### INSTITUTIONAL FRAMEWORK

<table>
<thead>
<tr>
<th>Lead agency</th>
<th>Central Traffic Safety Policy Council</th>
</tr>
</thead>
<tbody>
<tr>
<td>Funded in national budget</td>
<td>Yes</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>National road safety strategy</th>
<th>Yes</th>
<th>Yes</th>
</tr>
</thead>
<tbody>
<tr>
<td>Measurable targets</td>
<td>Yes</td>
<td></td>
</tr>
<tr>
<td>Funded</td>
<td>Yes</td>
<td></td>
</tr>
</tbody>
</table>

### NATIONAL LEGISLATION

**Speed limits set nationally**
- Yes
- Local authorities can set lower limits
- Yes
- Maximum limit urban roads
- n/a a
- Enforcement b

**Drink-driving law**
- Yes
- BAC limit – general population
- 0.03 g/dl
- BAC limit – young or novice drivers
- 0.03 g/dl
- Random breath testing and/or police checkpoints
- Yes
- Road traffic deaths involving alcohol
- 8% c
- Enforcement d

**Motorcycle helmet law**
- Yes
- Applies to all riders
- Yes
- Helmet standards mandated
- Yes
- Helmet wearing rate
- —
- Enforcement e

**Seat-belt law**
- Yes
- Applies to all occupants
- Yes
- Seat-belt wearing rate
- 95%–99% Drivers f
- Enforcement g

**Child restraints law**
- Yes
- Enforcement h

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a Different system of road classification used.
b Enforcement score represents consensus based on professional opinion of respondents, on a scale of 0 to 10 where 0 is not effective and 10 is highly effective.
c 2007, Police data.
d 2007, National Police Agency/Japan Automobile Foundation.

### VEHICLE STANDARDS

**Car manufacturers required to adhere to standards on**
- Fuel consumption
- Yes
- Seat-belt installation for all seats
- Yes

### ROAD SAFETY AUDITS

**Formal audits required for major new road construction projects**
- No g

**Regular audits of existing road infrastructure**
- No g

### PROMOTING ALTERNATIVE TRANSPORT

**National policies to promote walking or cycling**
- No consensus

**National policies to promote public transportation**
- Yes

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* Some irregular or informal safety checks are conducted.

### POST-CRASH CARE

**Formal, publicly available pre-hospital care system**
- Yes

**National universal access number**
- Yes

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* Data not available.

n/a Data not required/not applicable.

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### DATA

<table>
<thead>
<tr>
<th>Reported road traffic fatalities (2007)</th>
<th>6 6391 (68% males, 32% females)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Reported non-fatal road traffic injuries (2007)</td>
<td>1 034 445</td>
</tr>
</tbody>
</table>

| Costing study available | Yes (deaths and injuries) |

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1 Police data, defined as died within 30 days of the crash. Vital statistics data (2006): 8 195 deaths, defined using International Classification of Diseases (ICD) codes.

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### DEATHS BY ROAD USER CATEGORY

- Drivers 4-wheelers (28%)
- Cyclists (13%)
- Passengers 4-wheelers (9%)
- Riders motorized 2- or 3-wheelers (18%)
- Pedestrians (32%)

Source: 2006, Police data

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### TRENDS IN ROAD TRAFFIC DEATHS

- Deaths per 100 000 population


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### REGISTERED VEHICLES

<table>
<thead>
<tr>
<th>91 378 636 total (2006 &amp; 2008)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Motorcars</td>
</tr>
<tr>
<td>Motorized 2- and 3-wheelers</td>
</tr>
<tr>
<td>Trucks</td>
</tr>
<tr>
<td>Buses</td>
</tr>
<tr>
<td>Other</td>
</tr>
</tbody>
</table>

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a Ministry of Internal Affairs and Communications (data on motor-driven cycles and small-sized special motor vehicles).
b Ministry of Land, Infrastructure, Transport and Tourism.

data cleared by the Ministry of Health, Labour and Welfare.

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* Population: 127 966 709
* Income group: High
* Gross national income per capita: $37 670