

# Characteristics of Fatal Traffic Accidents, etc. and Police Initiatives

October 28, 2019

Traffic Planning Division, Traffic Bureau,  
National Police Agency

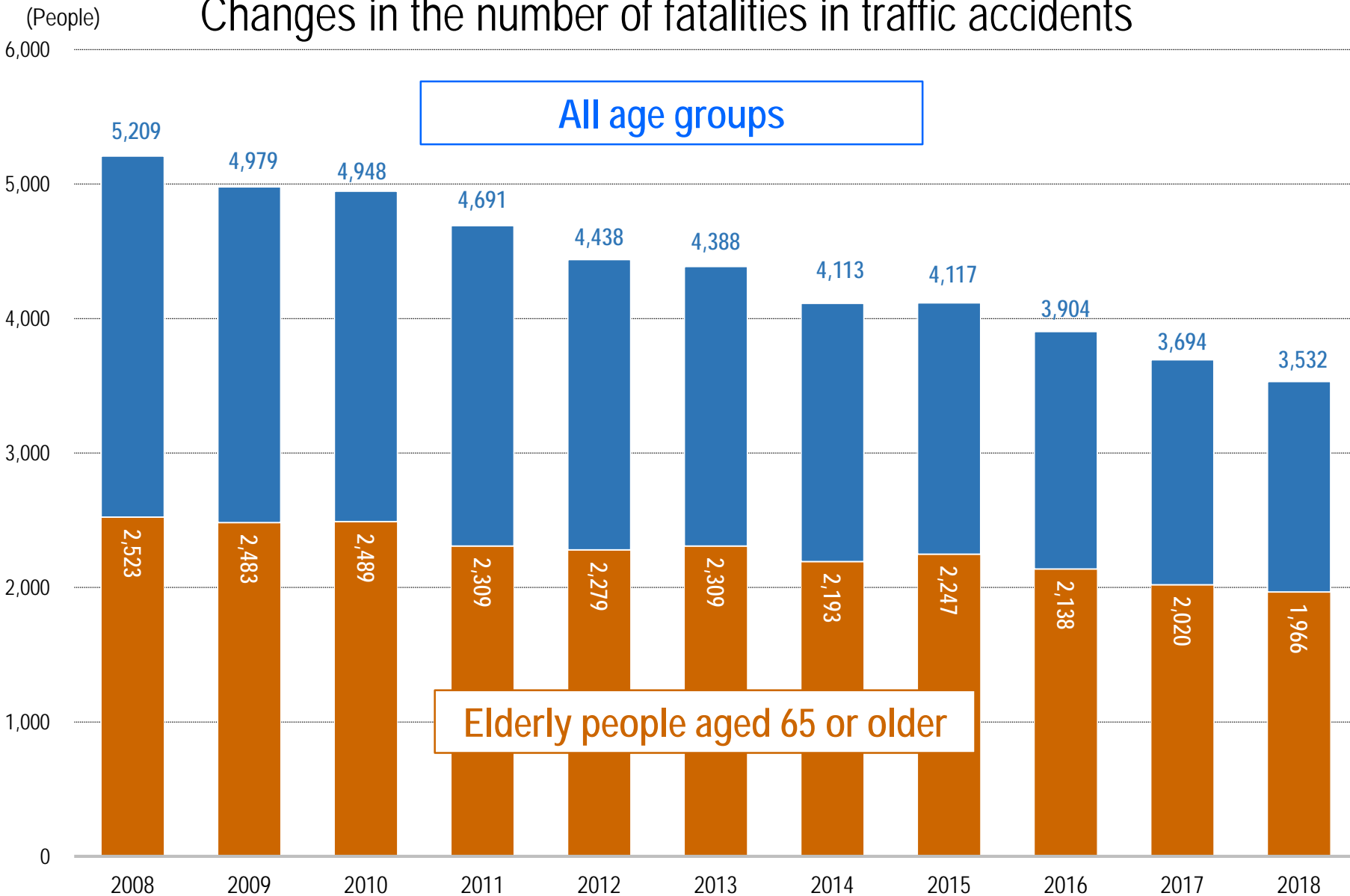
(Note) As numerical values have been rounded to the nearest designated unit, there may be cases where the total, etc. may not be consistent with the sum of the figures in the breakdown.

## **Characteristics of Fatal Traffic Accidents, etc.**

1. Changes, etc. in the Number of Fatalities in Traffic Accidents
2. Number of Fatal Accidents by Age Group
3. Changes in the Number of Traffic Fatalities by Condition, etc.
4. Situation of Legal Violations by Traffic Accident Victims Who Died While Walking or Riding a Bicycle
5. Traffic Accidents Related to Mobile Phone Use, etc.

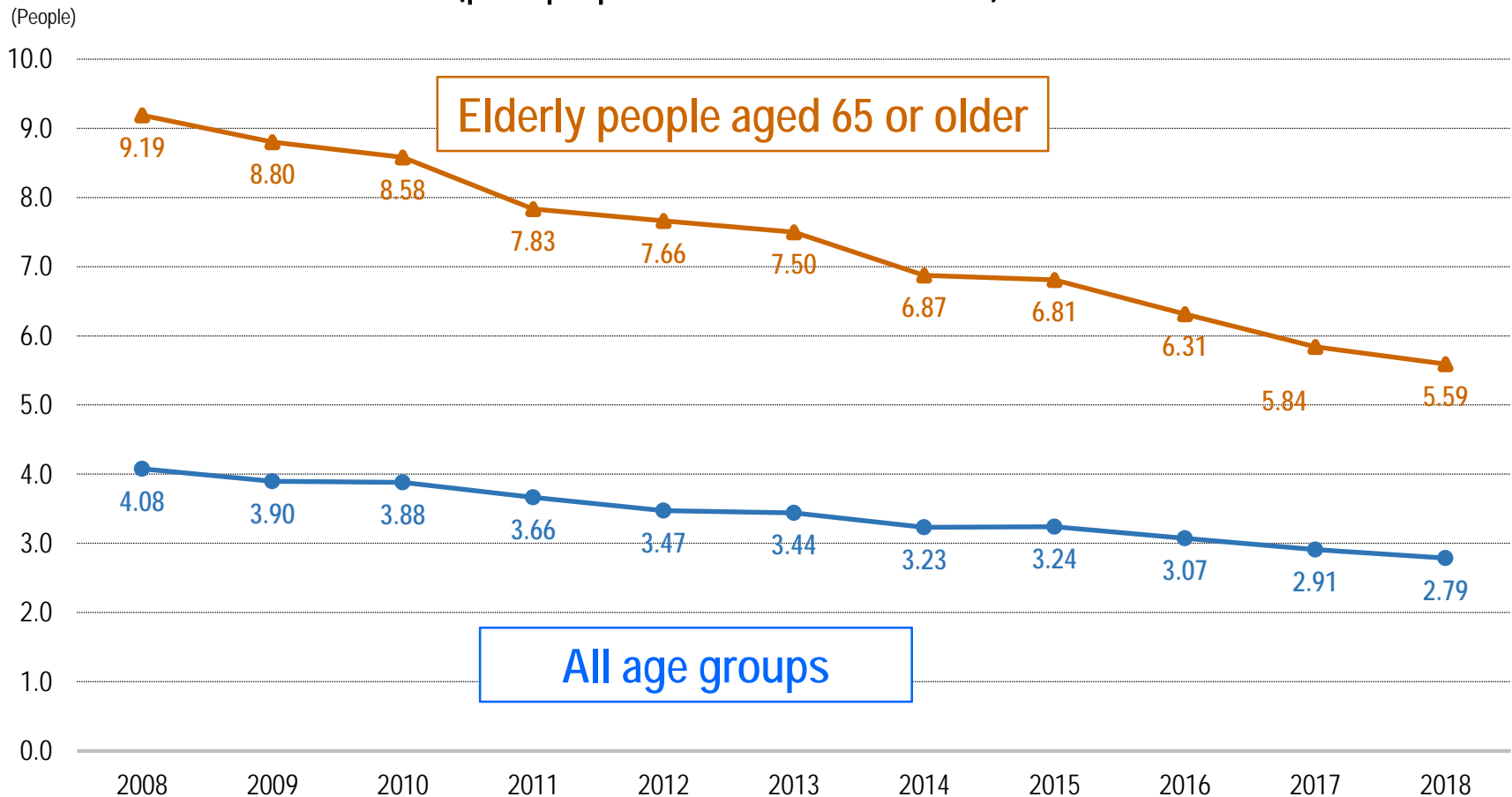
# 1-1 Changes, etc. in the Number of Fatalities in Traffic Accidents

## Changes in the number of fatalities in traffic accidents



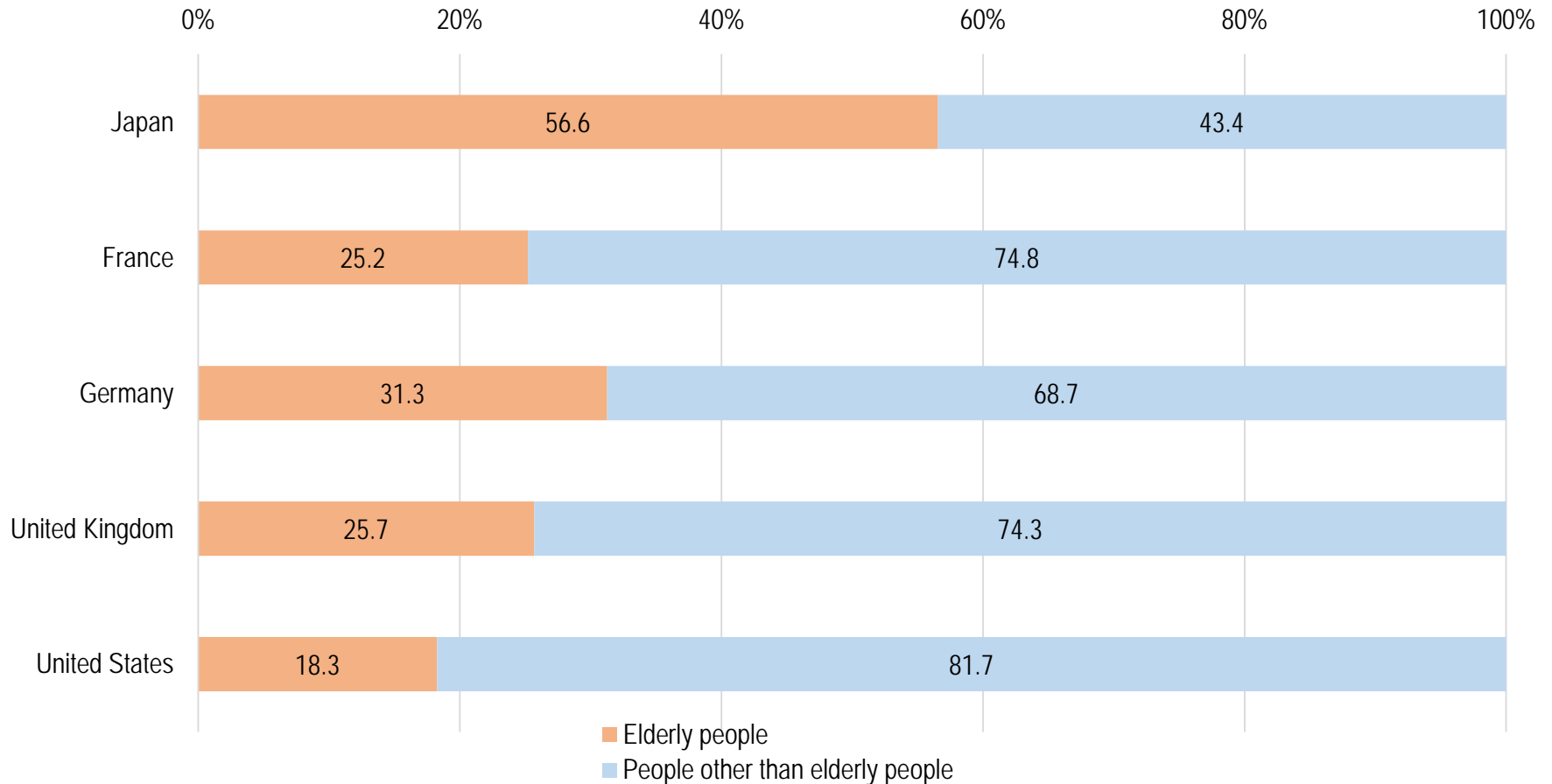
# 1-2 Changes, etc. in the Number of Fatalities in Traffic Accidents

## Changes in the number of fatalities in traffic accidents (per population of 100,000)



(Note) The population used for calculation for each year is the population of the previous year and is based on the statistical data of the Ministry of Internal Affairs and Communications "National Census" or "Population Estimate" (population as of October 1 of each year (those for which corrections have not been made through interpolation). Same applies hereinafter.

## Comparisons of the ratio of traffic accident fatalities within 30 days of an accident by country and age group (2017)

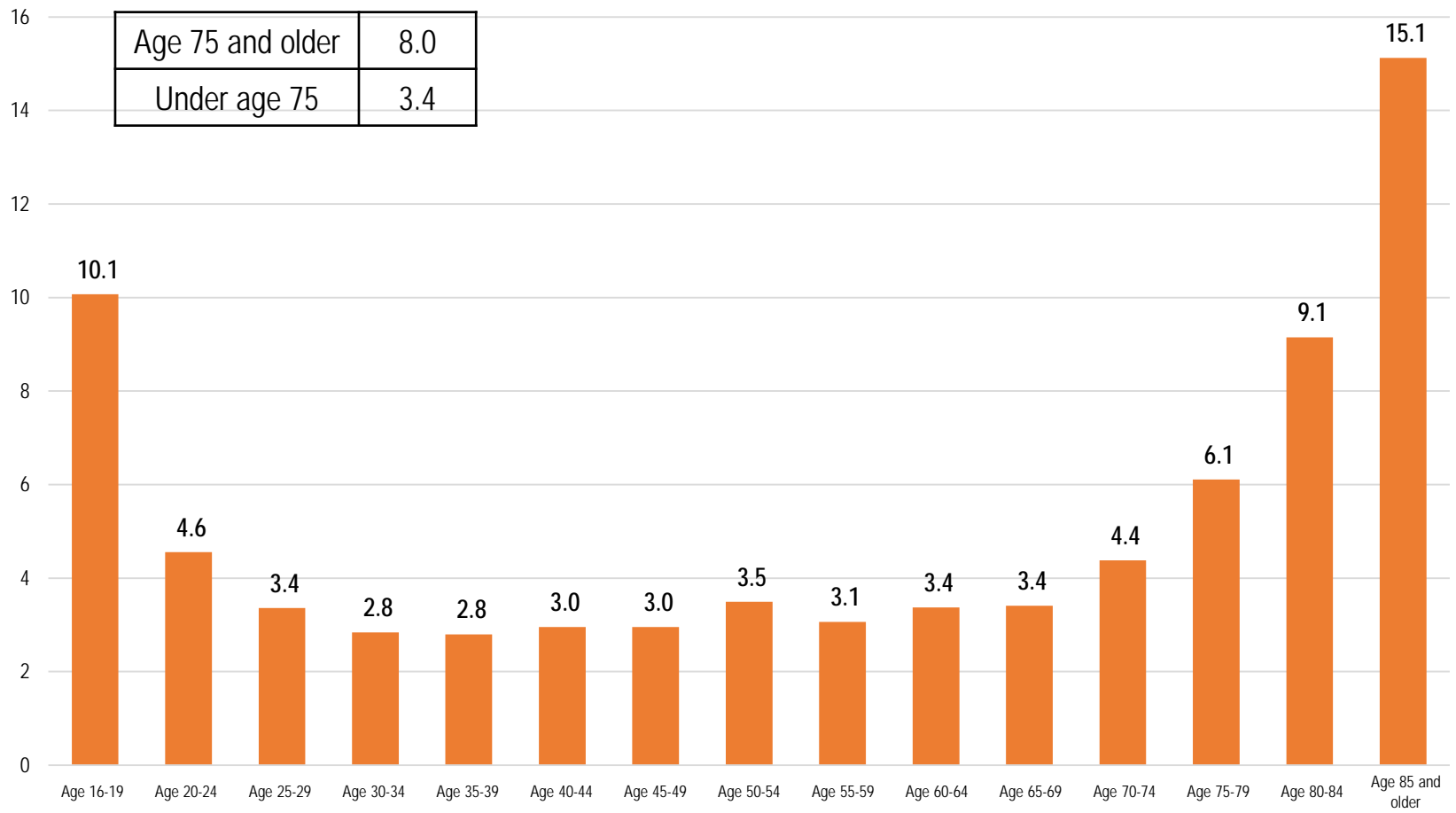


(Note) According to data from the International Road Traffic and Accident Database (IRTAD)

## 2. Number of Fatal Accidents by Age Group

Number of cases of fatal accidents per licensed driver population of 100,000 by age group of the primary party driving a "gentsuki" (two-wheeled vehicle with an engine up to 50 cc) or that with a larger engine (2018)

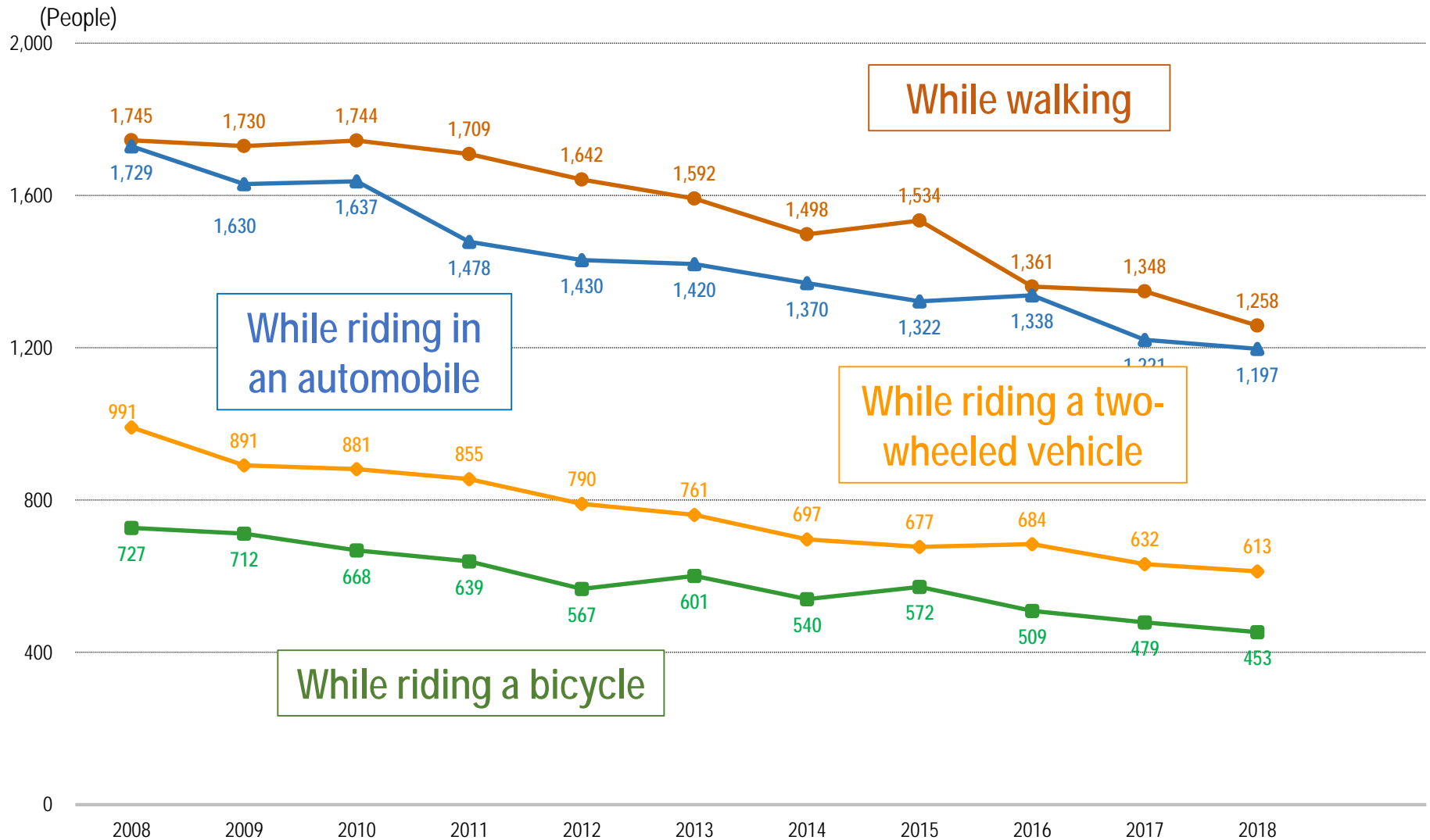
(Cases)



(Note) The licensed driver population used in the calculation is the value as of the end of December 2018.  
Excludes cases involving unlicensed drivers

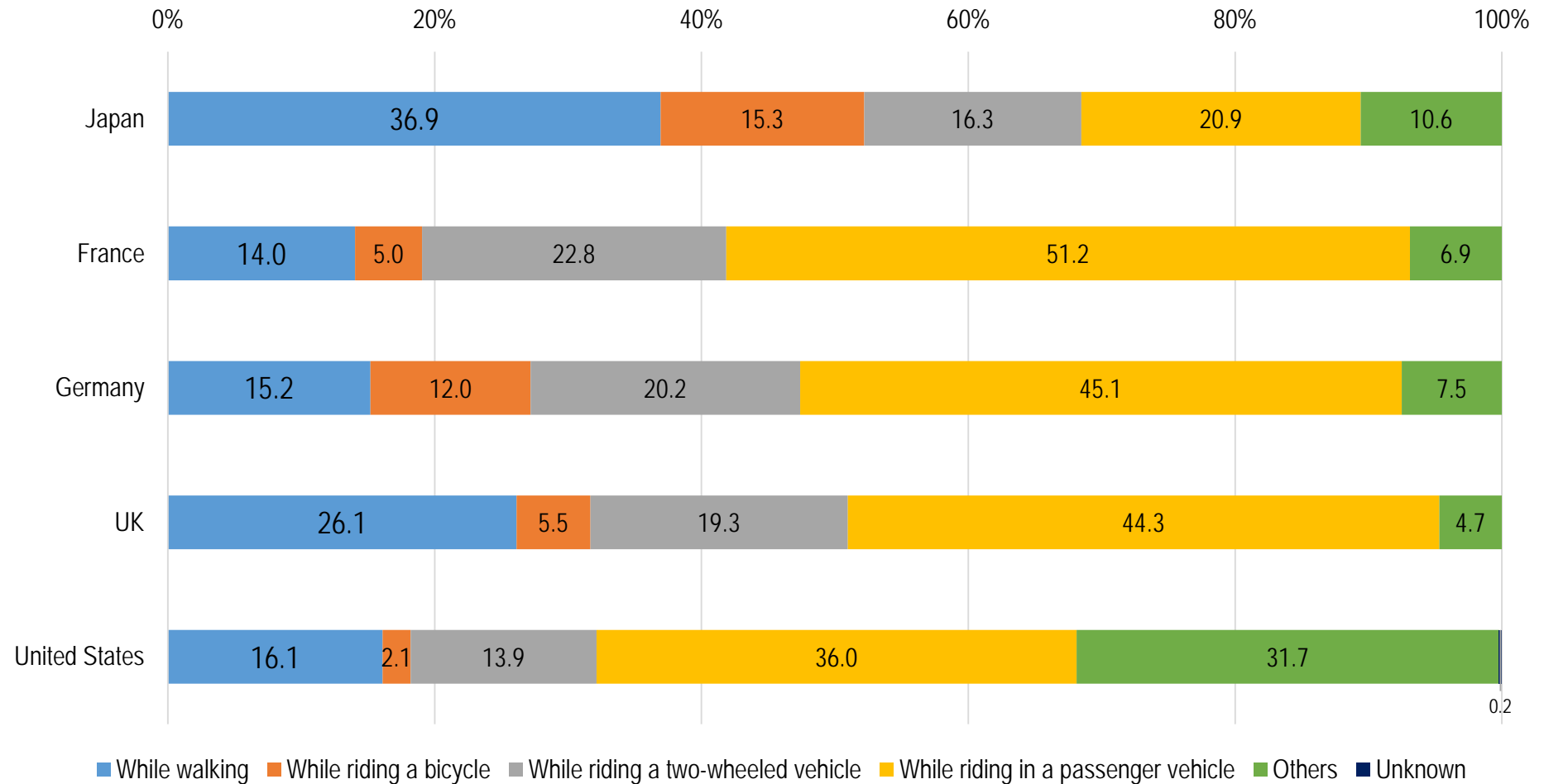
# 3-1 Changes, etc. in the Number of Traffic Fatalities by Condition

## Changes in the number of traffic fatalities by condition



## 3-2 Changes, etc. in the Number of Traffic Fatalities by Condition

Comparisons of the ratio of traffic accident fatalities within 30 days of an accident by country and condition (2017)

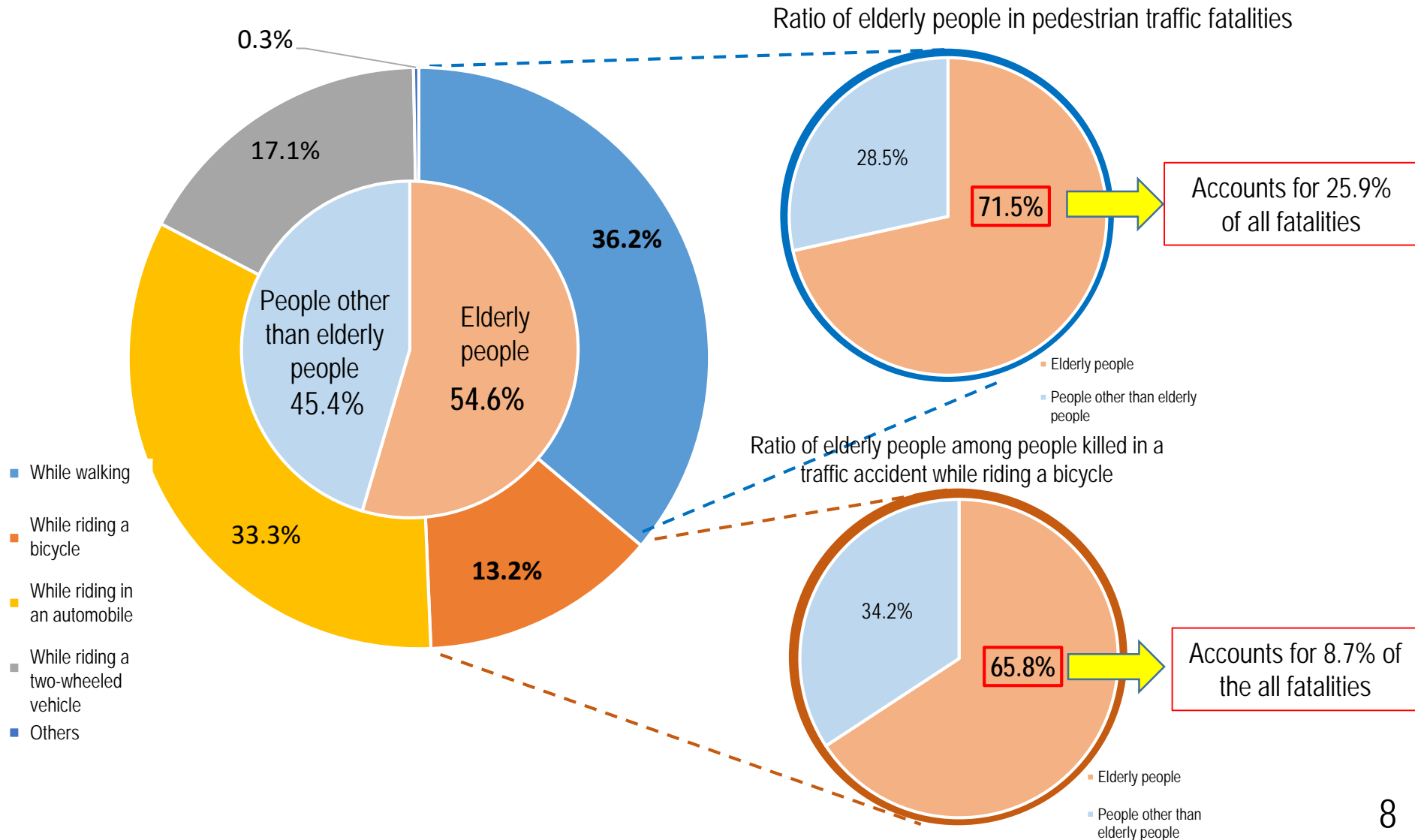


(Note) According to data from the International Road Traffic Accident Database (IRTAD)



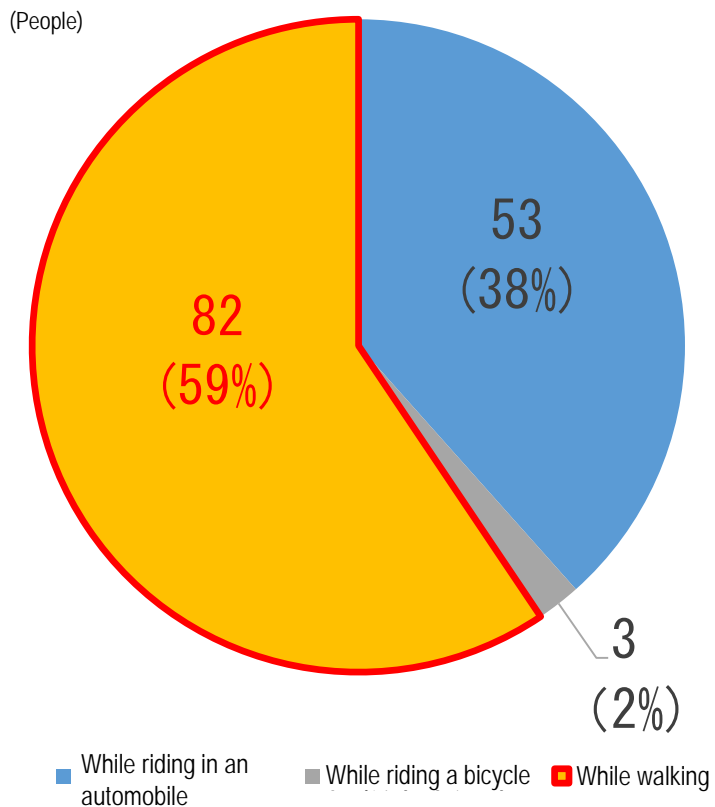
# 3-3 Changes, etc. in the Number of Traffic Fatalities by Condition

## Ratio of Traffic Fatalities by Condition and Age Group (Total for 2014 - 2018)

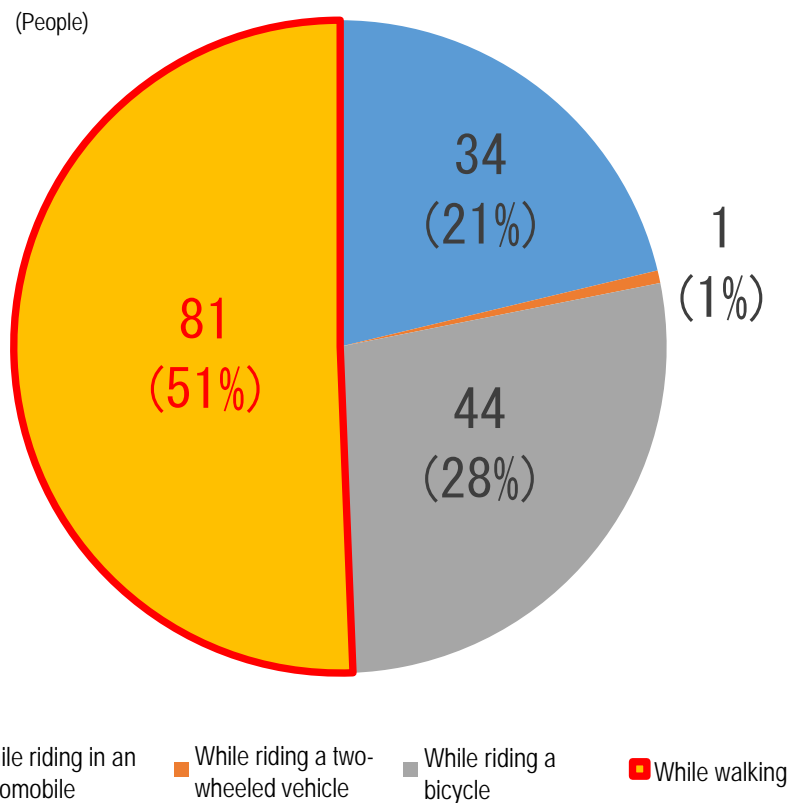


# 3-4 Changes, etc. in the Number of Traffic Fatalities by Condition

Ratio of infants in the number of traffic accident fatalities by condition  
(Total for 2014-2018)

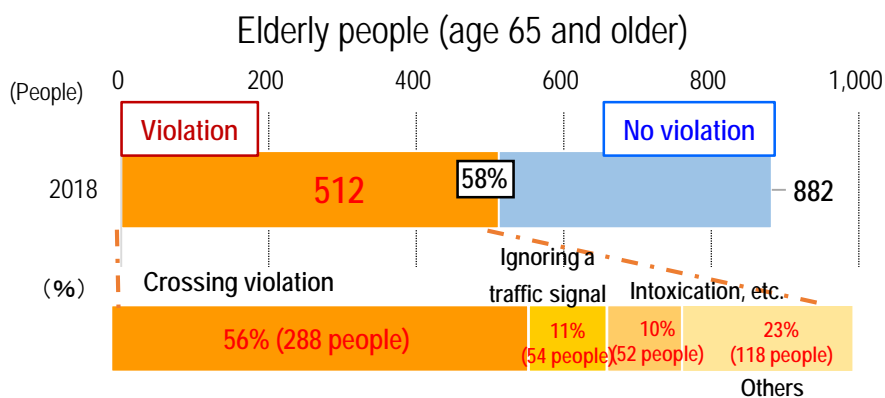


Ratio of elementary school children in the number of traffic accident fatalities by condition  
(Total for 2014-2018)

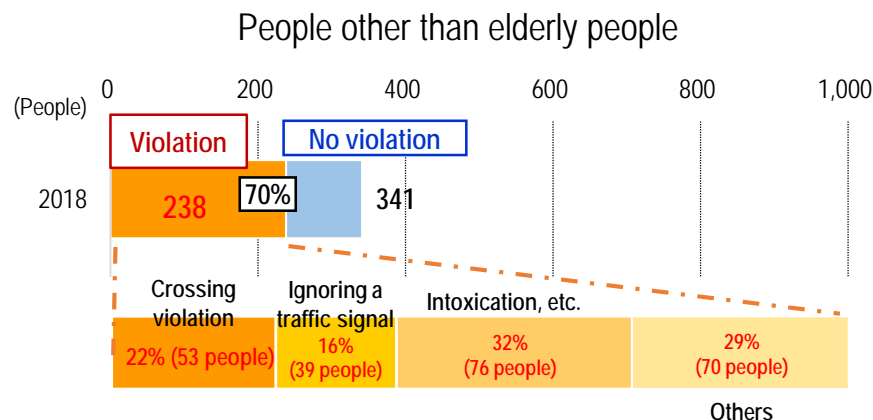


# 4. Situation of Legal Violations by Traffic Accident Victims Who Died While Walking or Riding a Bicycle

## Situation of legal violations by traffic accident victims who died while walking (first and second parties) (2018)



Elderly people (age 65 and older) (512 people)

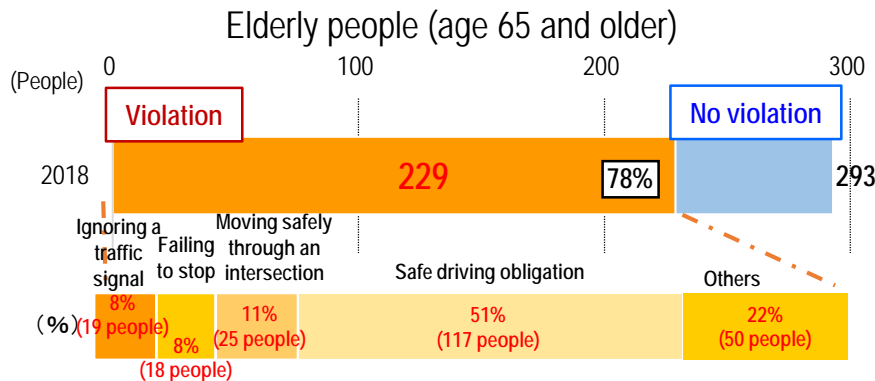


People other than elderly people (238 people)

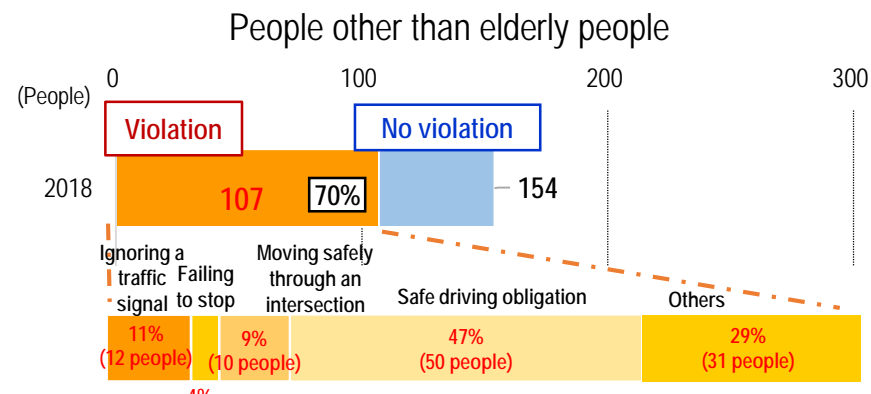
(Note) "Violation" includes "jumping out (jumping out on to the road without confirming safety)," for which there is no provision in traffic laws and regulations, and "impossible to investigate (when the type of violation is unknown)," etc.

(Note) "Crossing violation" refers to crossing a road outside a pedestrian crossing zone, crossing immediately before or after a traveling vehicle, etc.

## Situation of legal violation by traffic accident victims who died while riding a bicycle (first and second parties) (2018)



Elderly people (age 65 and older) (229 people)

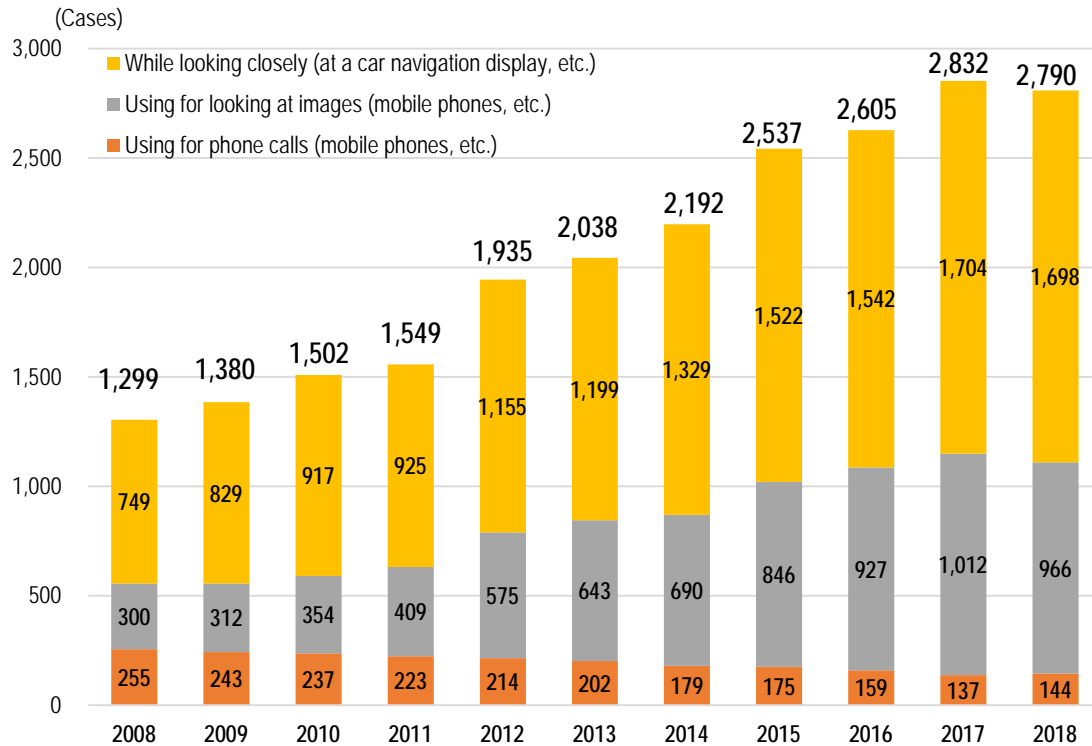


People other than elderly people (107)

(Note) "Violation" includes "impossible to investigate (when the type of violation is unknown)," etc.

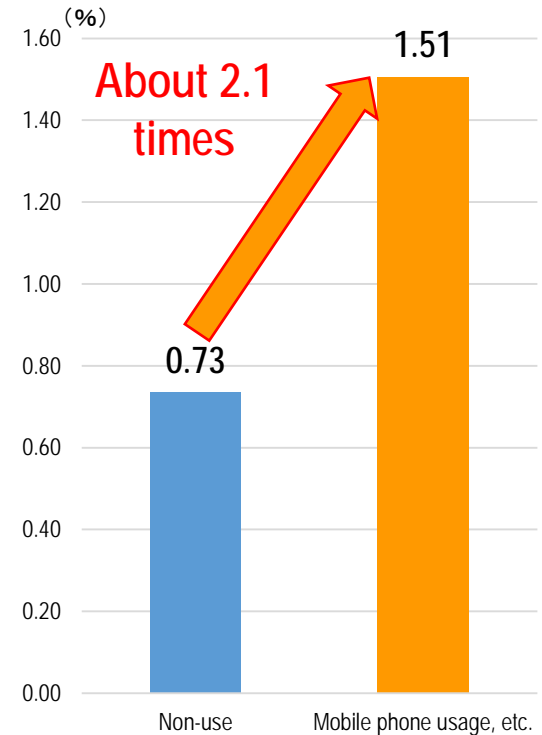
# 5. Traffic Accidents Related to Mobile Phone Use, etc.

## Changes in the number of traffic accidents related to the use of mobile phones, etc. by usage situation



(Note) Since the number of overlapping cases is excluded, the sum of each item differs from the total number of cases in the graph.

## Comparison of fatal accident rates (2018)



(Note) "Impossible to investigate" was excluded.

## Police Initiatives

1. Measures for the elderly people
2. Measures for infants and children
3. Revision of the Road Traffic Act

# 1. Measures for Elderly People

Publicity / awareness raising and traffic safety education for elderly people and bicycle users

Lectures, advice and guidance on traffic rules and manners



Traffic safety education using simulators (pedestrians / bicycles)



Hands-on experience on such matters as visibility effects at night



Measures for elderly drivers

Promotion of dissemination of "safe driving support vehicles"



Support for elderly people, etc. who feel anxiety about driving

- Enhancement of consultations on driving aptitude
- Promotion of traffic safety education, etc.
- Publicizing, etc. of the system of voluntary surrender of driver's license as well as various support measures for those who voluntarily surrender their driver's licenses



## 2. Measures for Infants and Children

Measures for ensuring the safety of children centering on preschoolers

Extraction of hazardous locations in cooperation with related agencies



Traffic safety guidance and control in community roads where many children pass through



Traffic safety education for infants and children

Traffic safety class



Education on "how to cross"



Bicycle safety class



Utilization of a bicycle simulator



# 3. Revision of the Road Traffic Act

## [Strengthening of penalties on the use of mobile phones, etc.]

	Mobile phone usage, etc. (holding) (1) Talking (holding) (2) Gazing at images (holding)				Mobile phone usage, etc. (traffic hazard) (1) Talking (holding) (2) Gazing at images (holding) (3) Gazing at images (not holding) Acts that cause danger to traffic			
	[Penalty]	[Maximum amount of penalty]	[Amount of penalty] (government ordinance-related matter)	Points (government ordinance-related matter)	[Penalty]	[Maximum amount of penalty]	[Amount of penalty] (government ordinance-related matter)	Points (government ordinance-related matter)
Current	A fine of up to ¥50,000	¥8,000 (ordinary car)	¥6,000 (ordinary car)	1 point	Imprisonment up to three months or a fine of ¥50,000 or less	¥15,000 (ordinary car)	¥9,000 (ordinary car)	2 points
After the revision	Imprisonment up to six months or a fine up to ¥100,000	¥40,000 (ordinary car)	¥18,000 (ordinary car)	3 points	Imprisonment up to one year or a fine of up to ¥300,000	Not applicable (to acts that do not constitute a violation)	Not applicable (to acts that do not constitute a violation)	6 points



Prohibition of the use of mobile phones, etc. while driving

**Enforcement on December 1, 2019**

## [Response to automated driving]

### Practical application of Level 3 (to be implemented next spring)

Level 1	The system supports driving operation for either going forward/backward or turning left/right.
Level 2	The system supports driving operation for both going forward/backward and turning left/right.
Level 3	The system takes control of driving under certain conditions / The driver takes over in the event of a breakdown, etc.
Level 4	The system takes control of driving under certain conditions / The system also takes over in the event of a breakdown, etc.
Level 5	The system always controls driving.



Automated driving on an expressway (image)