712</b>	<b>710</b>	<b>627</b>	<b>551</b>	<b>557</b>	<b>561</b>	<b>483</b>	<b>418</b>	<b>370</b>
	<b>Rear Seat</b>											
	Seat belt used	12	7	8	14	18	21	21	25	18	21	34
	Seat belt not used	375	363	353	326	332	292	284	290	278	256	257
	Unknown	5	9	9	18	15	11	15	7	15	8	12
	<b>Sub-total</b>	<b>392</b>	<b>379</b>	<b>370</b>	<b>358</b>	<b>365</b>	<b>324</b>	<b>320</b>	<b>322</b>	<b>311</b>	<b>285</b>	<b>303</b>
	<b>Others</b>											
	Seat belt used	-	-	1	2	-	-	1	-	-	1	3
	Seat belt not used	12	26	13	8	7	18	17	5	17	8	7
	Unknown	-	-	-	-	-	-	-	1	1	-	1
	<b>Sub-total</b>	<b>12</b>	<b>26</b>	<b>14</b>	<b>10</b>	<b>7</b>	<b>18</b>	<b>18</b>	<b>6</b>	<b>18</b>	<b>9</b>	<b>11</b>
<b>Total</b>												
Seat belt used	222	201	213	282	248	241	250	245	233	229	219	
Seat belt not used	965	910	854	750	721	622	600	613	551	466	435	
Unknown	21	28	29	46	30	30	45	31	28	17	30	
<b>Sub-total</b>	<b>1,208</b>	<b>1,139</b>	<b>1,096</b>	<b>1,078</b>	<b>999</b>	<b>893</b>	<b>895</b>	<b>889</b>	<b>812</b>	<b>712</b>	<b>684</b>	
<b>Overall Total</b>												
Seat belt used	1,061	1,136	1,139	1,338	1,225	1,321	1,470	1,377	1,337	1,224	1,174	
Seat belt not used	3,336	3,266	2,999	2,696	2,588	2,406	2,311	2,167	1,973	1,675	1,592	
Unknown	85	148	151	217	159	145	172	167	128	129	152	
<b>Grand Total</b>	<b>4,482</b>	<b>4,550</b>	<b>4,289</b>	<b>4,251</b>	<b>3,972</b>	<b>3,872</b>	<b>3,953</b>	<b>3,711</b>	<b>3,438</b>	<b>3,028</b>	<b>2,918</b>	

# 14

## Vehicle Occupant Fatalities by Seating Position and Child Safety Seat Use

Seating position	Year											
	1993	1994	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004
<b>Front Seat</b>												
Child safety seat used	2	4	–	1	3	3	1	2	4	3	4	2
Child safety seat not used	23	24	23	17	15	16	13	11	10	12	9	14
Unknown	–	–	–	–	1	–	1	1	–	1	–	–
<b>Sub-total</b>	<b>25</b>	<b>28</b>	<b>23</b>	<b>18</b>	<b>19</b>	<b>19</b>	<b>15</b>	<b>14</b>	<b>14</b>	<b>16</b>	<b>13</b>	<b>16</b>
<b>Rear Seat</b>												
Child safety seat used	–	–	–	–	–	3	6	3	7	6	4	9
Child safety seat not used	35	21	16	21	14	28	8	9	21	11	13	15
Unknown	–	–	–	–	–	2	1	–	1	–	1	–
<b>Sub-total</b>	<b>35</b>	<b>21</b>	<b>16</b>	<b>21</b>	<b>14</b>	<b>33</b>	<b>15</b>	<b>12</b>	<b>29</b>	<b>17</b>	<b>18</b>	<b>24</b>
<b>Others</b>												
Child safety seat used	–	–	–	–	–	–	–	–	–	–	–	–
Child safety seat not used	–	–	1	2	1	–	3	–	1	2	–	1
Unknown	–	–	–	–	–	–	–	–	–	–	–	–
<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>–</b>	<b>3</b>	<b>–</b>	<b>1</b>	<b>2</b>	<b>–</b>	<b>1</b>
<b>Overall Total</b>												
Child safety seat used	2	4	–	1	3	6	7	5	11	9	8	11
Child safety seat not used	58	45	40	40	30	44	24	20	32	25	22	30
Unknown	–	–	–	–	1	2	2	1	1	1	1	–
<b>Grand Total</b>	<b>60</b>	<b>49</b>	<b>40</b>	<b>41</b>	<b>34</b>	<b>52</b>	<b>33</b>	<b>26</b>	<b>44</b>	<b>35</b>	<b>31</b>	<b>41</b>

## 15

## III. TRAFFIC ACCIDENTS AND CASUALTIES IN 2004

## Section 1 TRAFFIC ACCIDENTS

## Traffic Accidents and Casualties by Month

Month	Accidents	Accidents per day	Compared with 2003		Fatalities	Fatalities per day	Compared with 2003	
			Change	Percentage change			Change	Percentage change
January	72,749	2,347	- 2,402	- 3.2	556	17.9	- 35	- 5.9
February	71,845	2,477	+ 4,110	+ 6.1	509	17.6	- 44	- 8.0
March	80,104	2,584	+ 1,675	+ 2.1	617	19.9	+ 2	+ 0.3
April	77,498	2,583	+ 2,128	+ 2.8	604	20.1	+ 33	+ 5.8
May	75,856	2,447	- 1,566	- 2.0	582	18.8	- 21	- 3.5
June	79,132	2,638	+ 2,315	+ 3.0	559	18.6	- 6	- 1.1
July	85,500	2,758	+ 4,906	+ 6.1	631	20.4	+ 52	+ 9.0
August	77,360	2,495	- 2,061	- 2.6	622	20.1	- 85	- 12.0
September	76,783	2,559	- 3,202	- 4.0	580	19.3	- 63	- 9.8
October	84,947	2,740	- 1,658	- 1.9	645	20.8	- 88	- 12.0
November	81,157	2,705	- 2,399	- 2.9	689	23.0	- 54	- 7.3
December	89,260	2,879	+ 2,352	+ 2.7	764	24.6	- 35	- 4.4
<b>Total</b>	<b>952,191</b>	<b>2,602</b>	<b>+ 4,198</b>	<b>+ 0.4</b>	<b>7,358</b>	<b>20.1</b>	<b>- 344</b>	<b>- 4.5</b>

Month	Injuries	Injuries per day	Compared with 2003		Serious injuries	Serious injuries per day	Compared with 2003	
			Change	Percentage change			Change	Percentage change
January	90,699	2,926	- 3,485	- 3.7	5,463	176	- 466	- 7.9
February	89,152	3,074	+ 5,553	+ 6.6	5,418	187	+ 91	+ 1.7
March	99,627	3,214	+ 1,276	+ 1.3	5,791	187	- 306	- 5.0
April	95,787	3,193	+ 2,403	+ 2.6	5,988	200	- 135	- 2.2
May	95,158	3,070	- 1,272	- 1.3	5,769	186	- 324	- 5.3
June	97,454	3,248	+ 2,159	+ 2.3	6,027	201	+ 82	+ 1.4
July	106,576	3,438	+ 6,026	+ 6.0	6,375	206	+ 375	+ 6.3
August	99,448	3,208	- 3,621	- 3.5	6,042	195	- 328	- 5.1
September	94,955	3,165	- 4,102	- 4.1	5,847	195	- 435	- 6.9
October	105,210	3,394	- 1,295	- 1.2	6,554	211	- 665	- 9.2
November	99,104	3,303	- 4,957	- 4.8	6,396	213	- 300	- 4.5
December	109,950	3,547	+ 3,004	+ 2.8	7,107	229	+ 102	+ 1.5
<b>Total</b>	<b>1,183,120</b>	<b>3,233</b>	<b>+ 1,689</b>	<b>+ 0.1</b>	<b>72,777</b>	<b>199</b>	<b>-2,309</b>	<b>- 3.1</b>

Notes: 1) The number of serious injuries is included in the number of injuries.

2) Because this was a leap year, the average for February was calculated using 29 days and total accidents per day was calculated using 366 days.

# 16

## Traffic Accidents by Day of Week and Time

Day Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
	0 – 2	2,446	2,790	2,887	3,149	2,923	4,283	4,383
2 – 4	1,381	1,717	1,740	1,895	1,780	2,654	2,907	<b>14,074</b>
4 – 6	1,963	2,096	2,139	2,188	2,143	2,708	2,646	<b>15,883</b>
6 – 8	13,786	13,806	13,481	13,720	14,366	7,731	4,466	<b>81,356</b>
8 – 10	21,756	22,386	21,467	21,615	23,641	14,716	9,892	<b>135,473</b>
10 – 12	16,658	16,195	15,566	15,121	16,933	16,750	13,417	<b>110,640</b>
12 – 14	15,291	14,473	14,322	14,088	15,237	16,270	13,781	<b>103,462</b>
14 – 16	17,457	16,302	16,233	16,328	17,556	16,292	16,084	<b>116,252</b>
16 – 18	21,396	21,364	20,958	20,707	22,667	19,654	17,056	<b>143,802</b>
18 – 20	16,849	17,294	17,025	16,857	18,772	15,436	11,444	<b>113,677</b>
20 – 22	7,832	8,341	8,057	8,411	9,541	8,298	6,986	<b>57,466</b>
22 – 24	4,777	5,008	5,065	5,128	6,194	6,330	4,743	<b>37,245</b>
<b>Total</b>	<b>141,592</b>	<b>141,772</b>	<b>138,940</b>	<b>139,207</b>	<b>151,753</b>	<b>131,122</b>	<b>107,805</b>	<b>952,191</b>
Component ratio	14.9	14.9	14.6	14.6	15.9	13.8	11.3	<b>100.0</b>
Accidents per day	2,722.9	2,726.4	2,671.9	2,626.5	2,863.3	2,521.6	2,073.2	<b>2,601.6</b>

Note: Because this was a leap year, total accidents per day was calculated using 366 days.

# 17

## Traffic Accidents by Type of Road and Day or Night

Type of road	Day or night		Component		Total	Component ratio	Accidents per 1km of road length
	Day	Night	ratio	ratio			
National highways	151,153	72,854	22.1	27.2	224,007	23.5	4.15
Principal local roads	104,681	47,356	15.3	17.7	152,037	16.0	2.64
General prefectural roads	68,726	28,563	10.0	10.7	97,289	10.2	1.37
Municipal roads	331,235	108,298	48.4	40.5	439,533	46.2	0.44
National expressways	4,471	2,369	0.7	0.9	6,840	0.7	0.95
Motorways	5,190	2,251	0.8	0.8	7,441	0.8	—
Roads authorized by Road Transport Law	236	83	0.0	0.0	319	0.0	—
Farm roads	1,258	337	0.2	0.1	1,595	0.2	—
Forest roads	144	17	0.0	0.0	161	0.0	—
Harbor roads	834	307	0.1	0.1	1,141	0.1	—
Private roads	822	223	0.1	0.1	1,045	0.1	—
Others	15,740	5,043	2.3	1.9	20,783	2.2	—
<b>Total</b>	<b>684,490</b>	<b>267,701</b>	<b>100.0</b>	<b>100.0</b>	<b>952,191</b>	<b>100.0</b>	—

Notes: 1) Calculations for road length are based on data from statistics by the Ministry of Land, Infrastructure and Transport as of April 1, 2003.

2) National highways, principal local roads, general prefectural roads, and municipal roads do not include motorways (roads for exclusive use of cars).

# 18

## Traffic Accidents by Road Width and Day or Night

Day or night Road width	Day		Night		Total	Component ratio	Accidents per 1km of road length
	Day	Component ratio	Night	Component ratio			
Less than 3.5m	35,978	5.3	9,925	3.7	<b>45,903</b>	<b>4.8</b>	} 0.2
3.5m and wider	128,004	18.7	34,228	12.8	<b>162,232</b>	<b>17.0</b>	
5.5m and wider	330,353	48.3	126,963	47.4	<b>457,316</b>	<b>48.0</b>	} 2.1
9.0m and wider	94,345	13.8	46,274	17.3	<b>140,619</b>	<b>14.8</b>	
13.0m and wider	61,862	9.0	34,192	12.8	<b>96,054</b>	<b>10.1</b>	5.1
19.5m and wider	18,058	2.6	10,940	4.1	<b>28,998</b>	<b>3.0</b>	8.7
Others	15,890	2.3	5,179	1.9	<b>21,069</b>	<b>2.2</b>	—
<b>Total</b>	<b>684,490</b>	<b>100.0</b>	<b>267,701</b>	<b>100.0</b>	<b>952,191</b>	<b>100.0</b>	—

Notes: 1) Width of road excludes separate pedestrian thoroughfare.

2) If the inbound and outbound lanes of national expressways or motorways are completely separated by central reserve and tunnel, etc., the road width is that of the unilateral road.

3) Calculations for road length are based on statistics by the Ministry of Land, Infrastructure and Transport as of April 1, 2003.

4) "Others" include national expressway service areas and plaza roads whose width is difficult to measure accurately.

# 19

## Traffic Accidents by Location, Road Type and Day or Night

		Day or night					
		Day	Component ratio	Night	Component ratio	Total	Component ratio
Location and road type							
Urban area	Intersection						
	Intersection area						
	With signal	94,400	13.8	54,741	20.4	149,141	15.7
	Without signal	161,382	23.6	46,647	17.4	208,029	21.8
	<b>Sub-total</b>	<b>255,782</b>	<b>37.4</b>	<b>101,388</b>	<b>37.9</b>	<b>357,170</b>	<b>37.5</b>
	Near intersection	42,491	6.2	20,289	7.6	62,780	6.6
	<b>Total</b>	<b>298,273</b>	<b>43.6</b>	<b>121,677</b>	<b>45.5</b>	<b>419,950</b>	<b>44.1</b>
	Non-intersection area						
	Tunnel	942	0.1	334	0.1	1,276	0.1
	Bridge	2,663	0.4	1,289	0.5	3,952	0.4
	Curve or bend	9,448	1.4	3,829	1.4	13,277	1.4
	Other roadways	178,897	26.1	73,768	27.6	252,665	26.5
	<b>Total</b>	<b>191,950</b>	<b>28.0</b>	<b>79,220</b>	<b>29.6</b>	<b>271,170</b>	<b>28.5</b>
	Railroad crossing	146	0.0	65	0.0	211	0.0
	Other areas	10,984	1.6	3,682	1.4	14,666	1.5
<b>Sum total</b>	<b>501,353</b>	<b>73.2</b>	<b>204,644</b>	<b>76.4</b>	<b>705,997</b>	<b>74.1</b>	
Non-urban areas	Intersection						
	Intersection area						
	With signal	19,316	2.8	9,379	3.5	28,695	3.0
	Without signal	56,169	8.2	12,642	4.7	68,811	7.2
	<b>Sub-total</b>	<b>75,485</b>	<b>11.0</b>	<b>22,021</b>	<b>8.2</b>	<b>97,506</b>	<b>10.2</b>
	Near intersection	13,918	2.0	5,248	2.0	19,166	2.0
	<b>Total</b>	<b>89,403</b>	<b>13.1</b>	<b>27,269</b>	<b>10.2</b>	<b>116,672</b>	<b>12.3</b>
	Non-intersection area						
	Tunnel	1,038	0.2	254	0.1	1,292	0.1
	Bridge	1,577	0.2	745	0.3	2,322	0.2
	Curve or bend	16,232	2.4	5,737	2.1	21,969	2.3
	Other roadways	69,889	10.2	27,534	10.3	97,423	10.2
	<b>Total</b>	<b>88,736</b>	<b>13.0</b>	<b>34,270</b>	<b>12.8</b>	<b>123,006</b>	<b>12.9</b>
	Railroad crossing	92	0.0	21	0.0	113	0.0
	Other areas	4,906	0.7	1,497	0.6	6,403	0.7
<b>Sum total</b>	<b>183,137</b>	<b>26.8</b>	<b>63,057</b>	<b>23.6</b>	<b>246,194</b>	<b>25.9</b>	
Total	Intersection						
	Intersection area						
	With signal	113,716	16.6	64,120	24.0	177,836	18.7
	Without signal	217,551	31.8	59,289	22.1	276,840	29.1
	<b>Sub-total</b>	<b>331,267</b>	<b>48.4</b>	<b>123,409</b>	<b>46.1</b>	<b>454,676</b>	<b>47.8</b>
	Near intersection	56,409	8.2	25,537	9.5	81,946	8.6
	<b>Total</b>	<b>387,676</b>	<b>56.6</b>	<b>148,946</b>	<b>55.6</b>	<b>536,622</b>	<b>56.4</b>
	Non-intersection area						
	Tunnel	1,980	0.3	588	0.2	2,568	0.3
	Bridge	4,240	0.6	2,034	0.8	6,274	0.7
	Curve or bend	25,680	3.8	9,566	3.6	35,246	3.7
	Other roadways	248,786	36.3	101,302	37.8	350,088	36.8
	<b>Total</b>	<b>280,686</b>	<b>41.0</b>	<b>113,490</b>	<b>42.4</b>	<b>394,176</b>	<b>41.4</b>
	Railroad crossing	238	0.0	86	0.0	324	0.0
	Other areas	15,890	2.3	5,179	1.9	21,069	2.2
<b>Grand total</b>	<b>684,490</b>	<b>100.0</b>	<b>267,701</b>	<b>100.0</b>	<b>952,191</b>	<b>100.0</b>	

Notes: 1) Accidents at railroad crossings include accidents in which trains were not involved.  
 2) "Other areas" include national expressway service areas and plaza roads whose width is difficult to measure accurately.  
 3) "Without signal" includes intersections with inoperable signals.

# 20

## Traffic Accidents by Type of Accident and Day or Night

		Day or night				Total	Component ratio	
		Day	Component ratio	Night	Component ratio			
Type of accident								
Person to vehicle	Facing vehicle							
	On the sidewalk	282	0.0	150	0.1	432	0.0	
	On the road shoulder	197	0.0	132	0.0	329	0.0	
	On the roadway	1,911	0.3	1,491	0.6	3,402	0.4	
	Others	242	0.0	151	0.1	393	0.0	
	<b>Sub-total</b>	<b>2,632</b>	<b>0.4</b>	<b>1,924</b>	<b>0.7</b>	<b>4,556</b>	<b>0.5</b>	
	Back to vehicle							
	On the sidewalk	371	0.1	122	0.0	493	0.1	
	On the road shoulder	304	0.0	203	0.1	507	0.1	
	On the roadway	3,413	0.5	2,436	0.9	5,849	0.6	
	Others	698	0.1	212	0.1	910	0.1	
	<b>Sub-total</b>	<b>4,786</b>	<b>0.7</b>	<b>2,973</b>	<b>1.1</b>	<b>7,759</b>	<b>0.8</b>	
	While crossing the road							
	On the pedestrian crossing	12,687	1.9	8,930	3.3	21,617	2.3	
	In the vicinity of pedestrian crossing	1,731	0.3	1,329	0.5	3,060	0.3	
	In the vicinity of pedestrian bridge	224	0.0	177	0.1	401	0.0	
	Others	14,997	2.2	8,146	3.0	23,143	2.4	
	<b>Sub-total</b>	<b>29,639</b>	<b>4.3</b>	<b>18,582</b>	<b>6.9</b>	<b>48,221</b>	<b>5.1</b>	
	While playing on road	921	0.1	101	0.0	1,022	0.1	
	While working on road	1,077	0.2	364	0.1	1,441	0.2	
	While standing on road	1,284	0.2	811	0.3	2,095	0.2	
Others	12,173	1.8	5,279	2.0	17,452	1.8		
<b>Total</b>	<b>52,512</b>	<b>7.7</b>	<b>30,034</b>	<b>11.2</b>	<b>82,546</b>	<b>8.7</b>		
Vehicle to vehicle	Head-on collision							
	While passing or overtaking	347	0.1	232	0.1	579	0.1	
	Others	19,959	2.9	7,689	2.9	27,648	2.9	
	<b>Sub-total</b>	<b>20,306</b>	<b>3.0</b>	<b>7,921</b>	<b>3.0</b>	<b>28,227</b>	<b>3.0</b>	
	Rear-end collision							
	While moving	26,345	3.8	12,216	4.6	38,561	4.0	
	While parked or stopped	184,789	27.0	73,832	27.6	258,621	27.2	
	<b>Sub-total</b>	<b>211,134</b>	<b>30.8</b>	<b>86,048</b>	<b>32.1</b>	<b>297,182</b>	<b>31.2</b>	
	Frontal collision	197,247	28.8	54,354	20.3	251,601	26.4	
	Collision while passing or overtaking	10,040	1.5	2,933	1.1	12,973	1.4	
	Collision while changing lanes	10,209	1.5	4,348	1.6	14,557	1.5	
	Collision while passing each other	6,573	1.0	2,453	0.9	9,026	0.9	
	Collision while turning left	36,454	5.3	10,385	3.9	46,839	4.9	
	Collision while turning right	56,006	8.2	29,916	11.2	85,922	9.0	
	Collision while crossing a road	5,105	0.7	1,781	0.7	6,886	0.7	
	Collision while turning around	2,774	0.4	2,019	0.8	4,793	0.5	
	Collision while backing up	14,590	2.1	4,622	1.7	19,212	2.0	
	Others	28,571	4.2	10,838	4.0	39,409	4.1	
	<b>Total</b>	<b>599,009</b>	<b>87.5</b>	<b>217,618</b>	<b>81.3</b>	<b>816,627</b>	<b>85.8</b>	
	Vehicle alone	Collision with structures						
		Light pole	2,393	0.3	2,116	0.8	4,509	0.5
Road sign		605	0.1	466	0.2	1,071	0.1	
Central reserve/median strip		773	0.1	880	0.3	1,653	0.2	
Guard fence, etc.		4,186	0.6	3,073	1.1	7,259	0.8	
House and wall		1,838	0.3	1,141	0.4	2,979	0.3	
Bridge and pier		300	0.0	257	0.1	557	0.1	
Others		3,397	0.5	2,440	0.9	5,837	0.6	
<b>Sub-total</b>		<b>13,492</b>	<b>2.0</b>	<b>10,373</b>	<b>3.9</b>	<b>23,865</b>	<b>2.5</b>	
Collision with parked vehicle		1,167	0.2	1,292	0.5	2,459	0.3	
Running off the road								
Rolling down		1,699	0.2	970	0.4	2,669	0.3	
Others		1,157	0.2	720	0.3	1,877	0.2	
<b>Sub-total</b>		<b>2,856</b>	<b>0.4</b>	<b>1,690</b>	<b>0.6</b>	<b>4,546</b>	<b>0.5</b>	
Turning over		11,011	1.6	4,459	1.7	15,470	1.6	
Others		4,354	0.6	2,201	0.8	6,555	0.7	
<b>Total</b>	<b>32,880</b>	<b>4.8</b>	<b>20,015</b>	<b>7.5</b>	<b>52,895</b>	<b>5.6</b>		
Train	89	0.0	34	0.0	123	0.0		
<b>Grand Total</b>	<b>684,490</b>	<b>100.0</b>	<b>267,701</b>	<b>100.0</b>	<b>952,191</b>	<b>100.0</b>		

Note: "Train" indicates accidents at railroad crossings that involved trains.

# 21

## Traffic Accidents Involving Primary Parties

Primary party vehicle type	Accidents	Component ratio	Compared with 2003		Number of motor vehicles registered	Accidents per 10,000 motor vehicles	
			Change	Percentage change			
Private vehicle	Passenger car						
	Bus	121	0.0	+ 40	+ 49.4	25,021	48.4
	Minibus	742	0.1	- 48	- 6.1	101,748	72.9
	Ordinary	483,983	50.8	- 6,265	- 1.3	42,428,193	114.1
	Light	139,307	14.6	+ 9,559	+ 7.4	13,297,363	104.8
	<b>Sub-total</b>	<b>624,153</b>	<b>65.5</b>	<b>+ 3,286</b>	<b>+ 0.5</b>	<b>55,852,325</b>	<b>111.8</b>
	Truck						
	Large-sized special	1,454	0.2	- 118	- 7.5	6,195,404	123.4
	Large-sized	1,289	0.1	- 55	- 4.1		
	Trailer	359	0.0	+ 32	+ 9.8		
	Ordinary	73,353	7.7	- 2,183	- 2.9		
	Light	70,608	7.4	+ 369	+ 0.5		
	<b>Sub-total*</b>	<b>147,063</b>	<b>15.4</b>	<b>- 1,955</b>	<b>- 1.3</b>	<b>6,195,404</b>	<b>123.4</b>
	<b>Total*</b>	<b>771,216</b>	<b>81.0</b>	<b>+ 1,331</b>	<b>+ 0.2</b>	<b>62,047,729</b>	<b>112.9</b>
Commercial vehicle	Passenger car						
	Bus	3,173	0.3	- 40	- 1.2	84,682	374.7
	Minibus	551	0.1	+ 6	+ 1.1	19,483	282.8
	Ordinary	27,104	2.8	- 181	- 0.7	269,121	1,007.1
	<b>Sub-total</b>	<b>30,828</b>	<b>3.2</b>	<b>- 215</b>	<b>- 0.7</b>	<b>373,286</b>	<b>825.9</b>
	Truck						
	Large-sized special	6,310	0.7	- 113	- 1.8	1,107,519	292.6
	Large-sized	4,011	0.4	- 222	- 5.2		
	Trailer	2,308	0.2	+ 154	+ 7.1		
	Ordinary	19,772	2.1	+ 92	+ 0.5		
	Light	4,805	0.5	+ 17	+ 0.4		
	<b>Sub-total*</b>	<b>37,206</b>	<b>3.9</b>	<b>- 72</b>	<b>- 0.2</b>	<b>1,107,519</b>	<b>292.6</b>
	<b>Total*</b>	<b>68,034</b>	<b>7.1</b>	<b>- 287</b>	<b>- 0.4</b>	<b>1,480,805</b>	<b>427.0</b>
	Minicar	37	0.0	+ 4	+ 12.1	-	-
Special vehicle	Agricultural	200	0.0	- 7	- 3.4	2,608,807	3.0
	Large-sized	317	0.0	+ 30	+ 10.5		
	Small-sized	260	0.0	- 9	- 3.3		
	<b>Total</b>	<b>777</b>	<b>0.1</b>	<b>+ 14</b>	<b>+ 1.8</b>		
Special light truck	75,413	7.9	+ 386	+ 0.5	9,622,401	78.4	
Special purpose vehicle	-	≐	-	≐	1,325,502	-	
<b>Sum total</b>	<b>840,064</b>	<b>88.2</b>	<b>+ 1,062</b>	<b>+ 0.1</b>	<b>77,085,244</b>	<b>109.0</b>	
2-wheeled vehicle	Motorcycle						
	Small-sized motorcycle	6,910	0.7	- 84	- 1.2	1,417,333	48.8
	Light motorcycle	7,104	0.7	+ 489	+ 7.4	1,872,743	37.9
	Moped 2nd class	6,321	0.7	+ 220	+ 3.6	1,341,088	47.1
	<b>Sub-total</b>	<b>20,335</b>	<b>2.1</b>	<b>+ 625</b>	<b>+ 3.2</b>	<b>4,631,164</b>	<b>43.9</b>
	Moped 1st class	40,720	4.3	- 529	- 1.3	8,739,686	46.6
<b>Total</b>	<b>61,055</b>	<b>6.4</b>	<b>+ 96</b>	<b>+ 0.2</b>	<b>13,370,850</b>	<b>45.7</b>	
<b>Total of above</b>	<b>901,119</b>	<b>94.6</b>	<b>+ 1,158</b>	<b>+ 0.1</b>	<b>90,456,094</b>	<b>99.6</b>	
Bicycles	Bicycle	28,130	3.0	+ 2,456	+ 9.6	≐	≐
	Motor-assisted bicycle	105	0.0	0	0.0		
	<b>Total</b>	<b>28,235</b>	<b>3.0</b>	<b>+ 2,456</b>	<b>+ 9.5</b>		
Other vehicles	54	0.0	+ 1	+ 1.9	≐	≐	
Pedestrians	4,111	0.4	- 374	- 8.3			
Unknown	18,672	2.0	+ 957	+ 5.4			
<b>Grand Total</b>	<b>952,191</b>	<b>100.0</b>	<b>+ 4,198</b>	<b>+ 0.4</b>	<b>-</b>	<b>-</b>	

- Notes:
- 1) Accidents for special purpose vehicles are accounted for among passenger car and truck figures for each primary party vehicle type.
  - 2) Because the number of light trucks registered among all light vehicles cannot be broken down by private and commercial, their number has been accounted for under "special light truck" where the number of accidents listed duplicates those listed elsewhere. Note that the figure for accidents per 10,000 vehicles under private vehicles, commercial vehicles and trucks (appearing on lines marked with \*) exclude such special light trucks.
  - 3) The numbers of registered motor vehicles were compiled by the Ministry of Land, Infrastructure and Transport as of the end of December 2004. However, figures for moped 1st class, moped 2nd class, small-sized special vehicles and minicars date to 1 April 2004. Minicars are classified as mopeds.

# 22

## Traffic Accidents by Driver Age and Violation Type Involving Primary Parties (Motor Vehicle and Moped 1st Class)

Violation Type	Driver age					
	15 and under	16-19	20-24	25-29	30-39	
Disregarding traffic signal	44	2,039	4,231	3,312	4,994	
Road or lane infringement	8	597	1,041	760	1,069	
Speeding	2	766	1,306	950	1,222	
Improper crossing or turning around	1	286	937	947	1,707	
Driving too close to vehicle ahead	–	647	1,816	1,568	2,386	
Improper overtaking	2	227	444	377	576	
Failure to stop at railway crossing	–	5	12	9	14	
Improper right turn	1	244	540	469	793	
Improper left turn	1	157	678	680	1,373	
Impeding priority traffic	11	854	1,939	1,689	2,785	
Improper driving at intersection	4	1,652	5,102	5,386	10,443	
Impeding pedestrians	–	495	1,617	1,665	3,157	
Failure to slow down	9	712	1,848	1,988	3,875	
Failure to stop	48	2,552	5,097	4,615	7,712	
Operating defective vehicle	–	11	25	19	29	
Drunk driving	–	10	50	64	131	
Fatigue, etc.	Driving under the influence of drugs	–	2	2	10	9
	Driving while fatigued	–	71	176	87	131
Violation of safe driving practices	Improper steering and/or braking	30	4,563	9,759	7,113	11,145
	Careless driving	6	3,396	9,523	8,077	11,421
	Not keeping eyes on the road	19	8,821	24,632	21,073	33,310
	Failure to confirm traffic movement	9	4,620	14,211	13,114	21,850
	Failure to make safety check	30	8,911	28,895	29,930	57,166
	Driving at unsafe speed	10	1,147	2,108	1,770	2,690
	Others	3	595	1,387	1,272	2,247
Others	7	539	1,607	1,678	3,274	
Unknown	–	47	80	78	137	
<b>Total</b>	<b>245</b>	<b>43,966</b>	<b>119,063</b>	<b>108,700</b>	<b>185,646</b>	

<b>40-49</b>	<b>50-59</b>	<b>60-64</b>	<b>65-69</b>	<b>70-74</b>	<b>75-79</b>	<b>80 and over</b>	<b>Total</b>
3,936	5,174	2,125	1,669	1,302	821	444	30,091
749	969	399	311	271	177	94	6,445
656	582	155	99	69	41	16	5,864
1,299	1,562	603	388	295	150	92	8,267
1,487	1,531	532	340	230	139	57	10,733
407	453	180	109	99	50	37	2,961
9	16	5	2	2	4	3	81
650	757	305	236	167	117	55	4,334
1,095	1,199	485	317	213	77	25	6,300
2,377	2,895	1,303	1,003	766	522	248	16,392
8,008	9,609	4,034	2,710	1,756	1,004	436	50,144
2,607	3,319	1,350	986	593	323	155	16,267
2,862	3,124	1,232	743	416	224	79	17,112
5,913	8,144	3,714	2,657	2,118	1,326	644	44,540
31	24	9	4	4	3	1	160
140	120	39	32	17	4	2	609
8	7	3	–	–	–	–	41
75	105	38	37	18	13	8	759
8,101	9,518	3,864	2,873	2,261	1,540	794	61,561
7,978	8,686	3,008	2,165	1,716	1,138	540	57,654
22,179	22,626	7,855	5,307	3,653	2,175	903	152,553
14,406	14,993	5,421	3,717	2,490	1,402	585	96,818
43,151	50,771	20,561	13,651	9,129	4,930	2,190	269,315
1,870	1,874	622	412	275	166	63	13,007
1,591	2,008	773	548	370	239	119	11,152
2,690	3,553	1,519	927	588	309	144	16,835
480	129	64	43	30	23	13	1,124
<b>134,755</b>	<b>153,748</b>	<b>60,198</b>	<b>41,286</b>	<b>28,848</b>	<b>16,917</b>	<b>7,747</b>	<b>901,119</b>

# 23

## Traffic Accidents by Age Group Involving Primary Parties

Age group	Motor vehicles, etc.				Accidents per number of driver's licence holders	Bicycle	Pedestrian	Others	Total
	Motor vehicles	Motor-cycle	Moped 1st class	Sub-total					
15 and under									
6 and under	2	–	–	2	–	490	769	1	1,262
7–12	1	1	7	9	–	3,752	985	1	4,747
13–15	26	20	188	234	–	2,997	118	–	3,349
<b>Sub-total</b>	<b>29</b>	<b>21</b>	<b>195</b>	<b>245</b>	<b>–</b>	<b>7,239</b>	<b>1,872</b>	<b>2</b>	<b>9,358</b>
16–24									
16–19	31,943	2,866	9,157	43,966	296.0	4,247	112	–	48,325
20–24	107,924	4,611	6,528	119,063	189.7	1,892	161	5	121,121
<b>Sub-total</b>	<b>139,867</b>	<b>7,477</b>	<b>15,685</b>	<b>163,029</b>	<b>210.1</b>	<b>6,139</b>	<b>273</b>	<b>5</b>	<b>169,446</b>
25–64									
25–29	102,058	3,062	3,580	108,700	136.2	1,319	138	6	110,163
30–34	98,321	2,542	2,783	103,646	111.7	1,222	146	7	105,021
35–39	78,347	1,776	1,877	82,000	100.4	1,055	119	5	83,179
40–44	66,548	1,227	1,545	69,320	94.4	910	110	7	70,347
45–49	63,028	855	1,552	65,435	93.7	817	133	8	66,393
50–54	73,085	822	2,311	76,218	98.7	1,187	161	3	77,569
55–59	74,119	696	2,715	77,530	99.9	1,347	207	4	79,088
60–64	57,090	557	2,551	60,198	100.7	1,626	199	2	62,025
<b>Sub-total</b>	<b>612,596</b>	<b>11,537</b>	<b>18,914</b>	<b>643,047</b>	<b>105.0</b>	<b>9,483</b>	<b>1,213</b>	<b>42</b>	<b>653,785</b>
65 and over									
65–69	38,698	468	2,120	41,286	98.4	1,650	190	–	43,126
70–74	26,778	362	1,708	28,848	98.9	1,479	167	1	30,495
75–79	15,406	266	1,245	16,917	112.2	1,201	186	2	18,306
80 and over	6,690	204	853	7,747	119.1	1,044	210	2	9,003
<b>Sub-total</b>	<b>87,572</b>	<b>1,300</b>	<b>5,926</b>	<b>94,798</b>	<b>102.2</b>	<b>5,374</b>	<b>753</b>	<b>5</b>	<b>100,930</b>
<b>Total</b>	<b>840,064</b>	<b>20,335</b>	<b>40,720</b>	<b>901,119</b>	<b>115.2</b>	<b>28,235</b>	<b>4,111</b>	<b>54</b>	<b>933,519</b>
<b>Total for 20's</b>	<b>209,982</b>	<b>7,673</b>	<b>10,108</b>	<b>227,763</b>	<b>159.8</b>	<b>3,211</b>	<b>299</b>	<b>11</b>	<b>231,284</b>
<b>Total for 30's</b>	<b>176,668</b>	<b>4,318</b>	<b>4,660</b>	<b>185,646</b>	<b>106.4</b>	<b>2,277</b>	<b>265</b>	<b>12</b>	<b>188,200</b>
<b>Total for 40's</b>	<b>129,576</b>	<b>2,082</b>	<b>3,097</b>	<b>134,755</b>	<b>94.1</b>	<b>1,727</b>	<b>243</b>	<b>15</b>	<b>136,740</b>
<b>Total for 50's</b>	<b>147,204</b>	<b>1,518</b>	<b>5,026</b>	<b>153,748</b>	<b>99.3</b>	<b>2,534</b>	<b>368</b>	<b>7</b>	<b>156,657</b>
<b>Total for 60's</b>	<b>95,788</b>	<b>1,025</b>	<b>4,671</b>	<b>101,484</b>	<b>99.7</b>	<b>3,276</b>	<b>389</b>	<b>2</b>	<b>105,151</b>
<b>Total for 70's</b>	<b>42,184</b>	<b>628</b>	<b>2,953</b>	<b>45,765</b>	<b>103.4</b>	<b>2,680</b>	<b>353</b>	<b>3</b>	<b>48,801</b>

Notes: 1) "Accidents per number of driver's licence holders" is the number per 10,000 licence holders of the sub-total of motor vehicles, etc.  
2) Unknown (18,672 accidents) are not included.

## 24

### Traffic Accidents by the Driving Experience of Primary Parties (Motor Vehicle and Moped 1st Class)

Driving experience		Less than 1 year	Less than 2 years	Less than 3 years	Less than 4 years	Less than 5 years	Less than 10 years	10 years or more	Unlicensed or unknown	Total
The primary party										
Commercial vehicle	Passenger car									
	Bus	83	97	93	68	102	434	2,276	20	3,173
	Minibus	15	15	13	8	20	76	404	–	551
	Ordinary	1,125	864	755	490	744	2,388	20,715	23	27,104
	Light	–	–	–	–	–	–	–	–	–
	<b>Sub-total</b>	<b>1,223</b>	<b>976</b>	<b>861</b>	<b>566</b>	<b>866</b>	<b>2,898</b>	<b>23,395</b>	<b>43</b>	<b>30,828</b>
	Truck									
	Large-sized special	53	70	75	108	207	961	4,824	12	6,310
	Large-sized	34	47	63	63	104	616	3,074	10	4,011
	Trailer	14	28	29	38	75	335	1,787	2	2,308
	Ordinary	355	579	738	628	901	3,427	13,130	14	19,772
	Light	60	83	74	65	87	402	4,026	8	4,805
	<b>Sub-total</b>	<b>516</b>	<b>807</b>	<b>979</b>	<b>902</b>	<b>1,374</b>	<b>5,741</b>	<b>26,841</b>	<b>46</b>	<b>37,206</b>
	<b>Total</b>	<b>1,739</b>	<b>1,783</b>	<b>1,840</b>	<b>1,468</b>	<b>2,240</b>	<b>8,639</b>	<b>50,236</b>	<b>89</b>	<b>68,034</b>
Private vehicle	Passenger car									
	Bus	–	2	1	1	2	9	105	1	121
	Minibus	4	4	8	7	10	54	650	5	742
	Ordinary	22,555	21,811	20,197	16,062	20,763	71,098	309,064	2,433	483,983
	Light	11,197	9,618	7,831	5,815	6,439	19,757	78,042	608	139,307
	<b>Sub-total</b>	<b>33,756</b>	<b>31,435</b>	<b>28,037</b>	<b>21,885</b>	<b>27,214</b>	<b>90,918</b>	<b>387,861</b>	<b>3,047</b>	<b>624,153</b>
	Truck									
	Large-sized special	5	15	16	22	26	147	1,219	4	1,454
	Large-sized	6	13	24	15	35	155	1,037	4	1,289
	Trailer	3	13	2	5	13	50	271	2	359
	Ordinary	1,668	2,240	2,403	2,116	3,205	11,420	49,991	310	73,353
	Light	2,198	1,915	1,782	1,481	1,863	6,823	54,134	412	70,608
	<b>Sub-total</b>	<b>3,880</b>	<b>4,196</b>	<b>4,227</b>	<b>3,639</b>	<b>5,142</b>	<b>18,595</b>	<b>106,652</b>	<b>732</b>	<b>147,063</b>
	<b>Total</b>	<b>37,636</b>	<b>35,631</b>	<b>32,264</b>	<b>25,524</b>	<b>32,356</b>	<b>109,513</b>	<b>494,513</b>	<b>3,779</b>	<b>771,216</b>
Minicar	1	3	2	1	1	5	24	–	37	
Special vehicle	Agricultural	1	–	–	1	1	4	155	38	200
	Large-sized	1	3	1	6	9	25	256	16	317
	Small-sized	–	9	5	5	10	30	193	8	260
	<b>Total</b>	<b>2</b>	<b>12</b>	<b>6</b>	<b>12</b>	<b>20</b>	<b>59</b>	<b>604</b>	<b>62</b>	<b>777</b>
<b>Total of above</b>	<b>39,378</b>	<b>37,429</b>	<b>34,112</b>	<b>27,005</b>	<b>34,617</b>	<b>118,216</b>	<b>545,377</b>	<b>3,930</b>	<b>840,064</b>	
2-wheeled vehicle	Motorcycle									
	Small-sized motorcycle	1,241	983	574	366	499	1,071	2,000	176	6,910
	Light motorcycle	1,191	926	650	430	524	1,159	2,119	105	7,104
	Moped 2nd class	227	244	214	167	246	777	4,365	81	6,321
	<b>Sub-total</b>	<b>2,659</b>	<b>2,153</b>	<b>1,438</b>	<b>963</b>	<b>1,269</b>	<b>3,007</b>	<b>8,484</b>	<b>362</b>	<b>20,335</b>
Moped 1st class	7,062	4,177	2,562	1,526	1,703	4,091	18,883	716	40,720	
<b>Total</b>	<b>9,721</b>	<b>6,330</b>	<b>4,000</b>	<b>2,489</b>	<b>2,972</b>	<b>7,098</b>	<b>27,367</b>	<b>1,078</b>	<b>61,055</b>	
<b>Grand Total</b>	<b>49,099</b>	<b>43,759</b>	<b>38,112</b>	<b>29,494</b>	<b>37,589</b>	<b>125,314</b>	<b>572,744</b>	<b>5,008</b>	<b>901,119</b>	

# 25

## Traffic Accidents by Location, Road Type and Weather

Weather		Fine	Cloudy	Rainy	Foggy	Snowy	Total
		Location and road type					
Urban area	Intersection						
	Intersection area						
	With signal	98,727	29,539	19,508	45	1,322	149,141
	Without signal	143,815	40,945	21,679	46	1,544	208,029
	<b>Sub-total</b>	<b>242,542</b>	<b>70,484</b>	<b>41,187</b>	<b>91</b>	<b>2,866</b>	<b>357,170</b>
	Near intersection	40,799	13,343	7,651	21	966	62,780
	<b>Total</b>	<b>283,341</b>	<b>83,827</b>	<b>48,838</b>	<b>112</b>	<b>3,832</b>	<b>419,950</b>
	Non-intersection area						
	Tunnel	860	217	182	–	17	1,276
	Bridge	2,611	755	503	3	80	3,952
	Curve or bend	8,298	2,743	1,942	5	289	13,277
	Other roadways	172,922	49,370	27,748	70	2,555	252,665
	<b>Total</b>	<b>184,691</b>	<b>53,085</b>	<b>30,375</b>	<b>78</b>	<b>2,941</b>	<b>271,170</b>
	Railroad crossing	155	41	12	1	2	211
Other areas	9,792	3,207	1,498	4	165	14,666	
<b>Sum total</b>	<b>477,979</b>	<b>140,160</b>	<b>80,723</b>	<b>195</b>	<b>6,940</b>	<b>705,997</b>	
Non-urban areas	Intersection						
	Intersection area						
	With signal	18,354	6,214	3,719	38	370	28,695
	Without signal	45,843	14,568	7,591	50	759	68,811
	<b>Sub-total</b>	<b>64,197</b>	<b>20,782</b>	<b>11,310</b>	<b>88</b>	<b>1,129</b>	<b>97,506</b>
	Near intersection	12,262	4,067	2,473	18	346	19,166
	<b>Total</b>	<b>76,459</b>	<b>24,849</b>	<b>13,783</b>	<b>106</b>	<b>1,475</b>	<b>116,672</b>
	Non-intersection area						
	Tunnel	714	311	218	1	48	1,292
	Bridge	1,394	530	281	5	112	2,322
	Curve or bend	12,374	5,016	3,401	44	1,134	21,969
	Other roadways	62,938	20,495	11,488	91	2,411	97,423
	<b>Total</b>	<b>77,420</b>	<b>26,352</b>	<b>15,388</b>	<b>141</b>	<b>3,705</b>	<b>123,006</b>
	Railroad crossing	81	21	8	–	3	113
Other areas	4,295	1,399	632	1	76	6,403	
<b>Sum total</b>	<b>158,255</b>	<b>52,621</b>	<b>29,811</b>	<b>248</b>	<b>5,259</b>	<b>246,194</b>	
Total	Intersection						
	Intersection area						
	With signal	117,081	35,753	23,227	83	1,692	177,836
	Without signal	189,658	55,513	29,270	96	2,303	276,840
	<b>Sub-total</b>	<b>306,739</b>	<b>91,266</b>	<b>52,497</b>	<b>179</b>	<b>3,995</b>	<b>454,676</b>
	Near intersection	53,061	17,410	10,124	39	1,312	81,946
	<b>Total</b>	<b>359,800</b>	<b>108,676</b>	<b>62,621</b>	<b>218</b>	<b>5,307</b>	<b>536,622</b>
	Non-intersection area						
	Tunnel	1,574	528	400	1	65	2,568
	Bridge	4,005	1,285	784	8	192	6,274
	Curve or bend	20,672	7,759	5,343	49	1,423	35,246
	Other roadways	235,860	69,865	39,236	161	4,966	350,088
	<b>Total</b>	<b>262,111</b>	<b>79,437</b>	<b>45,763</b>	<b>219</b>	<b>6,646</b>	<b>394,176</b>
	Railroad crossing	236	62	20	1	5	324
Other areas	14,087	4,606	2,130	5	241	21,069	
<b>Grand total</b>	<b>636,234</b>	<b>192,781</b>	<b>110,534</b>	<b>443</b>	<b>12,199</b>	<b>952,191</b>	

Notes: 1) Accidents at railroad crossings include accidents in which trains were not involved.  
 2) "Other areas" include national expressway service areas and plaza roads whose width is difficult to measure accurately.  
 3) "Without signal" includes intersections with inoperable signals.

# 26

## Section 2 FATAL ACCIDENTS Fatal Accidents by Day of Week and Time

Day Time	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total
	0 – 2	66	59	72	68	56	95	83
2 – 4	53	68	60	72	68	83	75	<b>479</b>
4 – 6	84	84	74	89	83	75	71	<b>560</b>
6 – 8	93	105	79	90	73	85	66	<b>591</b>
8 – 10	79	98	103	80	82	83	62	<b>587</b>
10 – 12	84	96	99	95	88	68	63	<b>593</b>
12 – 14	80	61	61	73	79	83	64	<b>501</b>
14 – 16	86	70	63	95	82	86	91	<b>573</b>
16 – 18	117	104	110	111	111	98	98	<b>749</b>
18 – 20	127	109	124	102	103	125	126	<b>816</b>
20 – 22	89	88	85	71	107	82	80	<b>602</b>
22 – 24	72	75	67	71	88	83	78	<b>534</b>
<b>Total</b>	<b>1,030</b>	<b>1,017</b>	<b>997</b>	<b>1,017</b>	<b>1,020</b>	<b>1,046</b>	<b>957</b>	<b>7,084</b>
Component ratio	14.5	14.4	14.1	14.4	14.4	14.8	13.5	<b>100.0</b>
Accidents per day	19.8	19.6	19.2	19.2	19.2	20.1	18.4	<b>19.4</b>

Note: Because this was a leap year, the total accidents per day was calculated using 366 days.

# 27

## Fatal Accidents by Type of Road and Day or Night

Type of road	Day or night		Night	Component ratio	Total	Component ratio	Accidents per 100km of road length
	Day	Component ratio					
National highways	1,098	32.4	1,329	36.0	2,427	34.3	4.49
Principal local roads	573	16.9	666	18.0	1,239	17.5	2.15
General prefectural roads	405	11.9	491	13.3	896	12.6	1.26
Municipal roads	1,143	33.7	1,000	27.1	2,143	30.3	0.22
National expressways	81	2.4	123	3.3	204	2.9	2.84
Motorways	31	0.9	42	1.1	73	1.0	–
Roads authorized by Road Transport Law	3	0.1	3	0.1	6	0.1	–
Farm roads	18	0.5	16	0.4	34	0.5	–
Forest roads	4	0.1	3	0.1	7	0.1	–
Harbor roads	11	0.3	10	0.3	21	0.3	–
Private roads	3	0.1	1	0.0	4	0.1	–
Others	21	0.6	9	0.2	30	0.4	–
<b>Total</b>	<b>3,391</b>	<b>100.0</b>	<b>3,693</b>	<b>100.0</b>	<b>7,084</b>	<b>100.0</b>	<b>–</b>

Notes: 1) Calculations for road length are based on statistics from the Ministry of Land, Infrastructure and Transport as of April 1, 2003.  
2) National highways, principal local roads, general prefectural roads, and municipal roads do not include motorways (roads for exclusive use of cars)

# 28

## Fatal Accidents by Road Width and Day or Night

Day or night Road width	Day		Night		Total	Component ratio	Accidents per 100km of road length
	Day	Component ratio	Night	Component ratio			
Less than 3.5m	168	5.0	71	1.9	239	3.4	0.1
3.5m and wider	484	14.3	259	7.0	743	10.5	
5.5m and wider	1,854	54.7	2,087	56.5	3,941	55.6	1.7
9.0m and wider	497	14.7	647	17.5	1,144	16.1	
13.0m and wider	279	8.2	493	13.3	772	10.9	4.1
19.5m and wider	94	2.8	126	3.4	220	3.1	6.6
Others	15	0.4	10	0.3	25	0.4	–
<b>Total</b>	<b>3,391</b>	<b>100.0</b>	<b>3,693</b>	<b>100.0</b>	<b>7,084</b>	<b>100.0</b>	–

- Notes: 1) Width of road excludes separate pedestrian thoroughfare.  
 2) If the inbound and outbound lanes of national expressways or motorways are completely separated by central reserve and tunnel, etc., the road width is that of the unilateral road.  
 3) Calculations for road length are based on statistics by the Ministry of Land, Infrastructure and Transport as of April 1, 2003.  
 4) "Others" include national expressway service areas and plaza roads whose width is difficult to measure accurately.

# 29

## Fatal Accidents by Location, Road Type and Day or Night

		Day or night					
		Day	Component ratio	Night	Component ratio	Total	Component ratio
Location and road type							
Urban area	Intersection						
	Intersection area						
	With signal	438	12.9	477	12.9	915	12.9
	Without signal	404	11.9	370	10.0	774	10.9
	<b>Sub-total</b>	<b>842</b>	<b>24.8</b>	<b>847</b>	<b>22.9</b>	<b>1,689</b>	<b>23.8</b>
	Near intersection	161	4.7	259	7.0	420	5.9
	<b>Total</b>	<b>1,003</b>	<b>29.6</b>	<b>1,106</b>	<b>29.9</b>	<b>2,109</b>	<b>29.8</b>
	Non-intersection area						
	Tunnel	7	0.2	5	0.1	12	0.2
	Bridge	10	0.3	19	0.5	29	0.4
	Curve or bend	118	3.5	138	3.7	256	3.6
	Other roadways	419	12.4	749	20.3	1,168	16.5
	<b>Total</b>	<b>554</b>	<b>16.3</b>	<b>911</b>	<b>24.7</b>	<b>1,465</b>	<b>20.7</b>
	Railroad crossing	10	0.3	10	0.3	20	0.3
Other areas	9	0.3	1	0.0	10	0.1	
<b>Sum total</b>	<b>1,576</b>	<b>46.5</b>	<b>2,028</b>	<b>54.9</b>	<b>3,604</b>	<b>50.9</b>	
Non-urban areas	Intersection						
	Intersection area						
	With signal	139	4.1	137	3.7	276	3.9
	Without signal	469	13.8	216	5.8	685	9.7
	<b>Sub-total</b>	<b>608</b>	<b>17.9</b>	<b>353</b>	<b>9.6</b>	<b>961</b>	<b>13.6</b>
	Near intersection	73	2.2	80	2.2	153	2.2
	<b>Total</b>	<b>681</b>	<b>20.1</b>	<b>433</b>	<b>11.7</b>	<b>1,114</b>	<b>15.7</b>
	Non-intersection area						
	Tunnel	29	0.9	19	0.5	48	0.7
	Bridge	13	0.4	31	0.8	44	0.6
	Curve or bend	492	14.5	409	11.1	901	12.7
	Other roadways	573	16.9	757	20.5	1,330	18.8
	<b>Total</b>	<b>1,107</b>	<b>32.6</b>	<b>1,216</b>	<b>32.9</b>	<b>2,323</b>	<b>32.8</b>
	Railroad crossing	21	0.6	7	0.2	28	0.4
Other areas	6	0.2	9	0.2	15	0.2	
<b>Sum total</b>	<b>1,815</b>	<b>53.5</b>	<b>1,665</b>	<b>45.1</b>	<b>3,480</b>	<b>49.1</b>	
Total	Intersection						
	Intersection area						
	With signal	577	17.0	614	16.6	1,191	16.8
	Without signal	873	25.7	586	15.9	1,459	20.6
	<b>Sub-total</b>	<b>1,450</b>	<b>42.8</b>	<b>1,200</b>	<b>32.5</b>	<b>2,650</b>	<b>37.4</b>
	Near intersection	234	6.9	339	9.2	573	8.1
	<b>Total</b>	<b>1,684</b>	<b>49.7</b>	<b>1,539</b>	<b>41.7</b>	<b>3,223</b>	<b>45.5</b>
	Non-intersection area						
	Tunnel	36	1.1	24	0.6	60	0.8
	Bridge	23	0.7	50	1.4	73	1.0
	Curve or bend	610	18.0	547	14.8	1,157	16.3
	Other roadways	992	29.3	1,506	40.8	2,498	35.3
	<b>Total</b>	<b>1,661</b>	<b>49.0</b>	<b>2,127</b>	<b>57.6</b>	<b>3,788</b>	<b>53.5</b>
	Railroad crossing	31	0.9	17	0.5	48	0.7
Other areas	15	0.4	10	0.3	25	0.4	
<b>Grand total</b>	<b>3,391</b>	<b>100.0</b>	<b>3,693</b>	<b>100.0</b>	<b>7,084</b>	<b>100.0</b>	

Notes: 1) Accidents at railroad crossings include accidents in which trains were not involved.  
 2) "Other areas" include national expressway service areas and plaza roads whose width is difficult to measure accurately.  
 3) "Without signal" includes intersections with inoperable signals.

# 30

## Fatal Accidents by Type of Accident and Day or Night

		Day or night					
		Day	Component ratio	Night	Component ratio	Total	Component ratio
Type of accident							
Person to vehicle	Facing vehicle						
	On the sidewalk	1	0.0	0	0.0	1	0.0
	On the road shoulder	4	0.1	0	0.0	4	0.1
	On the roadway	9	0.3	44	1.2	53	0.7
	Others	2	0.1	1	0.0	3	0.0
	<b>Sub-total</b>	<b>16</b>	<b>0.5</b>	<b>45</b>	<b>1.2</b>	<b>61</b>	<b>0.9</b>
	Back to vehicle						
	On the sidewalk	10	0.3	1	0.0	11	0.2
	On the road shoulder	3	0.1	4	0.1	7	0.1
	On the roadway	18	0.5	122	3.3	140	2.0
	Others	1	0.0	0	0.0	1	0.0
	<b>Sub-total</b>	<b>32</b>	<b>0.9</b>	<b>127</b>	<b>3.4</b>	<b>159</b>	<b>2.2</b>
	While crossing the road						
	On the pedestrian crossing	192	5.7	235	6.4	427	6.0
	In the vicinity of pedestrian crossing	55	1.6	150	4.1	205	2.9
	In the vicinity of pedestrian bridge	7	0.2	20	0.5	27	0.4
	Others	258	7.6	723	19.6	981	13.8
	<b>Sub-total</b>	<b>512</b>	<b>15.1</b>	<b>1,128</b>	<b>30.5</b>	<b>1,640</b>	<b>23.2</b>
	While playing on road	6	0.2	0	0.0	6	0.1
	While working on road	29	0.9	16	0.4	45	0.6
While standing on road	11	0.3	48	1.3	59	0.8	
Others	58	1.7	157	4.3	215	3.0	
<b>Total</b>	<b>664</b>	<b>19.6</b>	<b>1,521</b>	<b>41.2</b>	<b>2,185</b>	<b>30.8</b>	
Vehicle to vehicle	Head-on collision						
	While passing or overtaking	17	0.5	27	0.7	44	0.6
	Others	524	15.5	340	9.2	864	12.2
	<b>Sub-total</b>	<b>541</b>	<b>16.0</b>	<b>367</b>	<b>9.9</b>	<b>908</b>	<b>12.8</b>
	Rear-end collision						
	While moving	76	2.2	128	3.5	204	2.9
	While parking or stopping	97	2.9	126	3.4	223	3.1
	<b>Sub-total</b>	<b>173</b>	<b>5.1</b>	<b>254</b>	<b>6.9</b>	<b>427</b>	<b>6.0</b>
	Frontal collision	783	23.1	386	10.5	1,169	16.5
	Collision while passing or overtaking	60	1.8	19	0.5	79	1.1
	Collision while changing lanes	21	0.6	20	0.5	41	0.6
	Collision while passing each other	19	0.6	6	0.2	25	0.4
	Collision while turning left	69	2.0	16	0.4	85	1.2
	Collision while turning right	218	6.4	156	4.2	374	5.3
	Collision while crossing a road	47	1.4	29	0.8	76	1.1
	Collision while turning around	9	0.3	17	0.5	26	0.4
	Collision while backing up	12	0.4	6	0.2	18	0.3
	Others	66	1.9	65	1.8	131	1.8
	<b>Total</b>	<b>2,018</b>	<b>59.5</b>	<b>1,341</b>	<b>36.3</b>	<b>3,359</b>	<b>47.4</b>
	Vehicle alone	Collision with structures					
Light pole		88	2.6	169	4.6	257	3.6
Road sign		22	0.6	35	0.9	57	0.8
Central reserve/median strip		33	1.0	48	1.3	81	1.1
Guard fence, etc.		142	4.2	156	4.2	298	4.2
House and wall		54	1.6	46	1.2	100	1.4
Bridge and pier		17	0.5	21	0.6	38	0.5
Others		87	2.6	90	2.4	177	2.5
<b>Sub-total</b>		<b>443</b>	<b>13.1</b>	<b>565</b>	<b>15.3</b>	<b>1,008</b>	<b>14.2</b>
Collision with parked vehicle		26	0.8	71	1.9	97	1.4
Running off the road							
Rolling down		104	3.1	92	2.5	196	2.8
Others		29	0.9	24	0.6	53	0.7
<b>Sub-total</b>		<b>133</b>	<b>3.9</b>	<b>116</b>	<b>3.1</b>	<b>249</b>	<b>3.5</b>
Turning over		59	1.7	44	1.2	103	1.5
Others	17	0.5	19	0.5	36	0.5	
<b>Total</b>	<b>678</b>	<b>20.0</b>	<b>815</b>	<b>22.1</b>	<b>1,493</b>	<b>21.1</b>	
Train	31	0.9	16	0.4	47	0.7	
<b>Grand Total</b>	<b>3,391</b>	<b>100.0</b>	<b>3,693</b>	<b>100.0</b>	<b>7,084</b>	<b>100.0</b>	

Note: "Train" indicates accidents at railroad crossings that involved trains.

## Fatal Accidents Involving Primary Parties

Primary party vehicle type	Accidents	Component ratio	Compared with 2003		Number of motor vehicles registered	Accidents per 10,000 motor vehicles	
			Change	Percentage change			
Private vehicle	Passenger car						
	Bus	2	0.0	+ 2	≈	25,021	0.8
	Minibus	12	0.2	+ 3	+ 33.3	101,748	1.2
	Ordinary	2,697	38.1	- 189	- 6.5	42,428,193	0.6
	Light	788	11.1	+ 3	+ 0.4	13,297,363	0.6
	<b>Sub-total</b>	<b>3,499</b>	<b>49.4</b>	<b>- 181</b>	<b>- 4.9</b>	<b>55,852,325</b>	<b>0.6</b>
	Truck						
	Large-sized special	32	0.5	- 23	- 41.8	6,195,404	1.0
	Large-sized	26	0.4	+ 7	+ 36.8		
	Trailer	2	0.0	- 5	- 71.4		
	Ordinary	540	7.6	- 39	- 6.7		
	Light	807	11.4	- 7	- 0.9		
	<b>Sub-total*</b>	<b>1,407</b>	<b>19.9</b>	<b>- 67</b>	<b>- 4.5</b>	<b>6,195,404</b>	<b>1.0</b>
	<b>Total*</b>	<b>4,906</b>	<b>69.3</b>	<b>- 248</b>	<b>- 4.8</b>	<b>62,047,729</b>	<b>0.7</b>
	Commercial vehicle	Passenger car					
Bus		22	0.3	+ 4	+ 22.2	84,682	2.6
Minibus		7	0.1	+ 2	+ 40.0	19,483	3.6
Ordinary		45	0.6	- 24	- 34.8	269,121	1.7
<b>Sub-total</b>		<b>74</b>	<b>1.0</b>	<b>- 18</b>	<b>- 19.6</b>	<b>373,286</b>	<b>2.0</b>
Truck							
Large-sized special		214	3.0	- 25	- 10.5	1,107,519	5.5
Large-sized		62	0.9	+ 4	+ 6.9		
Trailer		54	0.8	- 1	- 1.8		
Ordinary		276	3.9	+ 4	+ 1.5		
Light		20	0.3	- 10	- 33.3		
<b>Sub-total*</b>		<b>626</b>	<b>8.8</b>	<b>- 28</b>	<b>- 4.3</b>	<b>1,107,519</b>	<b>5.5</b>
<b>Total*</b>	<b>700</b>	<b>9.9</b>	<b>- 46</b>	<b>- 6.2</b>	<b>1,480,805</b>	<b>4.6</b>	
Minicar	1	0.0	0	0.0	-	-	
Special vehicle	Agricultural	22	0.3	- 3	- 12.0	2,608,807	0.1
	Large-sized	6	0.1	- 6	- 50.0		
	Small-sized	5	0.1	+ 4	+ 400.0		
	<b>Total</b>	<b>33</b>	<b>0.5</b>	<b>- 5</b>	<b>- 13.2</b>		
Special light truck	827	11.7	- 17	- 2.0	9,622,401	0.9	
Special purpose vehicle	-	≈	-	≈	1,325,502	-	
<b>Sum total</b>	<b>5,640</b>	<b>79.6</b>	<b>- 299</b>	<b>- 5.0</b>	<b>77,085,244</b>	<b>0.7</b>	
2-wheeled vehicle	Motorcycle						
	Small-sized motorcycle	242	3.4	+ 12	+ 5.2	1,417,333	1.7
	Light motorcycle	104	1.5	- 36	- 25.7	1,872,743	0.6
	Moped 2nd class	87	1.2	- 1	- 1.1	1,341,088	0.6
	<b>Sub-total</b>	<b>433</b>	<b>6.1</b>	<b>- 25</b>	<b>- 5.5</b>	<b>4,631,164</b>	<b>0.9</b>
	Moped 1st class	430	6.1	- 12	- 2.7	8,739,686	0.5
	<b>Total</b>	<b>863</b>	<b>12.2</b>	<b>- 37</b>	<b>- 4.1</b>	<b>13,370,850</b>	<b>0.6</b>
<b>Total of above</b>	<b>6,503</b>	<b>91.8</b>	<b>- 336</b>	<b>- 4.9</b>	<b>90,456,094</b>	<b>0.7</b>	
Bicycles	Bicycle	254	3.6	- 46	- 15.3	-	-
	Motor-assisted bicycle	11	0.2	0	0.0		
	<b>Total</b>	<b>265</b>	<b>3.7</b>	<b>- 46</b>	<b>- 14.8</b>		
Other vehicles	3	0.0	+ 2	+ 200.0	-	-	
Pedestrians	252	3.6	- 8	- 3.1			
Unknown	61	0.9	+ 16	+ 35.6			
<b>Grand Total</b>	<b>7,084</b>	<b>100.0</b>	<b>- 372</b>	<b>- 5.0</b>	<b>-</b>	<b>-</b>	

- Notes: 1) Accidents for special purpose vehicles are accounted for among passenger car and truck figures for each primary party vehicle type.  
2) Because the number of light trucks registered among all light vehicles cannot be broken down by private and commercial, their number has been accounted for under "special light truck" where the number of accidents listed duplicates those listed elsewhere. Note that the figure for accidents per 10,000 vehicles under private vehicles, commercial vehicles and trucks (appearing on lines marked with \*) exclude such special light trucks.  
3) The numbers of registered motor vehicles were compiled by the Ministry of Land, Infrastructure and Transport as of the end of December 2004. However, figures for moped 1st class, moped 2nd class, small-sized special vehicles and minicars date to 1 April 2004. Minicars are classified as mopeds.

# 32

## Fatal Accidents by Age Group Involving Primary Parties

Age group	Motor vehicles, etc.				Accidents per number of driver's licence holders	Bicycle	Pedestrian	Others	Total
	Motor vehicles	Motor-cycle	Moped 1st class	Sub-total					
15 and under									
6 and under	–	–	–	–	–	1	5	–	6
7–12	–	–	–	–	–	11	5	–	16
13–15	2	2	5	9	–	9	1	–	19
<b>Sub-total</b>	<b>2</b>	<b>2</b>	<b>5</b>	<b>9</b>	<b>–</b>	<b>21</b>	<b>11</b>	<b>–</b>	<b>41</b>
16–24									
16–19	256	65	76	397	2.7	7	2	–	406
20–24	713	83	30	826	1.3	5	5	–	836
<b>Sub-total</b>	<b>969</b>	<b>148</b>	<b>106</b>	<b>1,223</b>	<b>1.6</b>	<b>12</b>	<b>7</b>	<b>–</b>	<b>1,242</b>
25–64									
25–29	697	66	16	779	1.0	5	4	1	789
30–34	628	69	11	708	0.8	3	10	–	721
35–39	460	40	10	510	0.6	4	7	–	521
40–44	383	23	11	417	0.6	4	2	1	424
45–49	385	16	7	408	0.6	5	14	1	428
50–54	498	16	20	534	0.7	13	17	–	564
55–59	453	8	29	490	0.6	20	24	–	534
60–64	367	7	32	406	0.7	14	19	–	439
<b>Sub-total</b>	<b>3,871</b>	<b>245</b>	<b>136</b>	<b>4,252</b>	<b>0.7</b>	<b>68</b>	<b>97</b>	<b>3</b>	<b>4,420</b>
65 and over									
65–69	283	11	35	329	0.8	28	21	–	378
70–74	230	7	50	287	1.0	33	30	–	350
75–79	165	9	45	219	1.5	47	35	–	301
80 and over	120	11	53	184	2.8	56	51	–	291
<b>Sub-total</b>	<b>798</b>	<b>38</b>	<b>183</b>	<b>1,019</b>	<b>1.1</b>	<b>164</b>	<b>137</b>	<b>–</b>	<b>1,320</b>
<b>Total</b>	<b>5,640</b>	<b>433</b>	<b>430</b>	<b>6,503</b>	<b>0.8</b>	<b>265</b>	<b>252</b>	<b>3</b>	<b>7,023</b>
<b>Total for 20's</b>	<b>1,410</b>	<b>149</b>	<b>46</b>	<b>1,605</b>	<b>1.1</b>	<b>10</b>	<b>9</b>	<b>1</b>	<b>1,625</b>
<b>Total for 30's</b>	<b>1,088</b>	<b>109</b>	<b>21</b>	<b>1,218</b>	<b>0.7</b>	<b>7</b>	<b>17</b>	<b>–</b>	<b>1,242</b>
<b>Total for 40's</b>	<b>768</b>	<b>39</b>	<b>18</b>	<b>825</b>	<b>0.6</b>	<b>9</b>	<b>16</b>	<b>2</b>	<b>852</b>
<b>Total for 50's</b>	<b>951</b>	<b>24</b>	<b>49</b>	<b>1,024</b>	<b>0.7</b>	<b>33</b>	<b>41</b>	<b>–</b>	<b>1,098</b>
<b>Total for 60's</b>	<b>650</b>	<b>18</b>	<b>67</b>	<b>735</b>	<b>0.7</b>	<b>42</b>	<b>40</b>	<b>–</b>	<b>817</b>
<b>Total for 70's</b>	<b>395</b>	<b>16</b>	<b>95</b>	<b>506</b>	<b>1.1</b>	<b>80</b>	<b>65</b>	<b>–</b>	<b>651</b>

Notes: 1) "Accidents per number of driver's licence holders" is the number per 10,000 driver's licence holders of the sub-total of motor vehicles, etc.

2) Unknown (61 accidents) are not included.

### 33 Fatal Accidents by Driver Age and Violation Type Involving Primary Parties (Motor Vehicle and Moped 1st Class)

		Driver Age				
		15 and under	16–19	20–24	25–29	30–39
Violation Type						
Disregarding traffic signal		1	32	40	30	48
Road or lane infringement		–	25	38	26	52
Speeding		1	91	158	136	141
Improper crossing or turning around		–	–	4	10	11
Driving too close to vehicle ahead		–	–	–	–	1
Improper overtaking		–	7	10	8	17
Failure to stop at railway crossing		–	–	5	2	2
Improper right turn		–	2	–	–	5
Improper left turn		–	–	–	–	5
Impeding priority traffic		1	10	23	21	23
Improper driving at intersection		–	6	16	26	38
Impeding pedestrians		–	9	46	52	85
Failure to slow down		–	1	6	7	11
Failure to stop		1	29	19	10	30
Operating defective vehicle		–	–	1	–	1
Drunk driving		–	4	16	23	32
Fatigue, etc.	Driving under the influence of drugs	–	–	–	–	–
	Driving while fatigued	–	5	12	5	9
Violation of safe driving practices	Improper steering and/or braking	2	41	68	63	87
	Careless driving	–	37	101	117	178
	Not keeping eyes on the road	–	40	110	100	166
	Failure to confirm traffic movement	–	7	20	26	47
	Failure to make safety check	1	14	69	55	136
	Driving at unsafe speed	2	29	44	41	59
	Others	–	5	8	9	14
Others		–	1	9	5	16
Unknown		–	2	3	7	4
<b>Total</b>		<b>9</b>	<b>397</b>	<b>826</b>	<b>779</b>	<b>1,218</b>

<b>40-49</b>	<b>50-59</b>	<b>60-64</b>	<b>65-69</b>	<b>70-74</b>	<b>75-79</b>	<b>80 and over</b>	<b>Total</b>
32	36	20	12	16	11	9	<b>287</b>
43	42	23	26	27	17	15	<b>334</b>
86	64	19	5	7	2	1	<b>711</b>
5	10	4	3	4	5	1	<b>57</b>
1	—	—	—	—	—	—	<b>2</b>
7	8	4	2	—	2	3	<b>68</b>
2	4	3	—	1	1	3	<b>23</b>
—	7	3	1	3	2	4	<b>27</b>
4	5	3	1	—	1	1	<b>20</b>
26	39	14	12	15	23	12	<b>219</b>
32	36	15	12	11	7	8	<b>207</b>
45	81	25	17	12	4	7	<b>383</b>
6	8	4	7	2	1	2	<b>55</b>
22	31	18	26	27	24	27	<b>264</b>
—	1	1	—	—	—	—	<b>4</b>
23	20	8	10	5	2	1	<b>144</b>
—	—	—	—	—	—	—	<b>—</b>
3	9	8	3	2	2	1	<b>59</b>
54	78	49	43	27	31	25	<b>568</b>
132	166	51	56	45	24	23	<b>930</b>
113	154	46	52	38	18	8	<b>845</b>
36	38	12	9	3	6	5	<b>209</b>
86	102	46	20	34	23	20	<b>606</b>
42	37	14	4	1	4	4	<b>281</b>
8	17	5	1	1	6	—	<b>74</b>
11	22	9	3	4	1	3	<b>84</b>
6	9	2	4	2	2	1	<b>42</b>
<b>825</b>	<b>1,024</b>	<b>406</b>	<b>329</b>	<b>287</b>	<b>219</b>	<b>184</b>	<b>6,503</b>

# 34

## Fatal Accidents by the Driving Experience of Primary Parties (Motor Vehicle and Moped 1st Class)

Driving experience		Less than 1 year	Less than 2 years	Less than 3 years	Less than 4 years	Less than 5 years	Less than 10 years	10 years or more	Unlicensed or unknown	Total
The primary party										
Commercial vehicle	Passenger car									
	Bus	–	1	–	–	1	1	19	–	22
	Minibus	–	–	–	–	–	–	7	–	7
	Ordinary	1	–	–	1	2	3	37	1	45
	Light	–	–	–	–	–	–	–	–	–
	<b>Sub-total</b>	<b>1</b>	<b>1</b>	<b>–</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>63</b>	<b>1</b>	<b>74</b>
	Truck									
	Large-sized special	2	1	6	3	6	31	164	1	214
	Large-sized	3	–	2	1	–	9	47	–	62
	Trailer	1	–	–	1	1	5	46	–	54
	Ordinary	5	9	7	7	14	39	193	2	276
	Light	–	–	–	–	–	1	19	–	20
	<b>Sub-total</b>	<b>11</b>	<b>10</b>	<b>15</b>	<b>12</b>	<b>21</b>	<b>85</b>	<b>469</b>	<b>3</b>	<b>626</b>
	<b>Total</b>	<b>12</b>	<b>11</b>	<b>15</b>	<b>13</b>	<b>24</b>	<b>89</b>	<b>532</b>	<b>4</b>	<b>700</b>
Private vehicle	Passenger car									
	Bus	–	–	–	–	–	–	2	–	2
	Minibus	–	–	2	–	–	1	9	–	12
	Ordinary	156	147	128	109	126	443	1,544	44	2,697
	Light	55	52	48	37	27	107	452	10	788
	<b>Sub-total</b>	<b>211</b>	<b>199</b>	<b>178</b>	<b>146</b>	<b>153</b>	<b>551</b>	<b>2,007</b>	<b>54</b>	<b>3,499</b>
	Truck									
	Large-sized special	–	–	–	1	–	5	26	–	32
	Large-sized	–	–	–	–	2	3	21	–	26
	Trailer	–	–	–	–	–	–	2	–	2
	Ordinary	14	20	15	17	19	74	377	4	540
	Light	23	11	8	7	12	54	680	12	807
	<b>Sub-total</b>	<b>37</b>	<b>31</b>	<b>23</b>	<b>25</b>	<b>33</b>	<b>136</b>	<b>1,106</b>	<b>16</b>	<b>1,407</b>
	<b>Total</b>	<b>248</b>	<b>230</b>	<b>201</b>	<b>171</b>	<b>186</b>	<b>687</b>	<b>3,113</b>	<b>70</b>	<b>4,906</b>
Minicar	–	–	–	–	–	–	1	–	1	
Special vehicle	Agricultural	–	–	–	–	–	–	16	6	22
	Large-sized	–	1	–	–	–	–	4	1	6
	Small-sized	–	–	1	–	–	–	4	–	5
	<b>Total</b>	<b>–</b>	<b>1</b>	<b>1</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>24</b>	<b>7</b>	<b>33</b>
<b>Total of above</b>	<b>260</b>	<b>242</b>	<b>217</b>	<b>184</b>	<b>210</b>	<b>776</b>	<b>3,670</b>	<b>81</b>	<b>5,640</b>	
2-wheeled vehicle	Motorcycle									
	Small-sized motorcycle	38	17	19	11	13	39	82	23	242
	Light motorcycle	18	9	8	9	2	17	34	7	104
	Moped 2nd class	4	1	2	1	5	4	64	6	87
	<b>Sub-total</b>	<b>60</b>	<b>27</b>	<b>29</b>	<b>21</b>	<b>20</b>	<b>60</b>	<b>180</b>	<b>36</b>	<b>433</b>
	Moped 1st class	49	33	9	12	7	31	267	22	430
<b>Total</b>	<b>109</b>	<b>60</b>	<b>38</b>	<b>33</b>	<b>27</b>	<b>91</b>	<b>447</b>	<b>58</b>	<b>863</b>	
<b>Grand Total</b>	<b>369</b>	<b>302</b>	<b>255</b>	<b>217</b>	<b>237</b>	<b>867</b>	<b>4,117</b>	<b>139</b>	<b>6,503</b>	

# 35

## Fatal Accidents by Location, Road Type and Weather

		Weather					Total
		Fine	Cloudy	Rainy	Foggy	Snowy	
Location and road type							
Urban area	Intersection						
	Intersection area						
	With signal	612	203	94	1	5	915
	Without signal	534	170	67	–	3	774
	<b>Sub-total</b>	<b>1,146</b>	<b>373</b>	<b>161</b>	<b>1</b>	<b>8</b>	<b>1,689</b>
	Near intersection	289	92	37	–	2	420
	<b>Total</b>	<b>1,435</b>	<b>465</b>	<b>198</b>	<b>1</b>	<b>10</b>	<b>2,109</b>
	Non-intersection area						
	Tunnel	10	2	–	–	–	12
	Bridge	16	8	2	–	3	29
	Curve or bend	157	67	30	–	2	256
	Other roadways	722	293	137	–	16	1,168
	<b>Total</b>	<b>905</b>	<b>370</b>	<b>169</b>	<b>–</b>	<b>21</b>	<b>1,465</b>
	Railroad crossing	16	2	2	–	–	20
Other areas	8	1	1	–	–	10	
<b>Sum total</b>	<b>2,364</b>	<b>838</b>	<b>370</b>	<b>1</b>	<b>31</b>	<b>3,604</b>	
Non-urban areas	Intersection						
	Intersection area						
	With signal	176	75	25	–	–	276
	Without signal	450	164	70	–	1	685
	<b>Sub-total</b>	<b>626</b>	<b>239</b>	<b>95</b>	<b>–</b>	<b>1</b>	<b>961</b>
	Near intersection	85	41	25	–	2	153
	<b>Total</b>	<b>711</b>	<b>280</b>	<b>120</b>	<b>–</b>	<b>3</b>	<b>1,114</b>
	Non-intersection area						
	Tunnel	23	14	9	–	2	48
	Bridge	29	9	6	–	–	44
	Curve or bend	473	275	122	5	26	901
	Other roadways	744	339	209	4	34	1,330
	<b>Total</b>	<b>1,269</b>	<b>637</b>	<b>346</b>	<b>9</b>	<b>62</b>	<b>2,323</b>
	Railroad crossing	19	6	2	–	1	28
Other areas	7	5	3	–	–	15	
<b>Sum total</b>	<b>2,006</b>	<b>928</b>	<b>471</b>	<b>9</b>	<b>66</b>	<b>3,480</b>	
Total	Intersection						
	Intersection area						
	With signal	788	278	119	1	5	1,191
	Without signal	984	334	137	–	4	1,459
	<b>Sub-total</b>	<b>1,772</b>	<b>612</b>	<b>256</b>	<b>1</b>	<b>9</b>	<b>2,650</b>
	Near intersection	374	133	62	–	4	573
	<b>Total</b>	<b>2,146</b>	<b>745</b>	<b>318</b>	<b>1</b>	<b>13</b>	<b>3,223</b>
	Non-intersection area						
	Tunnel	33	16	9	–	2	60
	Bridge	45	17	8	–	3	73
	Curve or bend	630	342	152	5	28	1,157
	Other roadways	1,466	632	346	4	50	2,498
	<b>Total</b>	<b>2,174</b>	<b>1,007</b>	<b>515</b>	<b>9</b>	<b>83</b>	<b>3,788</b>
	Railroad crossing	35	8	4	–	1	48
Other areas	15	6	4	–	–	25	
<b>Grand total</b>	<b>4,370</b>	<b>1,766</b>	<b>841</b>	<b>10</b>	<b>97</b>	<b>7,084</b>	

Notes: 1) Accidents at railroad crossings include accidents in which trains were not involved.  
 2) "Other areas" include national expressway service areas and plaza roads whose width is difficult to measure accurately.  
 3) "Without signal" includes intersections with inoperable signals.

# 36

## Section 3 CASUALTIES Fatalities by Age Group and Road User Type

Type		Age	6	7	13	16	20	25	30
		and under	12	15	19	24	29	34	
Fatalities	M		67	49	32	336	403	350	355
	F		30	26	17	85	107	70	47
	<b>Sub-total</b>		<b>97</b>	<b>75</b>	<b>49</b>	<b>421</b>	<b>510</b>	<b>420</b>	<b>402</b>
Motor vehicle	Driver	M	–	–	–	86	176	184	164
		F	–	–	–	20	52	26	21
		<b>Sub-total</b>	–	–	–	<b>106</b>	<b>228</b>	<b>210</b>	<b>185</b>
	Passenger	M	31	9	4	57	53	23	22
		F	13	9	6	27	29	20	9
		<b>Sub-total</b>	<b>44</b>	<b>18</b>	<b>10</b>	<b>84</b>	<b>82</b>	<b>43</b>	<b>31</b>
	Total	M	31	9	4	143	229	207	186
		F	13	9	6	47	81	46	30
		<b>Sub-total</b>	<b>44</b>	<b>18</b>	<b>10</b>	<b>190</b>	<b>310</b>	<b>253</b>	<b>216</b>
Motorcycle	Driver	M	–	–	1	77	114	91	114
		F	–	–	–	2	5	5	1
		<b>Sub-total</b>	–	–	<b>1</b>	<b>79</b>	<b>119</b>	<b>96</b>	<b>115</b>
	Passenger	M	–	–	2	8	3	–	1
		F	–	–	1	4	1	1	–
		<b>Sub-total</b>	–	–	<b>3</b>	<b>12</b>	<b>4</b>	<b>1</b>	<b>1</b>
	Total	M	–	–	3	85	117	91	115
		F	–	–	1	6	6	6	1
		<b>Sub-total</b>	–	–	<b>4</b>	<b>91</b>	<b>123</b>	<b>97</b>	<b>116</b>
Moped 1st class	Driver	M	–	–	5	79	34	16	19
		F	–	–	–	13	7	1	3
		<b>Sub-total</b>	–	–	<b>5</b>	<b>92</b>	<b>41</b>	<b>17</b>	<b>22</b>
	Passenger	M	–	–	2	6	1	–	1
		F	–	–	2	–	–	–	–
		<b>Sub-total</b>	–	–	<b>4</b>	<b>6</b>	<b>1</b>	–	<b>1</b>
	Total	M	–	–	7	85	35	16	20
		F	–	–	2	13	17	1	3
		<b>Sub-total</b>	–	–	<b>9</b>	<b>98</b>	<b>42</b>	<b>17</b>	<b>23</b>
Bicycle	Driver	M	2	18	16	10	5	14	4
		F	1	11	4	11	5	9	3
		<b>Sub-total</b>	<b>3</b>	<b>29</b>	<b>20</b>	<b>21</b>	<b>10</b>	<b>23</b>	<b>7</b>
	Passenger	M	1	1	1	–	–	–	–
		F	2	–	1	1	1	–	–
		<b>Sub-total</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>1</b>	–	–
	Total	M	3	19	17	10	5	14	4
		F	3	11	5	12	6	9	3
		<b>Sub-total</b>	<b>6</b>	<b>30</b>	<b>22</b>	<b>22</b>	<b>11</b>	<b>23</b>	<b>7</b>
Pedestrian	M	33	21	1	13	16	21	30	
	F	13	6	3	7	7	8	9	
	<b>Sub-total</b>	<b>46</b>	<b>27</b>	<b>4</b>	<b>20</b>	<b>23</b>	<b>29</b>	<b>39</b>	
Others	M	–	–	–	–	1	1	–	
	F	1	–	–	–	–	–	1	
	<b>Sub-total</b>	<b>1</b>	–	–	–	<b>1</b>	<b>1</b>	<b>1</b>	

35   39	40   44	45   49	50   54	55   59	60   64	65   69	70   74	75 and over	Total
250	209	247	323	364	391	342	423	864	5,005
64	42	65	96	133	154	230	313	874	2,353
314	251	312	419	497	545	572	736	1,738	7,358
106	121	126	162	161	171	109	130	193	1,889
27	14	28	34	29	27	40	15	12	345
133	135	154	196	190	198	149	145	205	2,234
15	1	9	12	14	13	18	12	30	323
15	10	14	11	21	21	29	43	84	361
30	11	23	23	35	34	47	55	114	684
121	122	135	174	175	184	127	142	223	2,212
42	24	42	45	50	48	69	58	96	706
163	146	177	219	225	232	196	200	319	2,918
77	33	23	19	14	10	16	15	28	632
1	2	–	1	–	1	1	–	1	20
78	35	23	20	14	11	17	15	29	652
–	–	–	–	–	–	–	–	–	14
–	–	–	–	–	–	–	–	–	7
–	–	–	–	–	–	–	–	–	21
77	33	23	19	14	10	16	15	28	646
1	2	–	1	–	1	1	–	1	27
78	35	23	20	14	11	17	15	29	673
13	14	11	22	30	31	33	42	104	453
5	2	5	14	19	23	22	32	29	175
18	16	16	36	49	54	55	74	133	628
–	–	–	–	–	–	–	–	–	10
–	–	–	–	–	–	–	–	–	2
–	–	–	–	–	–	–	–	–	12
13	14	11	22	30	31	33	42	104	463
5	2	5	14	19	23	22	32	29	177
18	16	16	36	49	54	55	74	133	640
2	10	23	27	43	39	49	81	210	553
6	9	7	9	25	27	41	45	85	298
8	19	30	36	68	66	90	126	295	851
–	–	–	–	–	–	–	–	–	3
–	–	–	–	–	–	–	–	–	5
–	–	–	–	–	–	–	–	–	8
2	10	23	27	43	39	49	81	210	556
6	9	7	9	25	27	41	45	85	303
8	19	30	36	68	66	90	126	295	859
36	30	55	80	101	123	116	142	297	1,115
10	5	11	26	39	55	96	178	662	1,135
46	35	66	106	140	178	212	320	959	2,250
1	–	–	1	1	4	1	1	2	13
–	–	–	1	–	–	1	–	1	5
1	–	–	2	1	4	2	1	3	18

# 37

## Fatalities per 100,000 Persons by Age Group and Road User Type

Type		Age	6	7	13	16	20	25	30
		and under	12	15	19	24	29	34	
Fatalities	M		1.61	1.33	1.68	11.92	10.19	7.85	7.16
	F		0.76	0.74	0.94	3.18	2.84	1.63	0.97
	<b>Sub-total</b>		<b>1.20</b>	<b>1.04</b>	<b>1.32</b>	<b>7.66</b>	<b>6.60</b>	<b>4.80</b>	<b>4.09</b>
Motor vehicle	Driver	M	–	–	–	3.05	4.45	4.12	3.31
		F	–	–	–	0.75	1.38	0.61	0.43
		<b>Sub-total</b>	–	–	–	<b>1.93</b>	<b>2.95</b>	<b>2.40</b>	<b>1.88</b>
	Passenger	M	0.75	0.24	0.21	2.02	1.34	0.52	0.44
		F	0.33	0.26	0.33	1.01	0.77	0.47	0.19
		<b>Sub-total</b>	<b>0.54</b>	<b>0.25</b>	<b>0.27</b>	<b>1.53</b>	<b>1.06</b>	<b>0.49</b>	<b>0.32</b>
	Total	M	0.75	0.24	0.21	5.07	5.79	4.64	3.75
		F	0.33	0.26	0.33	1.76	2.15	1.07	0.62
		<b>Sub-total</b>	<b>0.54</b>	<b>0.25</b>	<b>0.27</b>	<b>3.46</b>	<b>4.01</b>	<b>2.89</b>	<b>2.20</b>
Motorcycle	Driver	M	–	–	0.05	2.73	2.88	2.04	2.30
		F	–	–	–	0.07	0.13	0.12	0.02
		<b>Sub-total</b>	–	–	<b>0.03</b>	<b>1.44</b>	<b>1.54</b>	<b>1.10</b>	<b>1.17</b>
	Passenger	M	–	–	0.11	0.28	0.08	–	0.02
		F	–	–	0.06	0.15	0.03	0.02	–
		<b>Sub-total</b>	–	–	<b>0.08</b>	<b>0.22</b>	<b>0.05</b>	<b>0.01</b>	<b>0.01</b>
	Total	M	–	–	0.16	3.02	2.96	2.04	2.32
		F	–	–	0.06	0.22	0.16	0.14	0.02
		<b>Sub-total</b>	–	–	<b>0.11</b>	<b>1.66</b>	<b>1.59</b>	<b>1.11</b>	<b>1.18</b>
Moped 1st class	Driver	M	–	–	0.26	2.80	0.86	0.36	0.38
		F	–	–	–	0.49	0.19	0.02	0.06
		<b>Sub-total</b>	–	–	<b>0.13</b>	<b>1.67</b>	<b>0.53</b>	<b>0.19</b>	<b>0.22</b>
	Passenger	M	–	–	0.11	0.21	0.03	–	0.02
		F	–	–	0.11	–	–	–	–
		<b>Sub-total</b>	–	–	<b>0.11</b>	<b>0.11</b>	<b>0.01</b>	–	<b>0.01</b>
	Total	M	–	–	0.37	3.02	0.88	0.36	0.40
		F	–	–	0.11	0.49	0.19	0.02	0.06
		<b>Sub-total</b>	–	–	<b>0.24</b>	<b>1.78</b>	<b>0.54</b>	<b>0.19</b>	<b>0.23</b>
Bicycle	Driver	M	0.05	0.49	0.84	0.35	0.13	0.31	0.08
		F	0.03	0.31	0.22	0.41	0.13	0.21	0.06
		<b>Sub-total</b>	<b>0.04</b>	<b>0.40</b>	<b>0.54</b>	<b>0.38</b>	<b>0.13</b>	<b>0.26</b>	<b>0.07</b>
	Passenger	M	0.02	0.03	0.05	–	–	–	–
		F	0.05	–	0.06	0.04	0.03	–	–
		<b>Sub-total</b>	<b>0.04</b>	<b>0.01</b>	<b>0.05</b>	<b>0.02</b>	<b>0.01</b>	–	–
	Total	M	0.07	0.52	0.89	0.35	0.13	0.31	0.08
		F	0.08	0.31	0.28	0.45	0.16	0.21	0.06
		<b>Sub-total</b>	<b>0.07</b>	<b>0.42</b>	<b>0.59</b>	<b>0.40</b>	<b>0.14</b>	<b>0.26</b>	<b>0.07</b>
Pedestrian	M	0.79	0.57	0.05	0.46	0.40	0.47	0.60	
	F	0.33	0.17	0.17	0.26	0.19	0.19	0.19	
	<b>Sub-total</b>	<b>0.57</b>	<b>0.38</b>	<b>0.11</b>	<b>0.36</b>	<b>0.30</b>	<b>0.33</b>	<b>0.40</b>	
Others	M	–	–	–	–	0.03	0.02	–	
	F	0.03	–	–	–	–	–	0.02	
	<b>Sub-total</b>	<b>0.01</b>	–	–	–	<b>0.01</b>	<b>0.01</b>	<b>0.01</b>	

Note: Figures are calculated on the basis of the population as of October 1, 2004 as compiled by the Ministry of Internal Affairs and Communications.

<b>35</b>   <b>39</b>	<b>40</b>   <b>44</b>	<b>45</b>   <b>49</b>	<b>50</b>   <b>54</b>	<b>55</b>   <b>59</b>	<b>60</b>   <b>64</b>	<b>65</b>   <b>69</b>	<b>70</b>   <b>74</b>	<b>75</b> <b>and</b> <b>over</b>	<b>Total</b>
<b>5.74</b>	<b>5.26</b>	<b>6.28</b>	<b>6.97</b>	<b>7.64</b>	<b>9.33</b>	<b>9.82</b>	<b>14.33</b>	<b>21.22</b>	<b>8.03</b>
<b>1.49</b>	<b>1.07</b>	<b>1.66</b>	<b>2.06</b>	<b>2.73</b>	<b>3.45</b>	<b>5.96</b>	<b>8.91</b>	<b>12.49</b>	<b>3.60</b>
<b>3.63</b>	<b>3.17</b>	<b>3.97</b>	<b>4.51</b>	<b>5.16</b>	<b>6.30</b>	<b>7.79</b>	<b>11.38</b>	<b>15.70</b>	<b>5.76</b>
2.43	3.04	3.20	3.50	3.38	4.08	3.13	4.40	4.74	<b>3.03</b>
0.63	0.36	0.71	0.73	0.59	0.61	1.04	0.43	0.17	<b>0.53</b>
<b>1.54</b>	<b>1.71</b>	<b>1.96</b>	<b>2.11</b>	<b>1.97</b>	<b>2.29</b>	<b>2.03</b>	<b>2.24</b>	<b>1.85</b>	<b>1.75</b>
0.34	0.03	0.23	0.26	0.29	0.31	0.52	0.41	0.74	<b>0.52</b>
0.35	0.25	0.36	0.24	0.43	0.47	0.75	1.22	1.20	<b>0.55</b>
<b>0.35</b>	<b>0.14</b>	<b>0.29</b>	<b>0.25</b>	<b>0.36</b>	<b>0.39</b>	<b>0.64</b>	<b>0.85</b>	<b>1.03</b>	<b>0.54</b>
2.78	3.07	3.43	3.76	3.67	4.39	3.65	4.81	5.48	<b>3.55</b>
0.98	0.61	1.07	0.96	1.02	1.08	1.79	1.65	1.37	<b>1.08</b>
<b>1.88</b>	<b>1.85</b>	<b>2.25</b>	<b>2.35</b>	<b>2.33</b>	<b>2.68</b>	<b>2.67</b>	<b>3.09</b>	<b>2.88</b>	<b>2.29</b>
1.77	0.83	0.58	0.41	0.29	0.24	0.46	0.51	0.69	<b>1.01</b>
0.02	0.05	–	0.02	–	0.02	0.03	–	0.01	<b>0.03</b>
<b>0.90</b>	<b>0.44</b>	<b>0.29</b>	<b>0.22</b>	<b>0.15</b>	<b>0.13</b>	<b>0.23</b>	<b>0.23</b>	<b>0.26</b>	<b>0.51</b>
–	–	–	–	–	–	–	–	–	<b>0.02</b>
–	–	–	–	–	–	–	–	–	<b>0.01</b>
–	–	–	–	–	–	–	–	–	<b>0.02</b>
1.77	0.83	0.58	0.41	0.29	0.24	0.46	0.51	0.69	<b>1.04</b>
0.02	0.05	–	0.02	–	0.02	0.03	–	0.01	<b>0.04</b>
<b>0.90</b>	<b>0.44</b>	<b>0.29</b>	<b>0.22</b>	<b>0.15</b>	<b>0.13</b>	<b>0.23</b>	<b>0.23</b>	<b>0.26</b>	<b>0.53</b>
0.30	0.35	0.28	0.47	0.63	0.74	0.95	1.42	2.55	<b>0.73</b>
0.12	0.05	0.13	0.30	0.39	0.52	0.57	0.91	0.41	<b>0.27</b>
<b>0.21</b>	<b>0.20</b>	<b>0.20</b>	<b>0.39</b>	<b>0.51</b>	<b>0.62</b>	<b>0.75</b>	<b>1.14</b>	<b>1.20</b>	<b>0.49</b>
–	–	–	–	–	–	–	–	–	<b>0.02</b>
–	–	–	–	–	–	–	–	–	<b>0.00</b>
–	–	–	–	–	–	–	–	–	<b>0.01</b>
0.30	0.35	0.28	0.47	0.63	0.74	0.95	1.42	2.55	<b>0.74</b>
0.12	0.05	0.13	0.30	0.39	0.52	0.57	0.91	0.41	<b>0.27</b>
<b>0.21</b>	<b>0.20</b>	<b>0.20</b>	<b>0.39</b>	<b>0.51</b>	<b>0.62</b>	<b>0.75</b>	<b>1.14</b>	<b>1.20</b>	<b>0.50</b>
0.05	0.25	0.58	0.58	0.90	0.93	1.41	2.74	5.16	<b>0.89</b>
0.14	0.23	0.18	0.19	0.51	0.61	1.06	1.28	1.21	<b>0.46</b>
<b>0.09</b>	<b>0.24</b>	<b>0.38</b>	<b>0.39</b>	<b>0.71</b>	<b>0.76</b>	<b>1.23</b>	<b>1.95</b>	<b>2.67</b>	<b>0.67</b>
–	–	–	–	–	–	–	–	–	<b>0.00</b>
–	–	–	–	–	–	–	–	–	<b>0.01</b>
–	–	–	–	–	–	–	–	–	<b>0.01</b>
0.05	0.25	0.58	0.58	0.90	0.93	1.41	2.74	5.16	<b>0.89</b>
0.14	0.23	0.18	0.19	0.51	0.61	1.06	1.28	1.21	<b>0.46</b>
<b>0.09</b>	<b>0.24</b>	<b>0.38</b>	<b>0.39</b>	<b>0.71</b>	<b>0.76</b>	<b>1.23</b>	<b>1.95</b>	<b>2.67</b>	<b>0.67</b>
0.83	0.75	1.40	1.73	2.12	2.93	3.33	4.81	7.29	<b>1.79</b>
0.23	0.13	0.28	0.56	0.80	1.23	2.49	5.07	9.46	<b>1.74</b>
<b>0.53</b>	<b>0.44</b>	<b>0.84</b>	<b>1.14</b>	<b>1.45</b>	<b>2.06</b>	<b>2.89</b>	<b>4.95</b>	<b>8.67</b>	<b>1.76</b>
0.02	–	–	0.02	0.02	0.10	0.03	0.03	0.05	<b>0.02</b>
–	–	–	0.02	–	–	0.03	–	0.01	<b>0.01</b>
<b>0.01</b>	–	–	<b>0.02</b>	<b>0.01</b>	<b>0.05</b>	<b>0.03</b>	<b>0.02</b>	<b>0.03</b>	<b>0.01</b>

# 38

## Injuries by Age Group and Road User Type

Type		Age		6	7	13	16	20	25	30	
		and		and							
		under	12	15	19	24	29	34			
Injuries	M	16,518	25,353	12,065	52,334	83,417	76,650	72,278			
	F	12,228	14,527	10,229	35,568	59,187	54,921	51,904			
	<b>Sub-total</b>	<b>28,746</b>	<b>39,880</b>	<b>22,294</b>	<b>87,902</b>	<b>142,604</b>	<b>131,571</b>	<b>124,182</b>			
Motor vehicle	Driver	M	–	–	8	8,707	37,819	44,079	44,562		
		F	2	–	–	5,601	26,861	30,119	29,701		
		<b>Sub-total</b>	<b>2</b>	<b>–</b>	<b>8</b>	<b>14,308</b>	<b>64,680</b>	<b>74,198</b>	<b>74,263</b>		
	Passenger	M	7,959	5,339	1,871	6,577	10,489	7,685	6,291		
		F	7,788	6,077	2,996	8,605	14,160	12,277	10,756		
		<b>Sub-total</b>	<b>15,747</b>	<b>11,416</b>	<b>4,867</b>	<b>15,182</b>	<b>24,649</b>	<b>19,962</b>	<b>17,047</b>		
	Total	M	7,959	5,339	1,879	15,284	48,308	51,764	50,853		
		F	7,790	6,077	2,996	14,206	41,021	42,396	40,457		
		<b>Sub-total</b>	<b>15,749</b>	<b>11,416</b>	<b>4,875</b>	<b>29,490</b>	<b>89,329</b>	<b>94,160</b>	<b>91,310</b>		
Motorcycle	Driver	M	–	–	28	7,285	13,545	9,574	8,000		
		F	–	–	–	257	857	746	549		
		<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>28</b>	<b>7,542</b>	<b>14,402</b>	<b>10,320</b>	<b>8,549</b>		
	Passenger	M	9	28	40	645	356	77	30		
		F	9	18	42	443	603	272	131		
		<b>Sub-total</b>	<b>18</b>	<b>46</b>	<b>82</b>	<b>1,088</b>	<b>959</b>	<b>349</b>	<b>161</b>		
	Total	M	9	28	68	7,930	13,901	9,651	8,030		
		F	9	18	42	700	1,460	1,018	680		
		<b>Sub-total</b>	<b>18</b>	<b>46</b>	<b>110</b>	<b>8,630</b>	<b>15,361</b>	<b>10,669</b>	<b>8,710</b>		
Moped 1st class	Driver	M	–	8	148	15,054	12,637	7,876	6,236		
		F	–	2	31	5,650	6,802	3,137	2,308		
		<b>Sub-total</b>	<b>–</b>	<b>10</b>	<b>179</b>	<b>20,704</b>	<b>19,439</b>	<b>11,013</b>	<b>8,544</b>		
	Passenger	M	12	7	96	263	21	1	2		
		F	8	5	70	251	20	4	1		
		<b>Sub-total</b>	<b>20</b>	<b>12</b>	<b>166</b>	<b>514</b>	<b>41</b>	<b>5</b>	<b>3</b>		
	Total	M	12	15	244	15,317	12,658	7,877	6,238		
		F	8	7	101	5,901	6,822	3,141	2,309		
		<b>Sub-total</b>	<b>20</b>	<b>22</b>	<b>345</b>	<b>21,218</b>	<b>19,480</b>	<b>11,018</b>	<b>8,547</b>		
Bicycle	Driver	M	2,174	13,254	8,803	12,518	6,066	4,874	4,478		
		F	620	4,755	5,913	13,086	7,886	6,265	6,383		
		<b>Sub-total</b>	<b>2,794</b>	<b>18,009</b>	<b>14,716</b>	<b>25,604</b>	<b>13,952</b>	<b>11,139</b>	<b>10,861</b>		
	Passenger	M	1,309	153	175	120	20	6	3		
		F	1,332	153	228	314	76	21	15		
		<b>Sub-total</b>	<b>2,641</b>	<b>306</b>	<b>403</b>	<b>434</b>	<b>96</b>	<b>27</b>	<b>18</b>		
	Total	M	3,483	13,407	8,978	12,638	6,086	4,880	4,481		
		F	1,952	4,908	6,141	13,400	7,962	6,286	6,398		
		<b>Sub-total</b>	<b>5,435</b>	<b>18,315</b>	<b>15,119</b>	<b>26,038</b>	<b>14,048</b>	<b>11,166</b>	<b>10,879</b>		
Pedestrian	M	5,034	6,544	892	1,143	2,414	2,416	2,633			
	F	2,444	3,499	944	1,339	1,884	2,034	2,020			
	<b>Sub-total</b>	<b>7,478</b>	<b>10,043</b>	<b>1,836</b>	<b>2,482</b>	<b>4,298</b>	<b>4,450</b>	<b>4,653</b>			
Others	M	21	20	4	22	50	62	43			
	F	25	18	5	22	38	46	40			
	<b>Sub-total</b>	<b>46</b>	<b>38</b>	<b>9</b>	<b>44</b>	<b>88</b>	<b>108</b>	<b>83</b>			

Note: "Others" include the following: 1) Injuries from motor vehicles except train, streetcar and light vehicle other than bicycle; 2) A person other than pedestrian on the road, a person inside the building, on a farmland or any other place except on the road.

<b>35</b>   <b>39</b>	<b>40</b>   <b>44</b>	<b>45</b>   <b>49</b>	<b>50</b>   <b>54</b>	<b>55</b>   <b>59</b>	<b>60</b>   <b>64</b>	<b>65</b>   <b>69</b>	<b>70</b>   <b>74</b>	<b>75</b> <b>and</b> <b>over</b>	<b>Total</b>
<b>55,829</b>	<b>42,420</b>	<b>36,395</b>	<b>41,059</b>	<b>40,668</b>	<b>33,395</b>	<b>25,057</b>	<b>18,423</b>	<b>21,169</b>	<b>653,030</b>
<b>42,361</b>	<b>36,493</b>	<b>33,744</b>	<b>40,683</b>	<b>40,608</b>	<b>32,932</b>	<b>24,938</b>	<b>18,898</b>	<b>20,869</b>	<b>530,090</b>
<b>98,190</b>	<b>78,913</b>	<b>70,139</b>	<b>81,742</b>	<b>81,276</b>	<b>66,327</b>	<b>49,995</b>	<b>37,321</b>	<b>42,038</b>	<b>1,183,120</b>
35,269	27,102	23,721	26,955	26,375	20,105	13,245	8,467	6,533	<b>322,947</b>
25,674	22,578	19,954	20,370	17,033	9,640	4,786	2,223	907	<b>215,449</b>
<b>60,943</b>	<b>49,680</b>	<b>43,675</b>	<b>47,325</b>	<b>43,408</b>	<b>29,745</b>	<b>18,031</b>	<b>10,690</b>	<b>7,440</b>	<b>538,396</b>
4,544	3,339	2,994	3,571	3,571	2,848	2,041	1,387	1,783	<b>72,289</b>
7,363	5,611	5,634	8,123	8,765	8,296	6,716	5,561	6,574	<b>125,302</b>
<b>11,907</b>	<b>8,950</b>	<b>8,628</b>	<b>11,694</b>	<b>12,336</b>	<b>11,144</b>	<b>8,757</b>	<b>6,948</b>	<b>8,357</b>	<b>197,591</b>
39,813	30,441	26,715	30,526	29,946	22,953	15,286	9,854	8,316	<b>395,236</b>
33,037	28,189	25,588	28,493	25,798	17,936	11,502	7,784	7,481	<b>340,751</b>
<b>72,850</b>	<b>58,630</b>	<b>52,303</b>	<b>59,019</b>	<b>55,744</b>	<b>40,889</b>	<b>26,788</b>	<b>17,638</b>	<b>15,797</b>	<b>735,987</b>
5,670	3,657	2,455	2,000	1,544	1,232	1,004	765	964	<b>57,723</b>
383	240	125	155	147	137	119	83	51	<b>3,849</b>
<b>6,053</b>	<b>3,897</b>	<b>2,580</b>	<b>2,155</b>	<b>1,691</b>	<b>1,369</b>	<b>1,123</b>	<b>848</b>	<b>1,015</b>	<b>61,572</b>
17	6	3	4	–	1	2	1	–	<b>1,219</b>
64	39	31	29	22	22	28	11	27	<b>1,791</b>
<b>81</b>	<b>45</b>	<b>34</b>	<b>33</b>	<b>22</b>	<b>23</b>	<b>30</b>	<b>12</b>	<b>27</b>	<b>3,010</b>
5,687	3,663	2,458	2,004	1,544	1,233	1,006	766	964	<b>58,942</b>
447	279	156	184	169	159	147	94	78	<b>5,640</b>
<b>6,134</b>	<b>3,942</b>	<b>2,614</b>	<b>2,188</b>	<b>1,713</b>	<b>1,392</b>	<b>1,153</b>	<b>860</b>	<b>1,042</b>	<b>64,582</b>
4,140	2,969	2,476	2,768	2,705	2,457	2,300	2,045	3,220	<b>67,039</b>
1,771	1,706	1,932	3,386	4,359	4,106	3,046	1,923	1,016	<b>41,175</b>
<b>5,911</b>	<b>4,675</b>	<b>4,408</b>	<b>6,154</b>	<b>7,064</b>	<b>6,563</b>	<b>5,346</b>	<b>3,968</b>	<b>4,236</b>	<b>108,214</b>
–	–	–	–	–	–	–	–	–	<b>402</b>
1	–	1	–	–	–	–	–	4	<b>365</b>
<b>1</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>4</b>	<b>767</b>
4,140	2,969	2,476	2,768	2,705	2,457	2,300	2,045	3,220	<b>67,441</b>
1,772	1,706	1,933	3,386	4,359	4,106	3,046	1,923	1,020	<b>41,540</b>
<b>5,912</b>	<b>4,675</b>	<b>4,409</b>	<b>6,154</b>	<b>7,064</b>	<b>6,563</b>	<b>5,346</b>	<b>3,968</b>	<b>4,240</b>	<b>108,981</b>
3,736	3,219	2,781	3,378	3,765	4,140	4,122	3,703	5,871	<b>86,882</b>
5,443	4,799	4,477	6,399	7,508	7,788	6,896	5,369	4,914	<b>98,501</b>
<b>9,179</b>	<b>8,018</b>	<b>7,258</b>	<b>9,777</b>	<b>11,273</b>	<b>11,928</b>	<b>11,018</b>	<b>9,072</b>	<b>10,785</b>	<b>185,383</b>
4	1	3	–	1	1	1	–	–	<b>1,797</b>
13	15	4	6	4	6	8	7	10	<b>2,212</b>
<b>17</b>	<b>16</b>	<b>7</b>	<b>6</b>	<b>5</b>	<b>7</b>	<b>9</b>	<b>7</b>	<b>10</b>	<b>4,009</b>
3,740	3,220	2,784	3,378	3,766	4,141	4,123	3,703	5,871	<b>88,679</b>
5,456	4,814	4,481	6,405	7,512	7,794	6,904	5,376	4,924	<b>100,713</b>
<b>9,196</b>	<b>8,034</b>	<b>7,265</b>	<b>9,783</b>	<b>11,278</b>	<b>11,935</b>	<b>11,027</b>	<b>9,079</b>	<b>10,795</b>	<b>189,392</b>
2,430	2,099	1,941	2,350	2,678	2,580	2,323	2,034	2,776	<b>42,287</b>
1,626	1,482	1,557	2,189	2,734	2,911	3,308	3,685	7,328	<b>40,984</b>
<b>4,056</b>	<b>3,581</b>	<b>3,498</b>	<b>4,539</b>	<b>5,412</b>	<b>5,491</b>	<b>5,631</b>	<b>5,719</b>	<b>10,104</b>	<b>83,271</b>
19	28	21	33	29	31	19	21	22	<b>445</b>
23	23	29	26	36	26	31	36	38	<b>462</b>
<b>42</b>	<b>51</b>	<b>50</b>	<b>59</b>	<b>65</b>	<b>57</b>	<b>50</b>	<b>57</b>	<b>60</b>	<b>907</b>

## 39

## Injuries per 100,000 Persons by Age Group and Road User Type

Type		Age		6	7	13	16	20	25	30
		and	under	12	15	19	24	29	34	
Injuries	M		397.74	688.94	634.00	1857.13	2109.15	1718.22	1457.22	
	F		310.04	414.58	564.51	1328.65	1569.95	1278.72	1067.98	
	Sub-total		354.98	555.05	599.95	1599.09	1846.25	1502.64	1264.71	
Motor vehicle	Driver	M	–	–	0.42	308.98	956.23	988.10	898.43	
		F	0.05	–	–	209.23	712.49	701.26	611.13	
		Sub-total	0.02	–	0.22	260.29	837.39	847.40	756.32	
	Passenger	M	191.64	145.08	98.32	233.39	265.21	172.27	126.83	
		F	197.46	173.43	165.34	321.44	375.60	285.84	221.32	
		Sub-total	194.46	158.89	130.97	276.19	319.12	227.98	173.61	
	Total	M	191.64	145.08	98.74	542.37	1221.44	1160.37	1025.26	
		F	197.52	173.43	165.34	530.67	1088.09	987.10	832.45	
		Sub-total	194.48	158.89	131.19	536.47	1156.51	1075.38	929.93	
Motorcycle	Driver	M	–	–	1.47	258.52	342.48	214.62	161.29	
		F	–	–	–	9.60	22.73	17.37	11.30	
		Sub-total	–	–	0.75	137.20	186.46	117.86	87.07	
	Passenger	M	0.22	0.76	2.10	22.89	9.00	1.73	0.60	
		F	0.23	0.51	2.32	16.55	15.99	6.33	2.70	
		Sub-total	0.22	0.64	2.21	19.79	12.42	3.99	1.64	
	Total	M	0.22	0.76	3.57	281.41	351.48	216.34	161.90	
		F	0.23	0.51	2.32	26.15	38.73	23.70	13.99	
		Sub-total	0.22	0.64	2.96	156.99	198.87	121.85	88.71	
Moped 1st class	Driver	M	–	0.22	7.78	534.21	319.52	176.55	125.73	
		F	–	0.06	1.71	211.06	180.42	73.04	47.49	
		Sub-total	–	0.14	4.82	376.64	251.67	125.78	87.01	
	Passenger	M	0.29	0.19	5.04	9.33	0.53	0.02	0.04	
		F	0.20	0.14	3.86	9.38	0.53	0.09	0.02	
		Sub-total	0.25	0.17	4.47	9.35	0.53	0.06	0.03	
	Total	M	0.29	0.41	12.82	543.54	320.05	176.57	125.77	
		F	0.20	0.20	5.57	220.43	180.95	73.13	47.51	
		Sub-total	0.25	0.31	9.28	385.99	252.20	125.83	87.05	
Bicycle	Driver	M	52.35	360.16	462.59	444.22	153.38	109.26	90.28	
		F	15.72	135.70	326.32	488.83	209.18	145.87	131.34	
		Sub-total	34.50	250.65	396.02	465.78	180.63	127.22	110.61	
	Passenger	M	31.52	4.16	9.20	4.26	0.51	0.13	0.06	
		F	33.77	4.37	12.58	11.73	2.02	0.49	0.31	
		Sub-total	32.61	4.26	10.84	7.90	1.24	0.31	0.18	
	Total	M	83.87	364.32	471.78	448.47	153.88	109.39	90.34	
		F	49.49	140.07	338.91	500.56	211.19	146.36	131.65	
		Sub-total	67.12	254.91	406.86	473.68	181.87	127.52	110.80	
Pedestrian	M	121.21	177.83	46.87	40.56	61.04	54.16	53.08		
	F	61.97	99.86	52.10	50.02	49.97	47.36	41.56		
	Sub-total	92.34	139.78	49.41	45.15	55.64	50.82	47.39		
Others	M	0.51	0.54	0.21	0.78	1.26	1.39	0.87		
	F	0.63	0.51	0.28	0.82	1.01	1.07	0.82		
	Sub-total	0.57	0.53	0.24	0.80	1.14	1.23	0.85		

Note: Figures are calculated on the basis of the population as of October 1, 2004 as compiled by the Ministry of Internal Affairs and Communications.

<b>35</b>   <b>39</b>	<b>40</b>   <b>44</b>	<b>45</b>   <b>49</b>	<b>50</b>   <b>54</b>	<b>55</b>   <b>59</b>	<b>60</b>   <b>64</b>	<b>65</b>   <b>69</b>	<b>70</b>   <b>74</b>	<b>75</b> <b>and</b> <b>over</b>	<b>Total</b>
<b>1280.78</b>	<b>1066.90</b>	<b>924.67</b>	<b>886.23</b>	<b>845.01</b>	<b>796.45</b>	<b>719.20</b>	<b>624.09</b>	<b>519.87</b>	<b>1048.29</b>
<b>984.45</b>	<b>927.87</b>	<b>861.04</b>	<b>871.53</b>	<b>832.30</b>	<b>738.72</b>	<b>646.40</b>	<b>537.79</b>	<b>298.30</b>	<b>810.63</b>
<b>1133.70</b>	<b>997.76</b>	<b>893.04</b>	<b>878.95</b>	<b>843.11</b>	<b>766.61</b>	<b>680.67</b>	<b>577.19</b>	<b>379.85</b>	<b>926.58</b>
809.11	681.64	602.67	581.80	553.86	479.49	380.17	286.82	160.44	<b>518.42</b>
596.65	574.07	509.16	436.38	349.11	216.24	124.05	63.26	12.96	<b>329.47</b>
<b>703.65</b>	<b>628.15</b>	<b>556.09</b>	<b>508.87</b>	<b>450.29</b>	<b>343.79</b>	<b>245.49</b>	<b>165.33</b>	<b>67.23</b>	<b>421.65</b>
104.24	83.98	76.07	77.08	74.99	67.92	58.58	46.99	43.79	<b>116.04</b>
171.11	142.66	143.76	174.01	179.65	186.09	174.08	158.25	93.97	<b>191.62</b>
<b>137.48</b>	<b>113.16</b>	<b>109.85</b>	<b>125.74</b>	<b>127.97</b>	<b>128.80</b>	<b>119.22</b>	<b>107.45</b>	<b>75.51</b>	<b>154.75</b>
913.35	765.62	678.73	658.88	628.85	547.41	438.75	333.81	204.22	<b>634.46</b>
767.77	716.73	652.92	610.39	528.76	402.33	298.13	221.51	106.93	<b>521.09</b>
<b>841.13</b>	<b>741.31</b>	<b>665.94</b>	<b>634.61</b>	<b>578.26</b>	<b>472.60</b>	<b>364.71</b>	<b>272.78</b>	<b>142.74</b>	<b>576.40</b>
130.08	91.98	62.37	43.17	32.42	29.38	28.82	25.91	23.67	<b>92.66</b>
8.90	6.10	3.19	3.32	3.01	3.07	3.08	2.36	0.73	<b>5.89</b>
<b>69.89</b>	<b>49.27</b>	<b>32.85</b>	<b>23.17</b>	<b>17.54</b>	<b>15.82</b>	<b>15.29</b>	<b>13.11</b>	<b>9.17</b>	<b>48.22</b>
0.39	0.15	0.08	0.09	—	0.02	0.06	0.03	—	<b>1.96</b>
1.49	0.99	0.79	0.62	0.45	0.49	0.73	0.31	0.39	<b>2.74</b>
<b>0.94</b>	<b>0.57</b>	<b>0.43</b>	<b>0.35</b>	<b>0.23</b>	<b>0.27</b>	<b>0.41</b>	<b>0.19</b>	<b>0.24</b>	<b>2.36</b>
130.47	92.13	62.45	43.25	32.42	29.41	28.87	25.95	23.67	<b>94.62</b>
10.39	7.09	3.98	3.94	3.46	3.57	3.81	2.68	1.11	<b>8.62</b>
<b>70.82</b>	<b>49.84</b>	<b>33.28</b>	<b>23.53</b>	<b>17.77</b>	<b>16.09</b>	<b>15.70</b>	<b>13.30</b>	<b>9.42</b>	<b>50.58</b>
94.98	74.67	62.91	59.75	56.80	58.60	66.02	69.28	79.08	<b>107.62</b>
41.16	43.38	49.30	72.54	89.34	92.10	78.95	54.72	14.52	<b>62.97</b>
<b>68.25</b>	<b>59.11</b>	<b>56.12</b>	<b>66.17</b>	<b>73.28</b>	<b>75.86</b>	<b>72.78</b>	<b>61.37</b>	<b>38.28</b>	<b>84.75</b>
—	—	—	—	—	—	—	—	—	<b>0.65</b>
0.02	—	0.03	—	—	—	—	—	0.06	<b>0.56</b>
<b>0.01</b>	—	<b>0.01</b>	—	—	—	—	—	<b>0.04</b>	<b>0.60</b>
94.98	74.67	62.91	59.75	56.80	58.60	66.02	69.28	79.08	<b>108.26</b>
41.18	43.38	49.32	72.54	89.34	92.10	78.95	54.72	14.58	<b>63.52</b>
<b>68.26</b>	<b>59.11</b>	<b>56.14</b>	<b>66.17</b>	<b>73.28</b>	<b>75.86</b>	<b>72.78</b>	<b>61.37</b>	<b>38.31</b>	<b>85.35</b>
85.71	80.96	70.66	72.91	79.06	98.74	118.31	125.44	144.18	<b>139.47</b>
126.49	122.02	114.24	137.08	153.88	174.70	178.75	152.79	70.24	<b>150.63</b>
<b>105.98</b>	<b>101.38</b>	<b>92.41</b>	<b>105.13</b>	<b>116.94</b>	<b>137.86</b>	<b>150.01</b>	<b>140.30</b>	<b>97.45</b>	<b>145.19</b>
0.09	0.03	0.08	—	0.02	0.02	0.03	—	—	<b>2.88</b>
0.30	0.38	0.10	0.13	0.08	0.13	0.21	0.20	0.14	<b>3.38</b>
<b>0.20</b>	<b>0.20</b>	<b>0.09</b>	<b>0.06</b>	<b>0.05</b>	<b>0.08</b>	<b>0.12</b>	<b>0.11</b>	<b>0.09</b>	<b>3.14</b>
85.80	80.99	70.73	72.91	79.08	98.76	118.34	125.44	144.18	<b>142.35</b>
126.80	122.40	114.34	137.21	153.97	174.83	178.95	152.99	70.38	<b>154.01</b>
<b>106.18</b>	<b>101.58</b>	<b>92.50</b>	<b>105.19</b>	<b>116.99</b>	<b>137.94</b>	<b>150.13</b>	<b>140.41</b>	<b>97.54</b>	<b>148.33</b>
55.75	52.79	49.31	50.72	56.24	61.53	66.68	68.90	68.17	<b>67.88</b>
37.79	37.68	39.73	46.89	56.04	65.30	85.74	104.87	104.75	<b>62.67</b>
<b>46.83</b>	<b>45.28</b>	<b>44.54</b>	<b>48.81</b>	<b>56.14</b>	<b>63.47</b>	<b>76.66</b>	<b>88.45</b>	<b>91.30</b>	<b>65.21</b>
0.44	0.70	0.53	0.71	0.61	0.74	0.55	0.71	0.54	<b>0.71</b>
0.53	0.58	0.74	0.56	0.74	0.58	0.80	1.02	0.54	<b>0.71</b>
<b>0.48</b>	<b>0.64</b>	<b>0.64</b>	<b>0.63</b>	<b>0.67</b>	<b>0.66</b>	<b>0.68</b>	<b>0.88</b>	<b>0.54</b>	<b>0.71</b>

# 40

## Casualties by Vehicle Part which Inflicted Injury, Seating Position and Seat Belt Use

Seating position		Seat belt	Driver			Sub-total
Vehicle part which inflicted injury			Used	Not used	Un-known	
Thrown from vehicle		Fatalities	10	150	7	167
		Injuries	170	142	15	327
Vehicle part which inflicted injury	Steering wheel	Fatalities	282	398	23	703
		Injuries	16,307	1,856	351	18,514
	Windscreen	Fatalities	57	88	12	157
		Injuries	3,097	1,575	150	4,822
	Dashboard	Fatalities	93	74	11	178
		Injuries	5,610	606	176	6,392
	Door fittings	Fatalities	98	78	9	185
		Injuries	16,529	1,103	230	17,862
	Pillars	Fatalities	34	24	5	63
		Injuries	1,764	106	19	1,889
Roof	Fatalities	32	34	2	68	
	Injuries	1,911	118	22	2,051	
Seats	Fatalities	67	42	6	115	
	Injuries	343,680	6,731	2,009	352,420	
Others	Fatalities	216	156	25	397	
	Injuries	113,176	2,859	779	116,814	
<b>Sub-total</b>		<b>Fatalities</b>	<b>879</b>	<b>894</b>	<b>93</b>	<b>1,866</b>
		<b>Injuries</b>	<b>502,074</b>	<b>14,954</b>	<b>3,736</b>	<b>520,764</b>
Others		Fatalities	66	113	22	201
		Injuries	16,371	796	138	17,305
<b>Total</b>		<b>Fatalities</b>	<b>955</b>	<b>1,157</b>	<b>122</b>	<b>2,234</b>
		<b>Injuries</b>	<b>518,615</b>	<b>15,892</b>	<b>3,889</b>	<b>538,396</b>

Front Seat Passenger				Rear Seat Passenger & Others				Total			
Used	Not used	Un-known	Sub-total	Used	Not used	Un-known	Sub-total	Used	Not used	Un-known	Sub-total
1	32	2	35	1	47	3	51	12	229	12	253
38	51	3	92	22	128	5	155	230	321	23	574
1	–	–	1	–	–	–	–	283	398	23	704
109	14	1	124	7	8	1	16	16,423	1,878	353	18,654
10	21	1	32	–	3	–	3	67	112	13	192
1,009	1,131	48	2,188	36	94	4	134	4,142	2,800	202	7,144
18	14	1	33	1	1	–	2	112	89	12	213
1,572	554	27	2,153	45	69	4	118	7,227	1,229	207	8,663
31	17	3	51	2	33	3	38	131	128	15	274
4,350	782	68	5,200	645	2,383	107	3,135	21,524	4,268	405	26,197
9	4	2	15	2	11	–	13	45	39	7	91
397	50	9	456	60	356	17	433	2,221	512	45	2,778
5	6	–	11	1	12	1	14	38	52	3	93
521	85	16	622	162	440	21	623	2,594	643	59	3,296
25	15	1	41	17	58	1	66	99	115	8	222
71,518	4,101	617	76,236	15,619	34,830	1,485	51,934	430,817	45,662	4,111	480,590
72	46	7	125	11	76	2	89	299	278	34	611
25,816	2,218	225	28,259	6,346	12,302	607	19,255	145,338	17,379	1,611	164,328
171	123	15	309	24	194	7	225	1,074	1,211	115	2,400
105,292	8,935	1,011	115,238	22,920	50,482	2,246	75,648	630,286	74,371	6,993	711,650
10	16	–	26	12	23	3	38	88	152	25	265
3,425	304	38	3,767	822	1,802	67	2,691	20,618	2,902	243	23,763
182	171	17	370	37	264	13	314	1,174	1,592	152	2,918
108,755	9,290	1,052	119,097	23,764	52,412	2,318	78,494	651,134	77,594	7,259	735,987

# 41

## Casualties by Age Group, Seating Position and Seat Belt Use

Age Group	Seating position		Seat belt	Driver			Sub-total
				Used	Not used	Un-known	
15 and under	6 and under	Fatalities	-	-	-	-	
		Injuries	1	1	-	2	
	7 – 12	Fatalities	-	-	-	-	
		Injuries	-	-	-	-	
	13 – 15	Fatalities	-	-	-	-	
		Injuries	1	6	1	8	
<b>Sub-total</b>	<b>Fatalities</b>	-	-	-	-		
	<b>Injuries</b>	2	7	1	10		
16 – 24	16 – 19	Fatalities	24	73	9	106	
		Injuries	13,169	980	159	14,308	
	20 – 24	Fatalities	75	140	13	228	
		Injuries	61,062	3,056	562	64,680	
	<b>Sub-total</b>	<b>Fatalities</b>	99	213	22	334	
		<b>Injuries</b>	74,231	4,036	721	78,988	
25 – 64	25 – 29	Fatalities	75	117	18	210	
		Injuries	71,231	2,486	481	74,198	
	30 – 34	Fatalities	77	101	7	185	
		Injuries	71,565	2,184	514	74,263	
	35 – 39	Fatalities	55	73	5	133	
		Injuries	59,048	1,490	405	60,943	
	40 – 44	Fatalities	56	72	7	135	
		Injuries	48,260	1,091	329	49,680	
	45 – 49	Fatalities	81	67	6	154	
		Injuries	42,488	913	274	43,675	
	50 – 54	Fatalities	82	102	12	196	
		Injuries	46,007	1,022	296	47,325	
	55 – 59	Fatalities	88	88	14	190	
		Injuries	42,243	876	289	43,408	
	60 – 64	Fatalities	95	91	12	198	
		Injuries	28,925	610	210	29,745	
<b>Sub-total</b>	<b>Fatalities</b>	609	711	81	1,401		
	<b>Injuries</b>	409,767	10,672	2,798	423,237		
65 and over	65 – 69	Fatalities	72	73	4	149	
		Injuries	17,460	423	148	18,031	
	70 – 74	Fatalities	78	61	6	145	
		Injuries	10,211	366	113	10,690	
	75 – 79	Fatalities	60	52	4	116	
		Injuries	5,031	254	72	5,357	
	80 and over	Fatalities	37	47	5	89	
		Injuries	1,913	134	36	2,083	
	<b>Sub-total</b>	<b>Fatalities</b>	247	233	19	499	
		<b>Injuries</b>	34,615	1,177	369	36,161	
<b>Total</b>	<b>Fatalities</b>	955	1,157	122	2,234		
	<b>Injuries</b>	518,615	15,892	3,889	538,396		

Front Seat Passenger				Rear Seat Passenger & Others				Total			
Used	Not used	Un-known	Sub-total	Used	Not used	Un-known	Sub-total	Used	Not used	Un-known	Sub-total
2	14	–	16	9	17	2	28	11	31	2	44
3,554	1,123	94	4,771	6,930	3,765	281	10,976	10,485	4,889	375	15,749
1	4	–	5	1	11	1	13	2	15	1	18
3,253	560	74	3,887	1,890	5,356	283	7,529	5,143	5,916	357	11,416
–	–	–	–	3	6	1	10	3	6	1	10
2,109	208	27	2,344	537	1,909	77	2,523	2,647	2,123	105	4,875
3	18	–	21	13	34	4	51	16	52	4	72
8,916	1,891	195	11,002	9,357	11,030	641	21,028	18,275	12,928	837	32,040
12	28	7	47	1	35	1	37	37	136	17	190
8,245	1,296	103	9,644	1,212	4,140	186	5,538	22,626	6,416	448	29,490
19	25	3	47	2	31	2	35	96	196	18	310
15,774	1,769	145	17,688	1,751	5,006	204	6,961	78,587	9,831	911	89,329
31	53	10	94	3	66	3	72	133	332	35	500
24,019	3,065	248	27,332	2,963	9,146	390	12,499	101,213	16,247	1,359	118,819
11	16	1	28	3	10	2	15	89	143	21	253
13,059	1,000	94	14,153	1,605	4,017	187	5,809	85,895	7,503	762	94,160
4	15	–	19	1	11	–	12	82	127	7	216
10,582	710	88	11,380	1,635	3,856	176	5,667	83,782	6,750	778	91,310
8	9	3	20	1	9	–	10	64	91	8	163
7,267	405	68	7,740	1,112	2,949	106	4,167	67,427	4,844	579	72,850
2	1	–	3	1	7	–	8	59	80	7	146
5,519	264	35	5,818	823	2,216	93	3,132	54,602	3,571	457	58,630
9	8	–	17	1	5	–	6	91	80	6	177
5,401	271	46	5,718	685	2,137	88	2,910	48,574	3,321	408	52,303
9	3	1	13	2	7	1	10	93	112	14	219
7,413	309	53	7,775	989	2,816	114	3,919	54,409	4,147	463	59,019
14	5	–	19	4	12	–	16	106	105	14	225
7,624	331	52	8,007	1,119	3,085	125	4,329	50,986	4,292	466	55,744
13	5	1	19	–	15	–	15	108	111	13	232
6,691	296	49	7,036	1,014	2,977	117	4,108	36,630	3,883	376	40,889
70	62	6	138	13	76	3	92	692	849	90	1,631
63,556	3,586	485	67,627	8,982	24,053	1,006	34,041	482,305	38,311	4,289	524,905
14	11	–	25	–	21	1	22	86	105	5	196
5,066	240	35	5,341	826	2,504	86	3,416	23,352	3,167	269	26,788
25	7	–	32	2	21	–	23	105	89	6	200
3,690	207	42	3,939	667	2,263	79	3,009	14,568	2,836	234	17,638
13	7	–	20	3	19	–	22	76	78	4	158
2,137	155	24	2,316	484	1,735	61	2,280	7,652	2,144	157	9,953
26	13	1	40	3	27	2	32	66	87	8	161
1,371	146	23	1,540	485	1,681	55	2,221	3,769	1,961	114	5,844
78	38	1	117	8	88	3	99	333	359	23	715
12,264	748	124	13,136	2,462	8,183	281	10,926	49,341	10,108	774	60,223
182	171	17	370	37	264	13	314	1,174	1,592	152	2,918
108,755	9,290	1,052	119,097	23,764	52,412	2,318	78,494	651,134	77,594	7,259	735,987

# 42

## Casualties by Road User Type and Main Part of Body Injured

Main injured part		Body overall	Head	Face	Neck	Chest	Abdomen	Back	Hip	Arm	Leg	Others (Suffocation, Drowning, etc.)	Total
Motor vehicle	Fatalities	301	1,155	34	184	765	314	7	38	8	44	68	2,918
	Serious injuries	–	2,171	1,002	5,145	4,783	840	223	1,612	2,886	4,635	9	23,306
	Slight injuries	–	35,840	15,592	561,077	25,734	3,605	4,226	27,547	17,609	21,427	24	712,681
	<b>Sub-total</b>	<b>301</b>	<b>39,166</b>	<b>16,628</b>	<b>566,406</b>	<b>31,282</b>	<b>4,759</b>	<b>4,456</b>	<b>29,197</b>	<b>20,503</b>	<b>26,106</b>	<b>101</b>	<b>738,905</b>
Motorcycle	Fatalities	54	306	8	53	150	67	4	14	2	12	3	673
	Serious injuries	–	659	297	191	1,186	134	135	418	2,147	3,682	2	8,851
	Slight injuries	–	2,256	1,794	5,879	2,697	574	513	3,694	12,078	26,239	7	55,731
	<b>Sub-total</b>	<b>54</b>	<b>3,221</b>	<b>2,099</b>	<b>6,123</b>	<b>4,033</b>	<b>775</b>	<b>652</b>	<b>4,126</b>	<b>14,227</b>	<b>29,933</b>	<b>12</b>	<b>65,255</b>
Moped 1st class	Fatalities	26	352	13	32	116	61	3	22	–	10	5	640
	Serious injuries	–	1,350	703	345	2,155	162	135	741	3,134	5,335	2	14,062
	Slight injuries	–	6,427	5,696	10,088	5,224	734	853	6,722	19,862	39,301	12	94,919
	<b>Sub-total</b>	<b>26</b>	<b>8,129</b>	<b>6,412</b>	<b>10,465</b>	<b>7,495</b>	<b>957</b>	<b>991</b>	<b>7,485</b>	<b>22,996</b>	<b>44,646</b>	<b>19</b>	<b>109,621</b>
Bicycle	Fatalities	52	585	6	34	90	29	–	37	4	14	8	859
	Serious injuries	–	2,664	616	317	1,684	111	147	1,057	2,841	4,563	2	14,002
	Slight injuries	–	23,403	9,235	13,317	7,771	1,582	1,373	15,099	30,220	73,363	27	175,390
	<b>Sub-total</b>	<b>52</b>	<b>26,652</b>	<b>9,857</b>	<b>13,668</b>	<b>9,545</b>	<b>1,722</b>	<b>1,520</b>	<b>16,193</b>	<b>33,065</b>	<b>77,940</b>	<b>37</b>	<b>190,251</b>
Pedestrian	Fatalities	175	1,296	11	91	327	87	1	190	9	61	2	2,250
	Serious injuries	–	2,574	393	178	1,057	131	77	1,206	1,438	5,412	2	12,468
	Slight injuries	–	12,195	4,361	3,836	2,412	626	897	7,981	12,266	26,219	10	70,803
	<b>Sub-total</b>	<b>175</b>	<b>16,065</b>	<b>4,765</b>	<b>4,105</b>	<b>3,796</b>	<b>844</b>	<b>975</b>	<b>9,377</b>	<b>13,713</b>	<b>31,692</b>	<b>14</b>	<b>85,521</b>
Others	Fatalities	3	8	–	–	5	–	–	1	–	1	–	18
	Serious injuries	–	8	3	9	9	3	–	13	9	34	–	88
	Slight injuries	–	94	40	301	39	7	10	81	89	146	–	807
	<b>Sub-total</b>	<b>3</b>	<b>110</b>	<b>43</b>	<b>310</b>	<b>53</b>	<b>10</b>	<b>10</b>	<b>95</b>	<b>98</b>	<b>181</b>	<b>–</b>	<b>913</b>
Unknown	Fatalities	–	–	–	–	–	–	–	–	–	–	–	–
	Serious injuries	–	–	–	–	–	–	–	–	–	–	–	–
	Slight injuries	–	1	1	7	–	–	–	–	1	2	–	12
	<b>Sub-total</b>	<b>–</b>	<b>1</b>	<b>1</b>	<b>7</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>2</b>	<b>–</b>	<b>12</b>
<b>Overall Total</b>	Fatalities	611	3,702	72	394	1,453	558	15	302	23	142	86	7,358
	Serious injuries	–	9,426	3,014	6,185	10,874	1,381	717	5,047	12,455	23,661	17	72,777
	Slight injuries	–	80,216	36,719	594,505	43,877	7,128	7,872	61,124	92,125	186,697	80	1,110,343
	<b>Grand total</b>	<b>611</b>	<b>93,344</b>	<b>39,805</b>	<b>601,084</b>	<b>56,204</b>	<b>9,067</b>	<b>8,604</b>	<b>66,473</b>	<b>104,603</b>	<b>210,500</b>	<b>183</b>	<b>1,190,478</b>

## Section 4 CHILD CASUALTIES Child Casualties by School Grade and Day of Week

School grade	Day								Compared with 2003			
	Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	Total	Change	Percentage Change		
Infants	Pre-nursery	8	8	8	7	7	11	11	60	+	13	+ 27.66
	school infants	1,888	1,785	1,821	1,768	1,936	2,176	2,289	13,663	-	81	- 0.59
	Nursery school	3	2	5	4	4	7	3	28	-	7	- 20.00
	age infants	1,406	1,289	1,309	1,357	1,393	1,919	1,859	10,532	-	54	- 0.51
	<b>Sub-total</b>	<b>11</b>	<b>10</b>	<b>13</b>	<b>11</b>	<b>11</b>	<b>18</b>	<b>14</b>	<b>88</b>	<b>+</b>	<b>6</b>	<b>+ 7.32</b>
		<b>3,294</b>	<b>3,074</b>	<b>3,130</b>	<b>3,125</b>	<b>3,329</b>	<b>4,095</b>	<b>4,148</b>	<b>24,195</b>	<b>-</b>	<b>135</b>	<b>- 0.56</b>
Elementary school student	First grade	4	2	3	1	1	3	2	16	-	8	- 33.33
		1,175	1,205	1,264	1,272	1,382	1,304	1,038	8,640	-	356	- 3.96
	Second grade	3	1	4	4	3	2	2	19	0	0	0
		1,151	1,137	1,134	1,113	1,230	1,216	1,042	8,023	-	49	- 0.61
	Third grade	3	2	-	2	2	4	-	13	-	2	- 13.33
		993	937	1,066	984	1,048	1,121	995	7,144	+	12	+ 0.17
	Fourth grade	5	3	2	3	2	3	1	19	+	12	+171.43
	913	856	886	912	852	1,042	915	6,376	+	288	+ 4.73	
Fifth grade	1	1	-	2	-	1	2	7	-	10	- 58.82	
	752	700	781	704	789	943	876	5,545	+	271	+ 5.14	
Sixth grade	-	2	-	1	-	1	1	5	-	4	- 44.44	
	722	647	703	637	681	937	805	5,132	+	160	+ 3.22	
<b>Sub-total</b>	<b>16</b>	<b>11</b>	<b>9</b>	<b>13</b>	<b>8</b>	<b>14</b>	<b>8</b>	<b>79</b>	<b>-</b>	<b>12</b>	<b>- 13.19</b>	
	<b>5,706</b>	<b>5,482</b>	<b>5,834</b>	<b>5,622</b>	<b>5,982</b>	<b>6,563</b>	<b>5,671</b>	<b>40,860</b>	<b>+</b>	<b>326</b>	<b>+ 0.80</b>	
Junior high school student	First grade	-	1	1	1	2	3	-	8	+	5	+166.67
		986	965	959	948	1,012	1,067	932	6,869	+	278	+ 4.22
	Second grade	3	2	2	1	1	3	1	13	+	1	+ 8.33
		900	844	878	848	938	1,041	916	6,365	+	403	+ 6.76
Third grade	2	2	-	2	-	2	5	13	-	2	- 13.33	
	775	822	760	810	799	925	798	5,689	-	313	- 5.22	
<b>Sub-total</b>	<b>5</b>	<b>5</b>	<b>3</b>	<b>4</b>	<b>3</b>	<b>8</b>	<b>6</b>	<b>34</b>	<b>+</b>	<b>4</b>	<b>+ 13.33</b>	
	<b>2,661</b>	<b>2,631</b>	<b>2,597</b>	<b>2,606</b>	<b>2,749</b>	<b>3,033</b>	<b>2,646</b>	<b>18,923</b>	<b>+</b>	<b>368</b>	<b>+ 1.98</b>	
<b>Total</b>	<b>32</b>	<b>26</b>	<b>25</b>	<b>28</b>	<b>22</b>	<b>40</b>	<b>28</b>	<b>201</b>	<b>-</b>	<b>2</b>	<b>- 0.99</b>	
	<b>11,661</b>	<b>11,187</b>	<b>11,561</b>	<b>11,353</b>	<b>12,060</b>	<b>13,691</b>	<b>12,465</b>	<b>83,978</b>	<b>+</b>	<b>559</b>	<b>+ 0.67</b>	

Notes: 1) Kindergarten : aged 3-6  
 Elementary school student : aged 7-12  
 Junior high school student : aged 13-15  
 2) The upper figure represents the number of fatalities and the lower represents that of injuries.

# 44

## Child Casualties by School Grade and Time

School grade	Time										Total	
	0   4	4   6	6   8	8   10	10   12	12   14	14   16	16   18	18   20	20   24		
Infants	Pre-nursery	3	1	4	6	4	9	11	6	8	8	<b>60</b>
	school infants	130	33	235	1,433	2,255	2,178	2,469	2,567	1,455	908	<b>13,663</b>
	Nursery school	1	–	1	1	1	4	4	9	3	4	<b>28</b>
	age infants	49	21	250	1,580	1,093	1,206	1,991	2,629	1,227	486	<b>10,532</b>
<b>Sub-total</b>	<b>4</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>5</b>	<b>13</b>	<b>15</b>	<b>15</b>	<b>11</b>	<b>12</b>	<b>88</b>	
		<b>179</b>	<b>54</b>	<b>485</b>	<b>3,013</b>	<b>3,348</b>	<b>3,384</b>	<b>4,460</b>	<b>5,196</b>	<b>2,682</b>	<b>1,394</b>	<b>24,195</b>
Elementary school student	First grade	–	–	–	1	1	1	4	5	2	2	<b>16</b>
		23	15	535	473	576	836	2,441	2,695	825	221	<b>8,640</b>
	Second grade	–	–	2	1	–	4	3	8	1	–	<b>19</b>
		21	12	375	436	577	769	2,148	2,698	757	230	<b>8,023</b>
	Third grade	–	–	2	1	–	2	3	4	–	1	<b>13</b>
		15	20	326	374	532	716	1,672	2,530	753	206	<b>7,144</b>
	Fourth grade	–	–	3	1	–	4	3	4	4	–	<b>19</b>
		14	9	271	340	488	678	1,258	2,287	771	260	<b>6,376</b>
Fifth grade	–	–	–	–	1	2	2	1	–	1	<b>7</b>	
	20	13	212	316	393	620	1,106	1,941	703	221	<b>5,545</b>	
Sixth grade	–	–	–	2	–	1	–	–	1	1	<b>5</b>	
	17	18	200	308	395	575	932	1,710	732	245	<b>5,132</b>	
<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>7</b>	<b>6</b>	<b>2</b>	<b>14</b>	<b>15</b>	<b>22</b>	<b>8</b>	<b>5</b>	<b>79</b>	
	<b>110</b>	<b>87</b>	<b>1,919</b>	<b>2,247</b>	<b>2,961</b>	<b>4,194</b>	<b>9,557</b>	<b>13,861</b>	<b>4,541</b>	<b>1,383</b>	<b>40,860</b>	
Junior high school student	First grade	–	–	–	–	1	–	3	1	1	2	<b>8</b>
		23	19	958	669	370	679	933	1,668	1,139	411	<b>6,869</b>
	Second grade	2	–	1	3	–	1	–	2	2	2	<b>13</b>
		64	30	788	702	392	613	845	1,284	1,160	487	<b>6,365</b>
Third grade	4	–	2	–	1	–	1	–	4	1	<b>13</b>	
	84	31	534	751	311	594	707	1,096	996	585	<b>5,689</b>	
<b>Sub-total</b>	<b>6</b>	<b>–</b>	<b>3</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>4</b>	<b>3</b>	<b>7</b>	<b>5</b>	<b>34</b>	
	<b>171</b>	<b>80</b>	<b>2,280</b>	<b>2,122</b>	<b>1,073</b>	<b>1,886</b>	<b>2,485</b>	<b>4,048</b>	<b>3,295</b>	<b>1,483</b>	<b>18,923</b>	
<b>Total</b>	<b>10</b>	<b>1</b>	<b>15</b>	<b>16</b>	<b>9</b>	<b>28</b>	<b>34</b>	<b>40</b>	<b>26</b>	<b>22</b>	<b>201</b>	
	<b>460</b>	<b>221</b>	<b>4,684</b>	<b>7,382</b>	<b>7,382</b>	<b>9,464</b>	<b>16,502</b>	<b>23,105</b>	<b>10,518</b>	<b>4,260</b>	<b>83,978</b>	

Note: The upper figure represents the number of fatalities and the lower represents that of injuries.

# 45

## Casualties of Child Pedestrians by School Grade and Day of Week

		Day							Total
		Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday	
School grade									
Infants	Pre-nursery	3	2	6	1	2	4	5	23
	school infants	321	277	324	308	317	407	356	2,310
	Nursery school	2	1	5	2	3	4	2	19
	age infants	424	390	416	400	416	582	547	3,175
	<b>Sub-total</b>	<b>5</b>	<b>3</b>	<b>11</b>	<b>3</b>	<b>5</b>	<b>8</b>	<b>7</b>	<b>42</b>
		<b>745</b>	<b>667</b>	<b>740</b>	<b>708</b>	<b>733</b>	<b>989</b>	<b>903</b>	<b>5,485</b>
Elementary school student	First grade	2	1	1	1	1	1	1	8
		539	610	634	686	700	367	247	3,783
	Second grade	2	1	2	3	2	–	1	11
		427	474	486	472	503	260	195	2,817
	Third grade	–	1	–	2	2	–	–	5
		302	301	341	336	334	187	133	1,934
	Fourth grade	–	3	1	1	1	–	–	6
		234	222	214	238	237	136	97	1,378
Fifth grade	–	–	–	1	–	–	–	1	
	149	160	161	149	172	101	71	963	
Sixth grade	–	–	–	–	–	–	–	–	
	109	124	131	110	131	89	60	754	
<b>Sub-total</b>	<b>4</b>	<b>6</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>1</b>	<b>2</b>	<b>31</b>	
		<b>1,760</b>	<b>1,891</b>	<b>1,967</b>	<b>1,991</b>	<b>2,077</b>	<b>1,140</b>	<b>803</b>	<b>11,629</b>
Junior high school student	First grade	–	–	–	–	1	–	–	1
		112	138	134	138	159	85	52	818
	Second grade	–	–	1	–	–	–	–	1
		106	110	109	99	133	75	51	683
	Third grade	–	–	–	–	–	–	–	–
	60	83	63	79	76	49	47	457	
<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>–</b>	<b>2</b>	
		<b>278</b>	<b>331</b>	<b>306</b>	<b>316</b>	<b>368</b>	<b>209</b>	<b>150</b>	<b>1,958</b>
<b>Total</b>		<b>9</b>	<b>9</b>	<b>16</b>	<b>11</b>	<b>12</b>	<b>9</b>	<b>9</b>	<b>75</b>
		<b>2,783</b>	<b>2,889</b>	<b>3,013</b>	<b>3,015</b>	<b>3,178</b>	<b>2,338</b>	<b>1,856</b>	<b>19,072</b>

Note: The upper figure represents the number of fatalities and the lower represents that of injuries.

# 46

## Casualties of Child Pedestrians by School Grade and Purpose of Travel

School grade		Infants					Elementary school student						
		Pre-nursery school infants		Nursery school age infants		Sub-total	1st grade	2nd grade	3rd grade				
Purpose of travel													
While working	Driving at work	-	-	-	-	-	-	-	-	-	-	-	
	For work	-	-	-	-	-	-	-	-	-	-	-	
	<b>Sub-total</b>	-	-	-	-	-	-	-	-	-	-	-	
While commuting to work	Going to work	-	-	-	-	-	-	3	-	-	-	-	
	Going home from work	-	-	-	-	-	-	-	-	-	-	1	
	<b>Sub-total</b>	-	-	-	-	-	-	<b>3</b>	-	-	-	<b>1</b>	
While going to / from school	Going to school	-	-	-	136	-	<b>136</b>	-	548	1	370	2	257
	During school	-	-	-	9	-	<b>9</b>	-	9	-	10	-	10
	Going home from school	-	-	-	152	-	<b>152</b>	2	886	2	597	-	385
	<b>Sub-total</b>	-	-	-	<b>297</b>	-	<b>297</b>	<b>2</b>	<b>1,443</b>	<b>3</b>	<b>977</b>	<b>2</b>	<b>652</b>
Private	Sightseeing	-	27	-	20	-	<b>47</b>	-	6	-	5	-	5
	Sports	1	5	-	24	1	<b>29</b>	-	48	1	42	-	32
	Entertainment	-	89	-	127	-	<b>216</b>	-	121	1	111	-	53
	Walking	2	185	4	185	6	<b>370</b>	-	111	2	101	-	55
	Eating	1	44	2	45	3	<b>89</b>	-	20	-	13	-	20
	Shopping	4	499	2	493	6	<b>992</b>	-	348	-	284	-	195
	Carrying loads	-	3	-	3	-	<b>6</b>	-	4	-	1	-	2
	Visiting people	-	207	2	342	2	<b>549</b>	2	372	1	292	1	201
	Attending lectures	-	7	1	15	1	<b>22</b>	1	43	-	50	-	43
	Picking up / sending off	1	37	1	43	2	<b>80</b>	-	14	1	15	-	8
	Hospital visiting	-	25	1	22	1	<b>47</b>	-	7	-	5	-	4
	Visiting parents	-	23	-	35	-	<b>58</b>	-	42	-	22	-	20
	Playing	5	538	3	761	8	<b>1,299</b>	2	638	1	466	2	312
	Others	8	613	3	758	11	<b>1,371</b>	1	560	1	432	-	330
<b>Sub-total</b>	<b>22</b>	<b>2,302</b>	<b>19</b>	<b>2,873</b>	<b>41</b>	<b>5,175</b>	<b>6</b>	<b>2,334</b>	<b>8</b>	<b>1,839</b>	<b>3</b>	<b>1,280</b>	
<b>Unknown</b>	<b>1</b>	<b>8</b>	<b>-</b>	<b>5</b>	<b>1</b>	<b>13</b>	<b>-</b>	<b>3</b>	<b>-</b>	<b>1</b>	<b>-</b>	<b>1</b>	
<b>Total</b>	<b>23</b>	<b>2,310</b>	<b>19</b>	<b>3,175</b>	<b>42</b>	<b>5,485</b>	<b>8</b>	<b>3,783</b>	<b>11</b>	<b>2,817</b>	<b>5</b>	<b>1,934</b>	

Notes: 1) The left figure represents the number of fatalities and the right represents that of injuries.  
2) The figures for kindergartners include day-care children.

Elementary school student								Junior high school student									
4th grade	5th grade	6th grade	Sub-total		1st grade	2nd grade	3rd grade	Sub-total		Total							
-	-	-	-	-	-	-	-	-	-	-	-	-	-				
-	-	-	-	-	-	-	-	-	-	-	-	-	-				
-	-	-	-	-	-	-	-	-	-	-	-	-	-				
-	-	-	-	-	-	3	-	-	-	1	-	-	1	-	4		
-	-	-	1	-	-	2	-	-	-	-	-	-	-	-	2		
-	-	-	1	-	-	5	-	-	-	1	-	-	-	1	6		
3	196	-	136	-	91	6	1,598	-	230	-	195	-	123	-	548	6	2,282
-	8	-	8	-	3	-	48	-	15	1	18	-	1	1	34	1	91
1	286	1	180	-	159	6	2,493	1	198	-	169	-	102	1	469	7	3,114
4	490	1	324	-	253	12	4,139	1	443	1	382	-	226	2	1,051	14	5,487
-	6	-	3	-	8	-	33	-	1	-	3	-	2	-	6	-	86
-	28	-	18	-	12	1	180	-	21	-	10	-	9	-	40	2	249
-	48	-	36	-	26	1	395	-	23	-	11	-	9	-	43	1	654
1	38	-	31	-	26	3	362	-	14	-	16	-	11	-	41	9	773
-	11	-	4	-	8	-	76	-	8	-	8	-	4	-	20	3	185
-	149	-	97	-	76	-	1,149	-	80	-	82	-	49	-	211	6	2,352
-	2	-	-	-	1	-	10	-	-	-	1	-	1	-	2	-	18
-	134	-	97	-	79	4	1,175	-	56	-	40	-	30	-	126	6	1,850
-	33	-	30	-	28	1	227	-	10	-	15	-	19	-	44	2	293
-	5	-	8	-	1	1	51	-	4	-	-	-	-	-	4	3	135
-	2	-	2	-	1	-	21	-	2	-	1	-	1	-	4	1	72
1	19	-	10	-	10	1	123	-	7	-	13	-	9	-	29	1	210
-	197	-	144	-	97	5	1,854	-	34	-	17	-	15	-	66	13	3,219
-	215	-	158	-	128	2	1,823	-	115	-	82	-	71	-	268	13	3,462
2	887	-	638	-	501	19	7,479	-	375	-	299	-	230	-	904	60	13,558
-	1	-	-	-	-	-	6	-	-	-	1	-	1	-	2	1	21
6	1,378	1	963	-	754	31	11,629	1	818	1	683	-	457	2	1,958	75	19,072

# 47

## Casualties of Child Pedestrians by School Grade and Time

School grade	Time										Total	
	0   4	4   6	6   8	8   10	10   12	12   14	14   16	16   18	18   20	20   24		
Infants	Pre-nursery	1	–	–	3	3	3	4	3	4	2	23
	school infants	7	4	24	173	350	348	423	583	297	101	2,310
	Nursery school	–	–	1	–	1	2	1	9	3	2	19
	age infants	3	2	50	283	301	332	684	1,042	383	95	3,175
	<b>Sub-total</b>	<b>1</b>	<b>–</b>	<b>1</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>5</b>	<b>12</b>	<b>7</b>	<b>4</b>	<b>42</b>
		<b>10</b>	<b>6</b>	<b>74</b>	<b>456</b>	<b>651</b>	<b>680</b>	<b>1,107</b>	<b>1,625</b>	<b>680</b>	<b>196</b>	<b>5,485</b>
Elementary school student	First grade	–	–	–	–	–	1	3	3	1	–	8
		3	2	437	229	157	336	1,287	1,060	244	28	3,783
	Second grade	–	–	2	1	–	–	3	4	1	–	11
		3	4	286	171	138	219	913	845	216	22	2,817
	Third grade	–	–	1	1	–	–	1	2	–	–	5
		2	4	219	112	74	117	599	634	147	26	1,934
	Fourth grade	–	–	2	1	–	–	1	–	2	–	6
		2	1	150	97	73	92	324	482	130	27	1,378
Fifth grade	–	–	–	–	–	–	1	–	–	–	1	
	1	1	103	70	39	71	202	345	100	31	963	
Sixth grade	–	–	–	–	–	–	–	–	–	–	–	
	2	2	67	53	34	60	154	279	80	23	754	
<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>5</b>	<b>3</b>	<b>–</b>	<b>1</b>	<b>9</b>	<b>9</b>	<b>4</b>	<b>–</b>	<b>31</b>	
	<b>13</b>	<b>14</b>	<b>1,262</b>	<b>732</b>	<b>515</b>	<b>895</b>	<b>3,479</b>	<b>3,645</b>	<b>917</b>	<b>157</b>	<b>11,629</b>	
Junior high school student	First grade	–	–	–	–	–	–	1	–	–	–	1
		1	1	142	113	24	70	73	218	152	24	818
	Second grade	–	–	–	1	–	–	–	–	–	–	1
		3	2	106	112	41	49	63	144	124	39	683
Third grade	–	–	–	–	–	–	–	–	–	–	–	
	11	2	58	82	20	39	59	84	69	33	457	
<b>Sub-total</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>–</b>	<b>–</b>	<b>2</b>	
	<b>15</b>	<b>5</b>	<b>306</b>	<b>307</b>	<b>85</b>	<b>158</b>	<b>195</b>	<b>446</b>	<b>345</b>	<b>96</b>	<b>1,958</b>	
<b>Total</b>	<b>1</b>	<b>–</b>	<b>6</b>	<b>7</b>	<b>4</b>	<b>6</b>	<b>15</b>	<b>21</b>	<b>11</b>	<b>4</b>	<b>75</b>	
	<b>38</b>	<b>25</b>	<b>1,642</b>	<b>1,495</b>	<b>1,251</b>	<b>1,733</b>	<b>4,781</b>	<b>5,716</b>	<b>1,942</b>	<b>449</b>	<b>19,072</b>	

Note: The upper figure represents the number of fatalities and the lower represents that of injuries.

# 48

## Casualties of Child Pedestrians by School Grade and Distance from Home

School grade		Distance from home							Unknown	Total
		Within 50m	Within 100m	Within 500m	Within 1,000m	Within 2,000m	2,001m and further			
Infants	Pre-nursery school infants	12 647	1 323	3 408	2 225	1 116	4 554	– 37	<b>23</b> <b>2,310</b>	
	Nursery school age infants	5 908	2 459	4 614	3 333	– 192	5 647	– 22	<b>19</b> <b>3,175</b>	
	<b>Sub-total</b>	<b>17</b> <b>1,555</b>	<b>3</b> <b>782</b>	<b>7</b> <b>1,022</b>	<b>5</b> <b>558</b>	<b>1</b> <b>308</b>	<b>9</b> <b>1,201</b>	<b>–</b> <b>59</b>	<b>42</b> <b>5,485</b>	
Elementary school student	First grade	1 637	1 666	5 1,323	– 601	– 245	1 300	– 11	<b>8</b> <b>3,783</b>	
	Second grade	– 490	4 491	3 938	3 485	1 183	– 224	– 6	<b>11</b> <b>2,817</b>	
	Third grade	2 304	– 341	1 662	2 319	– 137	– 162	– 9	<b>5</b> <b>1,934</b>	
	Fourth grade	3 202	– 217	2 477	1 245	– 106	– 125	– 6	<b>6</b> <b>1,378</b>	
	Fifth grade	– 129	– 155	– 348	1 159	– 59	– 107	– 6	<b>1</b> <b>963</b>	
	Sixth grade	– 72	– 108	– 248	– 157	– 86	– 80	– 3	<b>–</b> <b>754</b>	
	<b>Sub-total</b>	<b>6</b> <b>1,834</b>	<b>5</b> <b>1,978</b>	<b>11</b> <b>3,996</b>	<b>7</b> <b>1,966</b>	<b>1</b> <b>816</b>	<b>1</b> <b>998</b>	<b>–</b> <b>41</b>	<b>31</b> <b>11,629</b>	
Junior high school student	First grade	– 60	– 95	– 232	– 205	1 107	– 116	– 3	<b>1</b> <b>818</b>	
	Second grade	1 41	– 80	– 199	– 159	– 87	– 114	– 3	<b>1</b> <b>683</b>	
	Third grade	– 24	– 52	– 126	– 109	– 66	– 78	– 2	<b>–</b> <b>457</b>	
	<b>Sub-total</b>	<b>1</b> <b>125</b>	<b>–</b> <b>227</b>	<b>–</b> <b>557</b>	<b>–</b> <b>473</b>	<b>1</b> <b>260</b>	<b>–</b> <b>308</b>	<b>–</b> <b>8</b>	<b>2</b> <b>1,958</b>	
<b>Total</b>	<b>24</b> <b>3,514</b>	<b>8</b> <b>2,987</b>	<b>18</b> <b>5,575</b>	<b>12</b> <b>2,997</b>	<b>3</b> <b>1,384</b>	<b>10</b> <b>2,507</b>	<b>–</b> <b>108</b>	<b>75</b> <b>19,072</b>		

Note: The upper figure represents the number of fatalities and the lower represents that of injuries.

**Section 5 TRAFFIC ACCIDENTS ON EXPRESSWAYS**  
**Trends in Traffic Accidents and Casualties on Expressways**

Year	Total		Fatalities		Serious injuries		Slight injuries		Length of expressways (km)
	Accidents	Persons	Accidents	Persons	Accidents	Persons	Accidents	Persons	
1980	3,623	6,423	155	175	475	613	2,993	5,635	3,293.0
1981	3,824	6,917	167	188	500	651	3,157	6,078	3,460.6
1982	3,834	6,959	193	227	474	622	3,167	6,110	3,669.3
1983	4,349	7,748	217	245	544	707	3,588	6,796	3,937.8
1984	4,725	8,585	225	261	580	744	3,920	7,580	4,025.6
1985	4,741	8,333	223	250	570	766	3,948	7,317	4,248.0
1986	5,129	9,023	215	241	607	765	4,307	8,017	4,423.6
1987	5,811	10,224	220	239	618	775	4,973	9,210	4,746.6
1988	6,636	11,536	290	335	687	885	5,659	10,316	5,119.8
1989	8,337	14,635	386	439	913	1,186	7,038	13,010	5,290.0
1990	9,060	15,647	401	459	1,018	1,333	7,641	13,855	5,563.6
1991	9,756	16,924	449	522	1,157	1,504	8,150	14,898	5,816.2
1992	9,785	16,106	402	449	1,023	1,323	8,360	14,334	6,060.6
1993	11,127	18,030	395	451	1,114	1,401	9,618	16,178	6,411.6
1994	11,628	18,721	366	402	1,067	1,366	10,195	16,953	6,617.6
1995	11,304	18,131	375	416	1,101	1,404	9,828	16,311	6,878.9
1996	11,673	18,669	359	413	1,091	1,371	10,223	16,885	7,017.3
1997	11,914	18,868	353	397	1,033	1,278	10,528	17,193	7,426.7
1998	12,029	19,625	326	366	1,063	1,304	10,640	17,955	7,724.6
1999	12,986	21,402	296	323	1,155	1,423	11,535	19,656	7,984.8
2000	14,325	23,548	327	367	1,194	1,444	12,804	21,737	8,282.1
2001	14,726	24,277	336	389	1,165	1,428	13,225	22,460	8,644.3
2002	14,083	23,213	290	338	1,193	1,469	12,600	21,406	8,978.5
2003	13,992	23,012	306	351	1,077	1,378	12,609	21,283	9,262.9
2004	13,797	22,448	272	329	1,003	1,273	12,522	20,846	9,373.9

Note: Expressways are constituted of : (a) National Expressways, the nationwide trunk road network, connecting politically and culturally important regions; and (b) Designated Motorways, urban motorways constructed to reduce traffic congestion in cities.

# 50

## Trends in Traffic Accidents on National Expressways

Year	Total		Fatalities		Serious injuries		Slight injuries		Length of expressways (km)
	Accidents	Persons	Accidents	Persons	Accidents	Persons	Accidents	Persons	
1976	2,515	4,601	156	183	359	513	2,000	3,905	2,021.5
1977	2,518	4,847	143	164	357	499	2,018	4,184	2,194.5
1978	2,611	4,794	136	155	388	517	2,087	4,122	2,414.7
1979	2,453	4,614	137	162	360	487	1,956	3,965	2,524.0
1980	2,152	3,939	107	124	311	402	1,734	3,413	2,791.7
1981	2,273	4,206	135	156	384	515	1,754	3,535	2,973.3
1982	2,159	4,015	132	154	371	493	1,656	3,368	3,127.9
1983	2,617	4,694	168	192	419	552	2,030	3,950	3,383.0
1984	2,816	5,133	166	189	449	583	2,201	4,361	3,467.0
1985	2,802	4,977	165	186	429	581	2,208	4,210	3,674.6
1986	3,118	5,651	155	179	467	594	2,496	4,878	3,803.5
1987	3,402	6,195	161	175	508	631	2,733	5,389	4,091.7
1988	4,084	7,205	237	277	586	753	3,261	6,175	4,402.9
1989	5,274	9,359	327	371	783	1,027	4,164	7,961	4,557.9
1990	5,541	9,736	318	373	847	1,115	4,376	8,248	4,771.4
1991	6,016	10,658	359	418	971	1,264	4,686	8,976	5,014.7
1992	5,659	9,646	314	355	816	1,077	4,529	8,214	5,248.4
1993	6,295	10,634	309	355	861	1,103	5,125	9,176	5,498.6
1994	6,563	11,060	284	318	831	1,088	5,448	9,654	5,652.4
1995	6,803	11,457	286	320	860	1,115	5,657	10,022	5,907.8
1996	6,660	11,333	286	336	866	1,105	5,508	9,892	6,046.2
1997	6,574	11,174	289	327	791	993	5,494	9,854	6,348.7
1998	6,499	11,300	245	272	807	998	5,447	10,030	6,418.4
1999	6,900	12,175	221	241	868	1,072	5,811	10,862	6,559.4
2000	7,661	13,452	241	265	918	1,126	6,502	12,061	6,747.3
2001	7,701	13,628	251	297	866	1,086	6,584	12,245	6,897.4
2002	7,480	13,201	216	259	907	1,136	6,357	11,806	7,112.8
2003	7,118	12,657	216	255	807	1,056	6,095	11,346	7,287.1
<b>2004</b>	<b>6,840</b>	<b>11,996</b>	<b>204</b>	<b>256</b>	<b>722</b>	<b>928</b>	<b>5,914</b>	<b>10,812</b>	<b>7,341.1</b>

Note: Length of National Expressways is as of the end of December each year.

# 51

## Traffic Accidents on National Expressways by Type of Accident

Type of accident	Total	
	Number of accidents	Component ratio
Person to vehicle		
While repairing vehicle	5	0.1
While working on road	14	0.2
Others	84	1.2
<b>Total</b>	<b>103</b>	<b>1.5</b>
Vehicle to vehicle		
Rear-end collision		
While overtaking	54	0.8
With vehicle traveling in same direction	1,524	22.3
With vehicle merging into traffic flow	11	0.2
With vehicle exiting from traffic flow	15	0.2
With stationary vehicle on the lane	1,685	24.6
With stationary vehicle on the shoulder	49	0.7
With stationary vehicle at the toll gate	560	8.2
<b>Sub-total</b>	<b>3,898</b>	<b>57.0</b>
Collision or contact		
With vehicle traveling in opposite direction	50	0.7
While overtaking	204	3.0
With vehicle traveling in same direction	360	5.3
With vehicle merging into traffic flow	14	0.2
With vehicle exiting from traffic flow	12	0.2
With stationary vehicle on the lane	77	1.1
With stationary vehicle on the shoulder	7	0.1
With stationary vehicle at the toll gate	16	0.2
<b>Sub-total</b>	<b>740</b>	<b>10.8</b>
Others	573	8.4
<b>Total</b>	<b>5,211</b>	<b>76.2</b>
Vehicle alone		
Turning over	74	1.1
Running off the road	28	0.4
Collision with center strip		
Diverging lanes	69	1.0
Others	361	5.3
Collision with guardrail		
Right side	146	2.1
Left side	559	8.2
Collision with parked car (unattended by driver)	53	0.8
Collision with structures on road	118	1.7
Others	118	1.7
<b>Total</b>	<b>1,526</b>	<b>22.3</b>
<b>Grand Total</b>	<b>6,840</b>	<b>100.0</b>

# 52

## Traffic Accidents on National Expressways by Type of Violation

Type of violation	Total	
	Number of accidents	Component ratio
Speeding	347	5.1
Driving too close to vehicle ahead	144	2.1
Improper overtaking	18	0.3
Drunk driving	1	0.0
Driving while fatigued	26	0.4
Violation of safe driving practices		
Improper steering	742	10.8
Improper braking	557	8.1
Not keeping eyes on the road	2,788	40.8
Failure to confirm traffic movement	1,017	14.9
Failure to make safety check		
Left, right, ahead	279	4.1
Rear	280	4.1
Driving at unsafe speed	291	4.3
Others	89	1.3
<b>Sub-total</b>	<b>6,043</b>	<b>88.3</b>
Others	261	3.8
<b>Total</b>	<b>6,840</b>	<b>100.0</b>

Note: Figures exclude property damages.

**Section 6 FATALITIES WITHIN 30 DAYS**  
**Fatalities within 30 Days by Age Group and Road User Type**

Road user type	Gender	Age group		16-24			25-29	30-39
		15 and under	16-19	20-24	Total			
Motor vehicle	M	45	154	255	<b>409</b>	218	323	
	F	32	51	92	<b>143</b>	49	80	
	<b>Total</b>	<b>77</b>	<b>205</b>	<b>347</b>	<b>552</b>	<b>267</b>	<b>403</b>	
Two-wheeled vehicle	Motorcycle	M	3	100	131	<b>231</b>	97	202
		F	1	7	7	<b>14</b>	7	3
		<b>Sub-total</b>	<b>4</b>	<b>107</b>	<b>138</b>	<b>245</b>	<b>104</b>	<b>205</b>
	Moped 1st class	M	8	104	39	<b>143</b>	20	44
		F	2	16	9	<b>25</b>	4	10
		<b>Sub-total</b>	<b>10</b>	<b>120</b>	<b>48</b>	<b>168</b>	<b>24</b>	<b>54</b>
Bicycle	M	11	204	170	<b>374</b>	117	246	
	F	3	23	16	<b>39</b>	11	13	
	<b>Total</b>	<b>14</b>	<b>227</b>	<b>186</b>	<b>413</b>	<b>128</b>	<b>259</b>	
Pedestrian	M	57	14	11	<b>25</b>	14	13	
	F	22	16	14	<b>30</b>	10	11	
	<b>Total</b>	<b>79</b>	<b>30</b>	<b>25</b>	<b>55</b>	<b>24</b>	<b>24</b>	
Pedestrian	M	67	15	20	<b>35</b>	24	75	
	F	33	8	8	<b>16</b>	9	22	
	<b>Total</b>	<b>100</b>	<b>23</b>	<b>28</b>	<b>51</b>	<b>33</b>	<b>97</b>	
Others	M	≍	≍	1	<b>1</b>	1	1	
	F	1	≍	≍	–	≍	1	
	<b>Total</b>	<b>1</b>	–	<b>1</b>	<b>1</b>	<b>1</b>	<b>2</b>	
<b>Grand Total</b>	<b>M</b>	<b>180</b>	<b>387</b>	<b>457</b>	<b>844</b>	<b>374</b>	<b>658</b>	
	<b>F</b>	<b>91</b>	<b>98</b>	<b>130</b>	<b>228</b>	<b>79</b>	<b>127</b>	
	<b>Total</b>	<b>271</b>	<b>485</b>	<b>587</b>	<b>1,072</b>	<b>453</b>	<b>785</b>	
Component ratio		3.2	5.7	6.9	<b>12.6</b>	5.3	9.2	

Note: The figures for the aged 65 and over, and those for the aged 75 and over are repeated.

40-49	50-59	60-69			70 and over			Grand Total	65 and over	75 and over
		60-64	65-69	Total	70-79	80 and over	Total			
272	383	209	140	349	297	125	422	2,421	562	263
73	104	54	72	126	109	61	170	777	242	107
<b>345</b>	<b>487</b>	<b>263</b>	<b>212</b>	<b>475</b>	<b>406</b>	<b>186</b>	<b>592</b>	<b>3,198</b>	<b>804</b>	<b>370</b>
59	39	13	17	30	42	15	57	718	74	36
2	1	1	1	2	1	1	2	32	3	1
<b>61</b>	<b>40</b>	<b>14</b>	<b>18</b>	<b>32</b>	<b>43</b>	<b>16</b>	<b>59</b>	<b>750</b>	<b>77</b>	<b>37</b>
30	59	36	40	76	99	85	184	564	224	135
7	36	27	28	55	64	3	67	206	95	31
<b>37</b>	<b>95</b>	<b>63</b>	<b>68</b>	<b>131</b>	<b>163</b>	<b>88</b>	<b>251</b>	<b>770</b>	<b>319</b>	<b>166</b>
89	98	49	57	106	141	100	241	1,282	298	171
9	37	28	29	57	65	4	69	238	98	32
<b>98</b>	<b>135</b>	<b>77</b>	<b>86</b>	<b>163</b>	<b>206</b>	<b>104</b>	<b>310</b>	<b>1,520</b>	<b>396</b>	<b>203</b>
36	87	58	76	134	209	167	376	742	452	273
22	52	37	59	96	126	36	162	405	221	103
<b>58</b>	<b>139</b>	<b>95</b>	<b>135</b>	<b>230</b>	<b>335</b>	<b>203</b>	<b>538</b>	<b>1,147</b>	<b>673</b>	<b>376</b>
96	205	141	130	271	314	191	505	1,278	635	343
20	81	68	116	184	492	474	966	1,331	1,082	751
<b>116</b>	<b>286</b>	<b>209</b>	<b>246</b>	<b>455</b>	<b>806</b>	<b>665</b>	<b>1,471</b>	<b>2,609</b>	<b>1,717</b>	<b>1,094</b>
≍	2	4	1	5	2	1	3	13	4	2
≍	1	≍	1	1	1	≍	1	5	2	1
-	3	4	2	6	3	1	4	18	6	3
<b>493</b>	<b>775</b>	<b>461</b>	<b>404</b>	<b>865</b>	<b>963</b>	<b>584</b>	<b>1,547</b>	<b>5,736</b>	<b>1,951</b>	<b>1,052</b>
<b>124</b>	<b>275</b>	<b>187</b>	<b>277</b>	<b>464</b>	<b>793</b>	<b>575</b>	<b>1,368</b>	<b>2,756</b>	<b>1,645</b>	<b>994</b>
<b>617</b>	<b>1,050</b>	<b>648</b>	<b>681</b>	<b>1,329</b>	<b>1,756</b>	<b>1,159</b>	<b>2,915</b>	<b>8,492</b>	<b>3,596</b>	<b>2,046</b>
7.3	12.4	7.6	8.0	15.7	20.7	13.6	34.3	100.0	42.3	24.1

# 54

## Fatalities within 30 Days by Age Group and Number of Days Survived

Age group	No. of days		2 days to 10 days							11 days to					
	2	3	4	5	6	7	8	9	10	Total	11	12	13	14	15
15 and under	8	7	7	6	1	5	5	1	–	<b>40</b>	1	1	1	–	2
16–19	10	7	8	4	1	4	4	1	1	<b>40</b>	6	4	5	6	–
20–24	8	12	10	7	5	7	–	2	5	<b>56</b>	3	3	4	3	1
16–24	18	19	18	11	6	11	4	3	6	<b>96</b>	9	7	9	9	1
25–29	3	3	3	1	4	2	6	–	1	<b>23</b>	1	2	1	–	–
30–39	6	5	6	7	7	4	3	8	3	<b>49</b>	5	4	2	2	1
40–49	7	8	5	5	–	5	2	4	5	<b>41</b>	2	3	–	1	1
50–59	12	20	21	9	10	13	3	9	8	<b>105</b>	6	4	2	2	2
60–64	12	11	14	8	11	6	3	3	5	<b>73</b>	2	6	3	2	3
65–69	9	27	11	7	11	8	4	3	3	<b>83</b>	2	6	1	3	4
60–69	21	38	25	15	22	14	7	6	8	<b>156</b>	4	12	4	5	7
70–79	30	56	26	22	14	14	17	17	7	<b>203</b>	8	2	4	10	1
80 and over	25	26	23	5	8	12	6	5	7	<b>117</b>	8	2	2	4	2
70 and over	55	82	49	27	22	26	23	22	14	<b>320</b>	16	4	6	14	3
<b>Total</b>	<b>130</b>	<b>182</b>	<b>134</b>	<b>81</b>	<b>72</b>	<b>80</b>	<b>53</b>	<b>53</b>	<b>45</b>	<b>830</b>	<b>44</b>	<b>37</b>	<b>25</b>	<b>33</b>	<b>17</b>
Component ratio	11.5	16.0	11.8	7.1	6.3	7.1	4.7	4.7	4.0	<b>73.2</b>	3.9	3.3	2.2	2.9	1.5
Cumulative Component ratio	11.5	27.5	39.3	46.5	52.8	59.9	64.6	69.2	73.2	–	77.1	80.3	82.5	85.4	86.9
65 and over	64	109	60	34	33	34	27	25	17	<b>403</b>	18	10	7	17	7
75 and over	43	55	33	18	14	19	12	14	10	<b>218</b>	11	4	3	10	3

Notes: 1) Fatalities within 2 days do not include those within 24 hours after an accident.  
2) The figures for the aged 65 and over, and those for the aged 75 and over are repeated.

20 days						21 days to 30 days										2 days to 30 days	
16	17	18	19	20	Total	21	22	23	24	25	26	27	28	29	30	Total	Total
1	1	-	-	-	7	-	-	1	1	-	-	-	-	1	-	3	50
-	-	-	-	-	21	-	1	-	1	-	-	-	1	-	-	3	64
1	1	1	1	-	18	-	-	1	-	1	-	-	-	-	1	3	77
1	1	1	1	-	39	-	1	1	1	1	-	-	1	-	1	6	141
-	2	2	-	-	8	-	1	-	-	1	-	-	-	-	-	2	33
1	1	2	-	1	19	-	-	-	-	-	-	-	-	1	-	1	69
1	1	2	1	-	12	-	-	-	-	1	-	-	-	-	-	1	54
1	2	3	1	-	23	2	-	1	-	-	-	2	1	-	-	6	134
2	-	-	1	4	23	-	3	1	-	1	1	-	1	-	-	7	103
2	2	1	1	-	22	1	1	1	-	1	-	-	-	-	-	4	109
4	2	1	2	4	45	1	4	2	-	2	1	-	1	-	-	11	212
3	6	6	4	3	47	4	3	4	1	1	1	1	1	3	-	19	269
5	4	4	2	3	36	2	4	1	2	1	2	1	4	1	1	19	172
8	10	10	6	6	83	6	7	5	3	2	3	2	5	4	1	38	441
<b>17</b>	<b>20</b>	<b>21</b>	<b>11</b>	<b>11</b>	<b>236</b>	<b>9</b>	<b>13</b>	<b>10</b>	<b>5</b>	<b>7</b>	<b>4</b>	<b>4</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>68</b>	<b>1,134</b>
1.5	1.8	1.9	1.0	1.0	20.8	0.8	1.1	0.9	0.4	0.6	0.4	0.4	0.7	0.5	0.2	6.0	100.0
88.4	90.2	92.1	93.0	94.0	-	94.8	95.9	96.8	97.3	97.9	98.2	98.6	99.3	99.8	100.0	-	-
10	12	11	7	6	105	7	8	6	3	3	3	2	5	4	1	42	550
6	7	8	5	6	63	4	4	2	2	2	3	1	5	3	1	27	308

# 55

## Fatalities within 30 Days by Road User Type and Main Part of Body Injured

Main injured part		Body overall	Head	Face	Neck	Chest	Abdomen	Back	Hip	Arm	Leg	Others (Suffocation, Drowning, etc.)	Total	Component ratio	
Road user type															
Motor vehicle	Driver	236	918	31	153	666	291	7	28	7	47	61	<b>2,445</b>	28.8	
	Passenger	65	366	14	52	154	59	–	21	4	9	9	<b>753</b>	8.9	
	<b>Total</b>	<b>301</b>	<b>1,284</b>	<b>45</b>	<b>205</b>	<b>820</b>	<b>350</b>	<b>7</b>	<b>49</b>	<b>11</b>	<b>56</b>	<b>70</b>	<b>3,198</b>	<b>37.7</b>	
Two-wheeled vehicle	Motorcycle	Driver	52	345	10	52	154	66	4	18	3	18	3	<b>725</b>	8.5
		Passenger	2	16	–	1	2	3	–	1	–	–	–	<b>25</b>	0.3
		<b>Sub-total</b>	<b>54</b>	<b>361</b>	<b>10</b>	<b>53</b>	<b>156</b>	<b>69</b>	<b>4</b>	<b>19</b>	<b>3</b>	<b>18</b>	<b>3</b>	<b>750</b>	<b>8.8</b>
	Moped 1st class	Driver	25	437	13	37	124	62	3	29	–	22	5	<b>757</b>	8.9
		Passenger	1	10	–	–	1	1	–	–	–	–	–	<b>13</b>	0.2
		<b>Sub-total</b>	<b>26</b>	<b>447</b>	<b>13</b>	<b>37</b>	<b>125</b>	<b>63</b>	<b>3</b>	<b>29</b>	<b>–</b>	<b>22</b>	<b>5</b>	<b>770</b>	<b>9.1</b>
	Driver	77	782	23	89	278	128	7	47	3	40	8	<b>1,482</b>	17.5	
	Passenger	3	26	–	1	3	4	–	1	–	–	–	<b>38</b>	0.4	
	<b>Total</b>	<b>80</b>	<b>808</b>	<b>23</b>	<b>90</b>	<b>281</b>	<b>132</b>	<b>7</b>	<b>48</b>	<b>3</b>	<b>40</b>	<b>8</b>	<b>1,520</b>	<b>17.9</b>	
Bicycle		52	829	13	38	94	34	–	49	5	25	8	<b>1,147</b>	13.5	
Pedestrian		175	1,581	15	94	338	90	1	212	12	89	2	<b>2,609</b>	30.7	
Others		<b>3</b>	<b>8</b>	<b>–</b>	<b>–</b>	<b>5</b>	<b>–</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>1</b>	<b>–</b>	<b>18</b>	<b>0.2</b>	
<b>Total</b>		<b>611</b>	<b>4,510</b>	<b>96</b>	<b>427</b>	<b>1,538</b>	<b>606</b>	<b>15</b>	<b>359</b>	<b>31</b>	<b>211</b>	<b>88</b>	<b>8,492</b>	<b>100.0</b>	
Component ratio		7.2	53.1	1.1	5.0	18.1	7.1	0.2	4.2	0.4	2.5	1.0	<b>100.0</b>	≐	

## IV. TRAFFIC VIOLATIONS

## Trends in Number of Traffic Violations (Notified and Referred)

Year	Violations against the Road Traffic Law				Other violation of traffic laws and ordinances		Total	
	Vehicles (excluding light vehicles)		Others		Cases	Index	Cases	Index
	Cases	Index	Cases	Index				
1960	2,755,818	33	40,786	219	17,106	55	2,813,710	33
1961	3,241,122	38	36,053	193	22,766	74	3,299,941	39
1962	4,404,257	52	34,894	187	13,068	42	4,452,219	52
1963	4,229,808	50	24,776	133	38,795	126	4,293,379	50
1964	4,651,301	55	21,604	116	35,484	115	4,708,389	55
1965	5,066,230	60	19,454	104	35,801	116	5,121,485	60
1966	4,619,644	55	17,230	92	42,241	137	4,679,115	55
1967	4,704,572	56	19,477	105	59,556	193	4,783,605	56
1968	3,964,929	47	19,677	106	61,706	200	4,046,312	47
1969	4,135,109	49	18,762	101	50,658	164	4,204,529	49
1970	5,309,424	63	37,700	202	43,074	140	5,390,198	63
1971	6,690,875	79	30,887	166	80,605	261	6,802,367	80
1972	7,224,302	85	26,353	141	70,041	227	7,320,696	86
1973	8,069,481	95	22,331	120	64,628	210	8,156,440	96
1974	8,833,472	104	15,020	81	98,255	319	8,946,747	105
1975	10,158,709	120	20,189	108	89,560	290	10,268,458	120
1976	11,836,250	140	20,790	112	98,767	320	11,955,807	140
1977	12,470,100	147	25,276	136	92,746	301	12,588,122	148
1978	12,119,233	143	27,555	148	83,724	272	12,230,512	143
1979	10,910,767	129	23,840	128	83,331	270	11,017,938	129
1980	11,642,059	137	23,474	126	75,654	245	11,741,187	138
1981	11,687,758	138	23,482	126	85,681	278	11,796,921	138
1982	12,307,752	145	24,457	131	89,035	289	12,421,244	146
1983	13,154,814	155	20,733	111	90,264	293	13,265,811	156
1984	13,735,091	162	26,085	140	95,031	308	13,856,207	163
1985	13,684,112	161	25,537	137	109,166	354	13,818,815	162
1986	13,188,225	156	23,344	125	94,551	307	13,306,120	156
1987	12,725,577	150	21,322	114	52,196	169	12,799,095	150
1988	10,954,897	129	20,001	107	29,137	95	11,004,035	129
<b>1989</b>	<b>8,474,055</b>	<b>100</b>	<b>18,637</b>	<b>100</b>	<b>30,831</b>	<b>100</b>	<b>8,523,523</b>	<b>100</b>
1990	9,040,369	107	26,178	140	37,371	121	9,103,918	107
1991	9,264,940	109	25,303	136	64,378	209	9,354,621	110
1992	8,846,233	104	24,890	134	75,447	245	8,946,570	105
1993	8,600,922	101	30,100	162	63,999	208	8,695,021	102
1994	8,653,881	102	24,923	134	61,441	199	8,740,245	103
1995	8,362,972	99	19,177	103	50,623	164	8,432,772	99
1996	8,666,385	102	14,875	80	49,202	160	8,730,462	102
1997	8,956,413	106	14,231	76	47,646	155	9,018,290	106
1998	9,000,102	106	12,523	67	42,859	139	9,055,484	106
1999	8,953,560	106	10,741	58	44,691	145	9,008,992	106
2000	7,882,785	93	8,503	46	33,817	110	7,925,105	93
2001	7,774,398	92	7,393	40	32,360	105	7,814,151	92
2002	7,791,587	92	5,679	30	30,454	99	7,827,720	92
2003	8,106,728	96	5,496	29	25,843	84	8,138,067	95
<b>2004</b>	<b>8,505,919</b>	<b>100</b>	<b>4,934</b>	<b>26</b>	<b>24,805</b>	<b>80</b>	<b>8,535,658</b>	<b>100</b>

Notes: 1) Since 1968, the cases of violations against the Road Traffic Law are those notified and referred.  
2) The indices are calculated with 1989 as 100.

## Road Traffic Law Violations Over Time

Violation type	2000		2001	
	Violations	Component ratio	Violations	Component ratio
<b>Vehicles</b>				
Driving without a license	81,908	1.0	77,957	1.0
Drunk driving	2,534	0.0	2,427	0.0
Driving under the influence of alcohol	252,752	3.2	219,874	2.8
Speeding	2,592,145 (559,234)	32.9	2,602,243 (577,972)	33.5
Disregarding traffic signal	593,113	7.5	610,008	7.8
Driving where not permitted	494,345	6.3	483,258	6.2
Road or lane infringement	248,101	3.1	233,785	3.0
Improper overtaking	8,292	0.1	7,827	0.1
Cutting in	3,905	0.1	3,713	0.0
Failure to stop at railway crossing	116,652	1.5	119,132	1.5
Improper turning right or left	67,812	0.9	67,806	0.9
Impeding pedestrians	33,286	0.4	32,666	0.4
Failure to slow down	4,937	0.1	5,095	0.1
Failure to stop	709,412	9.0	744,484	9.6
Improper parking or stopping	1,899,398	24.1	1,816,870	23.4
Driving without lights on	3,214	0.0	3,160	0.0
Driving with too many passengers	104,811	1.3	94,015	1.2
Improper loading	29,674	0.4	23,362	0.3
Operating defective vehicle	116,213	1.5	117,125	1.5
Failure to carry licence	128,883	1.6	123,498	1.6
Others	391,398 (83,179)	5.0	386,093 (83,310)	5.0
<b>Sub-total</b>	<b>7,882,785</b>	<b>100.0</b> <b>(99.5)</b>	<b>7,774,398</b>	<b>100.0</b> <b>(99.5)</b>
<b>Others</b>				
Light vehicles	174	2.0	94	1.3
Pedestrians	1	0.0	4	0.1
Acting improperly on road	1,621	19.1	1,646	22.3
Making someone drive a defected vehicle	17	0.2	7	0.1
Neglecting vehicle users' duty	205	2.4	178	2.4
Application of penalties to both driver and owner	1,064	12.5	707	9.6
Aiding and abetting of violation	1,632	19.2	1,488	20.1
Others	3,789	44.6	3,269	44.2
<b>Sub-total</b>	<b>8,503</b>	<b>100.0</b> <b>(0.1)</b>	<b>7,393</b>	<b>100.0</b> <b>(0.1)</b>
Other violation of traffic laws	33,817	(0.4)	32,360	(0.4)
<b>Total</b>	<b>7,925,105</b>	<b>(100)</b>	<b>7,814,151</b>	<b>(100)</b>
Percentage change over prior year		-12.0		-1.4

Notes: 1) Figures in parentheses under "speeding" indicate the number of violations where the speed limit was exceeded by 30km/h or more.

2) Figures in parentheses under "others" in the "Vehicles" column indicate the number of violations of safe driving practices.

3) Figures in parentheses under "component ratio" indicate the ratio to the total.

2002		2003		2004	
Violations	Component ratio	Violations	Component ratio	Violations	Component ratio
72,841	0.9	66,725	0.8	62,562	0.7
2,339	0.0	2,267	0.0	2,030	0.0
209,515	2.7	173,463	2.1	150,793	1.8
2,600,623	33.4	2,649,345	32.7	2,819,655	33.1
(567,771)		(551,019)		(545,621)	
630,825	8.1	671,778	8.3	687,852	8.1
508,881	6.5	606,190	7.5	666,691	7.8
235,435	3.0	255,307	3.1	275,152	3.2
7,563	0.1	7,939	0.1	8,404	0.1
4,229	0.1	4,983	0.1	6,018	0.1
130,715	1.7	137,326	1.7	144,575	1.7
70,097	0.9	75,263	0.9	85,663	1.0
32,442	0.4	35,440	0.4	41,895	0.5
5,829	0.1	5,593	0.1	5,634	0.1
817,085	10.5	906,949	11.2	1,014,896	11.9
1,720,866	22.1	1,684,268	20.8	1,667,608	19.6
3,302	0.0	3,906	0.0	4,393	0.1
78,575	1.0	61,350	0.8	51,755	0.6
22,359	0.3	22,691	0.3	18,923	0.2
110,459	1.4	173,705	2.1	170,454	2.0
117,508	1.5	115,972	1.4	118,156	1.4
410,099	5.3	446,268	5.5	502,810	5.9
(90,632)		(102,337)		(111,051)	
<b>7,791,587</b>	<b>100.0</b>	<b>8,106,728</b>	<b>100.0</b>	<b>8,505,919</b>	<b>100.0</b>
	<b>(99.5)</b>		<b>(99.6)</b>		<b>(99.7)</b>
119	2.1	112	2.0	85	1.7
1	0.0	1	0.0	0	0.0
1,615	28.4	2,288	41.6	910	18.4
1	0.0	2	0.0	16	0.3
119	2.1	247	4.5	171	3.5
787	13.9	804	14.6	889	18.0
1,985	35.0	1,390	25.3	1,511	30.6
1,052	18.5	652	11.9	1,352	27.4
<b>5,679</b>	<b>100.0</b>	<b>5,496</b>	<b>100.0</b>	<b>4,934</b>	<b>100.0</b>
	<b>(0.1)</b>		<b>(0.1)</b>		<b>(0.1)</b>
30,454	(0.4)	25,843	(0.3)	24,805	(0.3)
<b>7,827,720</b>	<b>(100)</b>	<b>8,138,067</b>	<b>(100)</b>	<b>8,535,658</b>	<b>(100)</b>
+0.2		+4.0		+4.6	

# 58

## Road Traffic Law Violations by Adults and Juveniles

Violation Type	Total	Notification			Referral			Adult	Juvenile
		Adult	Juvenile	Total	Adult	Juvenile	Total	Total	Total
Driving without a license	62,562	–	–	–	42,750	19,812	62,562	42,750	19,812
Drunk driving	2,030	–	–	–	2,007	23	2,030	2,007	23
Driving under the influence of alcohol	150,793	–	–	–	146,954	3,839	150,793	146,954	3,839
Speeding	2,819,655	2,356,088	95,353	2,451,441	351,947	16,267	368,214	2,708,035	111,620
Disregarding traffic signal	687,852	632,631	42,475	675,106	11,012	1,734	12,746	643,643	44,209
Driving where not permitted	666,691	623,785	39,544	663,329	2,933	429	3,362	626,718	39,973
Road or lane infringement	275,152	255,866	17,224	273,090	1,712	350	2,062	257,578	17,574
Improper overtaking	8,404	7,751	333	8,084	282	38	320	8,033	371
Cutting in	6,018	5,309	693	6,002	14	2	16	5,323	695
Failure to stop at railway crossing	144,575	131,506	12,157	143,663	780	132	912	132,286	12,289
Improper turning right or left	85,663	72,412	12,027	84,439	1,108	116	1,224	73,520	12,143
Impeding pedestrians	41,895	38,474	2,472	40,946	909	40	949	39,383	2,512
Failure to slow down	5,634	9	1	10	5,294	330	5,624	5,303	331
Failure to stop	1,014,896	945,148	60,291	1,005,439	8,269	1,188	9,457	953,417	61,479
Driving without lights on	4,393	3,341	963	4,304	73	16	89	3,414	979
Driving with too many passengers	51,755	15,582	32,741	48,323	750	2,682	3,432	16,332	35,423
Improper loading	18,923	18,089	229	18,318	601	4	605	18,690	233
Operating defective vehicle	170,454	148,120	21,334	169,454	813	187	1,000	148,933	21,521
Improper parking or stopping	1,667,608	1,617,647	47,139	1,664,786	2,772	50	2,822	1,620,419	47,189
Failure to carry licence	118,156	99,177	8,243	107,420	10,301	435	10,736	109,478	8,678
Others	502,810	306,319	39,706	346,025	146,258	10,527	156,785	452,577	50,233
<b>Total</b>	<b>8,505,919</b>	<b>7,277,254</b>	<b>432,925</b>	<b>7,710,179</b>	<b>737,539</b>	<b>58,201</b>	<b>795,740</b>	<b>8,014,793</b>	<b>491,126</b>

## V. TRAFFIC REGULATIONS AND CONTROLS

### Traffic Regulations and Controls

Regulation	Fiscal 2002		Fiscal 2003		Compared with 2002	
	Places etc.	Length (km)	Places etc.	Length (km)	Change (km)	Percentage change
Illegal entry						
-Pedestrian road	42,891	10,248.3	40,928	11,160.1	+ 911.8	+ 8.9
-Others	52,418	30,337.4	50,238	30,893.9	+ 556.5	+ 1.8
One way traffic	95,685	23,225.0	96,257	23,379.4	+ 154.4	+ 0.7
Ignoring designated direction	154,261	–	155,757	–	–	+ 1.0
Pedestrian crossing prohibited	2,206	2,293.4	2,183	2,293.0	- 0.4	0.0
Crossing center line	25,853	2,148.1	27,469	2,256.7	+ 108.6	+ 5.1
Directional lanes	43,697	–	69,928	–	–	+ 44.0
Bus priority strategies						
-Bus only lane	811	1,365.9	802	1,340.1	- 25.8	- 1.9
-Bus priority lane	712	1,196.4	715	1,212.3	+ 15.9	+ 1.3
-Bus only road	202	146.1	206	141.8	- 4.3	- 2.9
Road for other designated vehicle class	319	866.2	363	871.2	+ 5.0	+ 0.6
Travelling on tramway permitted	12	13.0	12	13.0	0.0	0.0
Maximum speed limit						
-Section	175,715	218,038.9	174,102	217,897.3	- 141.6	- 0.1
-Area	2,529	39,692.7	1,614	39,468.4	- 224.3	- 0.6
Vehicle crossing prohibited	212	216.8	250	221.9	+ 5.1	+ 2.4
U-turn prohibited	3,413	3,442.2	3,417	3,402.1	- 40.1	- 1.2
Overtaking on right prohibited	33,788	74,587.6	33,857	74,659.2	+ 71.6	+ 0.1
Overtaking prohibited	284	487.3	267	434.2	- 53.1	- 10.9
Priority road	24	5.0	26	9.4	+ 4.4	+ 88.0
Lane changing prohibited	22,335	1,114.0	31,198	1,402.1	+ 288.1	+ 25.9
Slow	1,248	–	1,220	–	–	- 2.2
Parking and stopping prohibited	4,584	3,746.8	4,720	3,822.6	+ 75.8	+ 2.0
Parking prohibited						
-Section	239,448	–	241,618	–	–	+ 0.9
-Area	1,259	16,644.1	1,260	16,814.4	+ 170.3	+ 1.0
Designation of parking position	3,113	–	3,101	–	–	- 0.4
Restriction of parking hours						
-Place where parking meters are installed	1,519	356.4	1,441	349.7	- 6.7	- 1.9
-Place where parking ticket-issuing machines are installed	462	107.6	434	108.3	+ 0.7	+ 0.7
Diagonal crossing permitted	474	–	539	–	–	+ 13.7
Entry prohibited zone	653	–	645	–	–	- 1.2
Stopping prohibited zone	5,032	–	5,134	–	–	+ 2.0
Bicycle on sidewalk permitted	51,513	63,601.2	52,592	65,072.9	+ 1,471.7	+ 2.3
Parking or standing permitted in designated areas	3,044	734.1	2,999	730.9	- 3.2	- 0.4
Shoulder						
-Pedestrian	2,440	677.5	2,421	670.8	- 6.7	- 1.0
-Parking or stopping prohibited	14,744	4,258.1	14,718	4,246.3	- 11.8	- 0.3
-Common	14,254	3,679.6	14,232	3,657.7	- 21.9	- 0.6
Halt	1,558,494	–	1,569,508	–	–	+ 0.7

Note: Figures have been eliminated where length is not applicable.

## 60

## Number of Traffic Safety Facilities

Traffic safety facilities		Fiscal 2002	Fiscal 2003
Traffic Control Center		75 cities	75 cities
Traffic signal	Local control	60,871	61,935
	Traffic control system		
	Traffic-sensor control type	3,619	3,489
	Programmed multiple pattern type	21,389	21,909
	Push button type	941	901
	<b>Sub-total</b>	<b>25,949</b>	<b>26,299</b>
	Single pattern interconnected control		
	Actuated control		
	Full sensor type	813	800
	Semi sensor type	12,487	12,620
	Bus sensor type	149	139
	Train actuated type	183	190
	Fixed cycle type (programmed multiple pattern, etc.)	51,032	51,433
	Push button type	27,482	27,897
	Single light type (flash type)	6,007	6,080
<b>Sub-total</b>	<b>98,153</b>	<b>99,159</b>	
<b>Total</b>		<b>184,973</b>	<b>187,393</b>
Supplementary light	Vehicle use	1,057,940	1,082,980
	(LED type)	(22,880)	(61,634)
	Pedestrian use	812,943	834,178
	(LED type)	(974)	(15,014)
Road sign	Variable sign	28,583	28,236
	Fixed sign		
	Overhang type	622,328	649,683
	Roadside type	9,767,724	9,849,332
	<b>Sub-total</b>	<b>10,390,052</b>	<b>10,499,015</b>
Road marking	Pedestrian crossing	1,010,924	1,033,769
	Unbroken and broken line markings (km)	125,436	125,502
	Picture markings	4,221,541	4,298,653

Notes: 1) "Programmed multiple pattern type" includes both multiple and single pattern types.

2) "Fixed cycle type (programmed multiple pattern, etc.)" includes both multiple and single pattern types.

3) "Single light type (flash type)" includes those used for tunnels.

## 61

## VI. DRIVER'S LICENCE

### Driver's Licence Holders

Age group	2003			2004			Percentage change		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
16	57,719	17,102	<b>74,821</b>	53,162	16,041	<b>69,203</b>	- 7.9	- 6.2	- 7.5
17	128,144	42,044	<b>170,188</b>	116,551	39,227	<b>155,778</b>	- 9.0	- 6.7	- 8.5
18	260,968	148,263	<b>409,231</b>	241,591	139,654	<b>381,245</b>	- 7.4	- 5.8	- 6.8
19	523,164	397,499	<b>920,663</b>	498,111	381,156	<b>879,267</b>	- 4.8	- 4.1	- 4.5
16-19	969,995	604,908	<b>1,574,903</b>	909,415	576,078	<b>1,485,493</b>	- 6.2	- 4.8	- 5.7
20-24	3,469,214	2,941,475	<b>6,410,689</b>	3,387,483	2,887,310	<b>6,274,793</b>	- 2.4	- 1.8	- 2.1
25-29	4,404,037	3,919,046	<b>8,323,083</b>	4,220,307	3,760,934	<b>7,981,241</b>	- 4.2	- 4.0	- 4.1
30-34	4,813,523	4,343,803	<b>9,157,326</b>	4,872,224	4,409,740	<b>9,281,964</b>	+ 1.2	+ 1.5	+ 1.4
35-39	4,201,775	3,779,128	<b>7,980,903</b>	4,291,017	3,877,534	<b>8,168,551</b>	+ 2.1	+ 2.6	+ 2.4
40-44	3,831,830	3,368,295	<b>7,200,125</b>	3,890,906	3,448,756	<b>7,339,662</b>	+ 1.5	+ 2.4	+ 1.9
45-49	3,803,074	3,196,587	<b>6,999,661</b>	3,767,485	3,216,514	<b>6,983,999</b>	- 0.9	+ 0.6	- 0.2
50-54	4,627,771	3,592,390	<b>8,220,161</b>	4,310,384	3,413,017	<b>7,723,401</b>	- 6.9	- 5.0	- 6.0
55-59	4,230,583	2,938,674	<b>7,169,257</b>	4,516,198	3,240,710	<b>7,756,908</b>	+ 6.8	+10.3	+ 8.2
60-64	3,616,563	2,024,013	<b>5,640,576</b>	3,759,393	2,219,845	<b>5,979,238</b>	+ 3.9	+ 9.7	+ 6.0
65-69	2,888,235	1,167,408	<b>4,055,643</b>	2,931,769	1,265,573	<b>4,197,342</b>	+ 1.5	+ 8.4	+ 3.5
70-74	2,198,015	591,938	<b>2,789,953</b>	2,262,364	653,780	<b>2,916,144</b>	+ 2.9	+10.4	+ 4.5
75 and over	1,731,533	213,916	<b>1,945,449</b>	1,901,281	256,931	<b>2,158,212</b>	+ 9.8	+20.1	+10.9
<b>Total</b>	<b>44,786,148</b>	<b>32,681,581</b>	<b>77,467,729</b>	<b>45,020,226</b>	<b>33,226,722</b>	<b>78,246,948</b>	<b>+ 0.5</b>	<b>+ 1.7</b>	<b>+ 1.0</b>

Note: Figures are as of the end of December each year.

## VII. REFERENCE INFORMATION

### Changes in Number of Safe-Driving Supervisors, etc.

Year	Companies	Percentage change	Index	Safe-driving supervisors	Percentage change	Index	Deputy Safe-driving supervisors
1971	113,706	+15.2	38	113,940	+15.1	38	—
1972	125,473	+10.3	42	125,740	+10.4	42	—
1973	135,374	+ 7.9	45	135,537	+ 7.8	45	—
1974	144,332	+ 6.6	48	144,459	+ 6.6	48	—
1975	153,528	+ 6.4	51	153,942	+ 6.6	51	—
1976	164,852	+ 7.4	55	165,219	+ 7.3	55	—
1977	193,770	+17.5	64	193,993	+17.4	64	—
1978	207,231	+ 6.9	69	207,637	+ 7.0	69	—
1979	217,648	+ 5.0	72	217,889	+ 4.9	72	19,756
1980	228,138	+ 4.8	76	228,370	+ 4.8	76	28,176
1981	239,681	+ 5.1	79	239,887	+ 5.0	79	30,526
1982	252,387	+ 5.3	84	252,597	+ 5.3	84	32,182
1983	262,072	+ 3.8	87	262,236	+ 3.8	87	33,578
1984	270,226	+ 3.1	89	270,344	+ 3.1	90	34,788
1985	277,004	+ 2.5	92	277,100	+ 2.5	92	35,793
1986	283,383	+ 2.3	94	283,463	+ 2.3	94	36,761
1987	289,085	+ 2.0	96	289,234	+ 2.0	96	37,648
1988	294,766	+ 2.0	98	294,829	+ 1.9	98	38,509
<b>1989</b>	<b>301,931</b>	<b>+ 2.4</b>	<b>100</b>	<b>302,011</b>	<b>+ 2.4</b>	<b>100</b>	<b>39,966</b>
1990	308,694	+ 2.2	102	308,722	+ 2.2	102	40,995
1991	316,744	+ 2.6	105	316,860	+ 2.6	105	42,319
1992	324,961	+ 2.6	108	325,081	+ 2.6	108	43,771
1993	332,917	+ 2.4	110	333,047	+ 2.5	110	45,648
1994	338,312	+ 1.6	112	338,488	+ 1.6	112	47,174
1995	343,249	+ 1.5	114	343,409	+ 1.5	114	48,480
1996	346,820	+ 1.0	115	347,082	+ 1.1	115	49,774
1997	350,662	+ 1.1	116	350,961	+ 1.1	116	51,012
1998	354,355	+ 1.1	117	354,600	+ 1.0	117	52,486
1999	355,804	+ 0.4	118	355,806	+ 0.3	118	53,278
2000	354,707	- 0.3	117	354,707	- 0.3	117	54,337
2001	351,964	- 0.8	117	351,964	- 0.8	117	54,693
2002	348,612	- 1.0	115	348,612	- 1.0	115	54,967
2003	346,109	- 0.7	115	346,109	- 0.7	115	55,628
<b>2004</b>	<b>342,525</b>	<b>- 1.0</b>	<b>113</b>	<b>342,525</b>	<b>- 1.0</b>	<b>113</b>	<b>56,028</b>

Notes: 1) Figures are surveyed on March 31 every year.

2) Since 1973, figures include those of Okinawa Prefecture.

3) As from April, 1967, it has become necessary to assign a Safe-Driving Supervisor to any company having over five vehicles (until then this was required for 10 vehicles). As from January, 1977, the supervisor must also be assigned if there is one or more vehicle accommodating 11 individuals or more. The official duties of the supervisor include planning, instructing and supervising drivers on how to drive safely. The said company excludes transport companies.

4) Deputy Safe-Driving Supervisor System was inaugurated in December 1, 1978, and it has become compulsory to assign a Deputy Safe-Driving Supervisor to any company having over 20 vehicles. The number of deputy supervisors depends on the number of vehicles.

Percentage change	Index	Employed drivers	Percentage change	Index	Vehicles in use	Percentage change	Index
≈	-	1,648,234	+14.9	37	1,368,394	+14.4	39
≈	-	1,823,619	+10.6	41	1,503,492	+ 9.9	43
≈	-	2,046,293	+12.2	46	1,637,153	+ 8.9	47
≈	-	2,147,194	+ 4.9	49	1,765,186	+ 7.8	51
≈	-	2,244,872	+ 4.5	51	1,876,828	+ 6.3	54
≈	-	2,399,250	+ 6.9	54	1,985,716	+ 5.8	57
≈	-	2,657,755	+10.8	60	2,209,892	+11.3	63
≈	-	2,913,064	+ 9.6	66	2,362,215	+ 6.9	68
≈	-	3,056,898	+ 4.9	69	2,484,568	+ 5.2	71
+42.6	70	3,205,402	+ 4.9	73	2,598,736	+ 4.6	75
+ 8.3	76	3,335,979	+ 4.1	76	2,716,888	+ 4.5	78
+ 5.4	81	3,528,481	+ 5.8	80	2,838,093	+ 4.5	81
+ 4.3	84	3,729,692	+ 5.7	85	2,953,432	+ 4.1	85
+ 3.6	87	3,877,238	+ 4.0	88	3,066,629	+ 3.8	88
+ 2.9	90	4,013,646	+ 3.5	91	3,147,953	+ 2.7	90
+ 2.7	92	4,104,285	+ 2.3	93	3,222,177	+ 2.4	92
+ 2.4	94	4,238,482	+ 3.3	96	3,325,189	+ 3.2	95
+ 2.3	96	4,293,521	+ 1.3	98	3,404,258	+ 2.4	98
<b>+ 3.8</b>	<b>100</b>	<b>4,403,036</b>	<b>+ 2.6</b>	<b>100</b>	<b>3,486,860</b>	<b>+ 2.4</b>	<b>100</b>
+ 2.6	103	4,606,976	+ 4.6	105	3,580,519	+ 2.7	103
+ 3.2	106	4,772,754	+ 3.6	108	3,696,918	+ 3.3	106
+ 3.4	110	4,919,852	+ 3.1	112	3,814,726	+ 3.2	109
+ 4.3	114	5,160,436	+ 4.9	117	3,982,306	+ 4.4	114
+ 3.3	118	5,314,530	+ 3.0	121	4,098,762	+ 2.9	118
+ 2.8	121	5,470,104	+ 2.9	124	4,183,729	+ 2.1	120
+ 2.7	125	5,640,520	+ 3.1	128	4,261,620	+ 1.9	122
+ 2.5	128	5,750,251	+ 1.9	131	4,348,750	+ 2.0	125
+ 2.9	131	5,859,277	+ 1.9	133	4,418,362	+ 1.6	127
+ 1.5	133	6,027,185	+ 2.9	137	4,484,459	+ 1.5	129
+ 2.0	136	6,008,440	- 0.3	136	4,531,916	+ 1.1	130
+ 0.7	137	6,126,880	+ 2.0	139	4,522,152	- 0.2	130
+ 0.5	138	6,125,433	0.0	139	4,550,972	+ 0.6	131
+ 1.2	139	6,132,984	+ 0.1	139	4,467,440	- 1.8	128
<b>+ 0.7</b>	<b>140</b>	<b>6,104,978</b>	<b>- 0.5</b>	<b>139</b>	<b>4,457,205</b>	<b>- 0.2</b>	<b>128</b>

# 63

## Changes in Number of Operation Administrators

Year	Passenger transport companies	Freight transport companies	Total
1974	23,180	30,975	54,155
1975	21,369	39,775	61,144
1976	21,055	39,395	60,450
1977	21,033	42,173	63,206
1978	20,247	42,516	62,763
1979	20,680	43,795	64,475
1980	20,865	44,491	65,356
1981	21,118	45,842	66,960
1982	21,137	46,786	67,923
1983	21,228	47,323	68,551
1984	21,368	48,209	69,577
1985	21,433	49,248	70,681
1986	21,520	50,221	71,741
1987	21,897	51,816	73,713
1988	22,086	53,709	75,795
1989	22,339	56,311	78,650
1990	22,772	66,465	89,237
1991	23,413	76,736	100,149
1992	23,740	84,254	107,994
1993	24,099	87,554	111,653
1994	24,331	90,860	115,191
1995	24,492	91,911	116,403
1996	24,471	94,432	118,903
1997	24,211	96,877	121,088
1998	24,062	98,328	122,390
1999	24,341	98,757	123,098
2000	26,047	101,076	127,123
2001	28,347	103,620	131,967
2002	28,837	104,450	133,287
<b>2003</b>	<b>29,004</b>	<b>108,014</b>	<b>137,018</b>

Note: Operation administrator: The Road Transportation Law prescribes that each transport company must appoint an operation administrator to prevent traffic accidents by company's vehicles.

## Present Road Conditions

(unit: km)

Type of road	Length	State of Improvements by Length		State of road surface		
		Improvements complete	Not-yet improved	Paved	Unpaved	
National expressways	7,195.5	7,195.5	–	7,195.5	–	
Component ratio	0.6	1.0	≍	2.4	≍	
General roads	National highways	Designated sections	21,995.8	–	21,625.2	370.6
		Component ratio	1.9	3.2	7.1	0.0
		Outside designated sections	32,008.3	3,477.3	26,799.4	5,208.9
		Component ratio	2.7	0.7	8.8	0.6
		<b>Sub-total</b>	<b>54,004.1</b>	<b>3,477.3</b>	<b>48,424.6</b>	<b>5,579.5</b>
	<b>Component ratio</b>	<b>4.6</b>	<b>7.4</b>	<b>15.9</b>	<b>0.6</b>	
	Prefectural roads	Principal local roads (include main city roads)	57,673.1	9,350.3	39,766.2	17,906.8
		Component ratio	4.9	1.9	13.1	2.0
		General prefectural roads	71,046.3	20,824.1	35,475.7	35,570.6
		Component ratio	6.0	4.2	11.7	4.0
	<b>Sub-total</b>	<b>128,719.4</b>	<b>30,174.4</b>	<b>75,241.9</b>	<b>53,477.5</b>	
	<b>Component ratio</b>	<b>10.9</b>	<b>6.1</b>	<b>24.8</b>	<b>6.1</b>	
	Total for national highways and prefectural roads		182,723.5	33,651.7	123,666.5	59,057.0
Component ratio		15.5	6.8	40.7	6.7	
Total for municipal roads		992,674.3	463,009.3	172,879.7	819,794.6	
Component ratio		83.9	93.2	56.9	93.3	
<b>Total for general roads</b>		<b>1,175,397.8</b>	<b>496,661.0</b>	<b>296,546.2</b>	<b>878,851.6</b>	
<b>Component ratio</b>		<b>99.4</b>	<b>100.0</b>	<b>97.6</b>	<b>100.0</b>	
<b>Grand total</b>		<b>1,182,593.2</b>	<b>496,661.0</b>	<b>303,741.6</b>	<b>878,851.6</b>	
<b>Component ratio</b>		<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	<b>100.0</b>	

Notes: 1) Source: Statistics by the Ministry of Land, Infrastructure and Transport (as of April 1, 2003).

2) Figures for unpaved roads include lightly paved roads.

**Request for Copies:**

International Association of Traffic and Safety Sciences (IATSS)  
6-20, 2-chome, Yaesu, Chuo-ku, Tokyo 104-0028, Japan

Tel. +81-3-3273-7884

Fax. +81-3-3272-7054

E-mail. [mail@iatss.or.jp](mailto:mail@iatss.or.jp)

**Price: US\$25.00 including postage**