

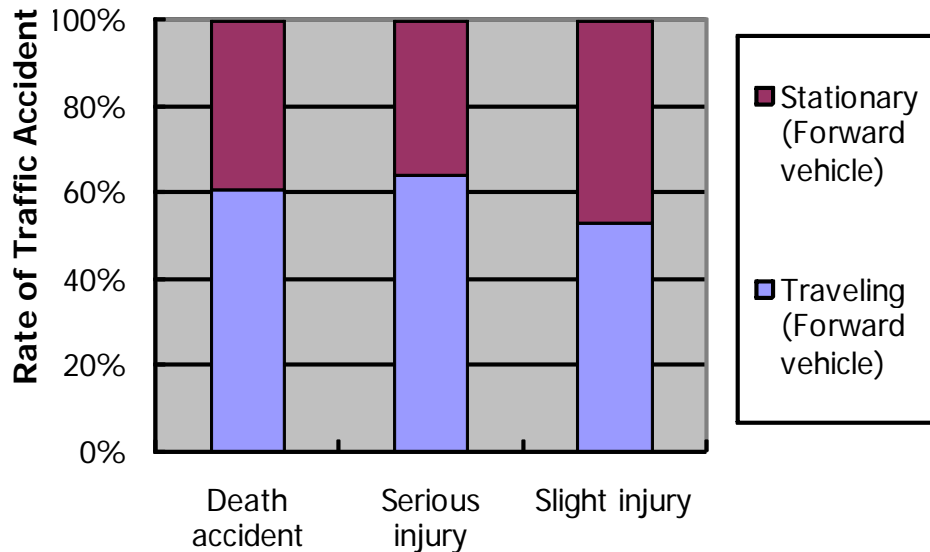
Data of Traffic Accidents of Large Trucks in Japan

- Data of Traffic Accidents around Japan, which are presented by the Police
- Data of Traffic Accidents in the Tokyo metropolitan area, which are presented by the Ministry of Land, Infrastructure, Transport and Tourism (MILT)

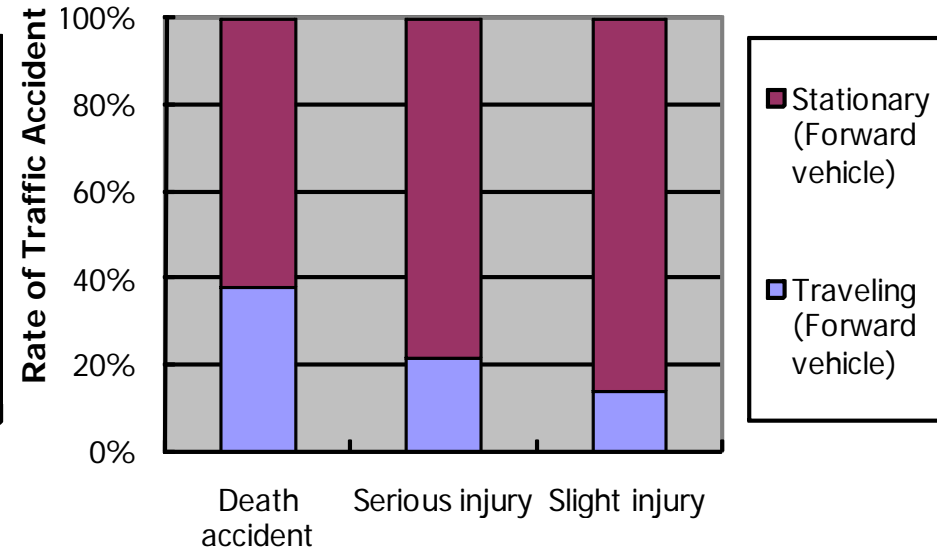
The State of the Traffic Accidents in Japan

Data of Traffic Accidents, which are presented by the Police

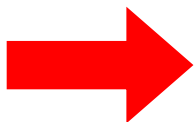
Rate of Rear-end collision (Highway)



Rate of Rear-end collision (Open road)



- On the highway, many accidents are against **traveling** vehicles.
- On the open road, many accidents are against **stationary** vehicles.



These data show the traffic accidents around Japan.

Duty of Report of Traffic Accidents in Japan

- In case that a fatal accident or a serious injury accident has occurred, the report to describe the details of the accident shall be submitted to the Ministry of Land, Infrastructure, Transport and Tourism (MILT) in Japan.

Regulations in Japan for Report of Traffic Accidents

- Summary of **Vehicle Accidents Reporting Regulation** (Ministry of Transport Ordinance No. 104 of Dec 20, 1951)
 - Article 3 (**Submission of Reporting**)

A service vehicle has caused accidents prescribed in the previous article of this regulation (e.g. death accident, serious injury) shall submit three originals of the Vehicle Accidents Report for each accident within 30 days to the Minister of Ministry of Land, Infrastructure, Transport and Tourism.

- **Motor Truck Transportation Business Act** (Act No. 83 of 1989)
 - Article 24 (**Notification of Accident**)

In the event that a service vehicle has overturned, caught a fire or caused serious accidents prescribed in the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism, the general motor truck transportation business operator shall notify to the Minister of Land, Infrastructure, Transport and Tourism the type of the accident, cause and other matters prescribed in the Ordinance of the Ministry of Land, Infrastructure, Transport and Tourism without delay.

Data Sample of Traffic Accidents of Large Trucks

Year	Summary	Number of Death	Number of Seriously-Injured Person	Number of Slightly-Injured Person
2008	The large truck collided with the passenger vehicle in traveling direction. Additionally, the other large truck collided with them.	3	0	0
2008	The large truck collided with the stationary vehicle during the driver's inattentive driving.	2	1	0
2008	The large truck collided with the stationary vehicle by poor visibility because the vehicle in traveling direction suddenly emitted a black smoke in the accident.	2	0	0
2008	The large truck collided with the stationary vehicle for a red light, because the truck's driver felt sleepy.	2	0	0
2007	The large truck collided with the stationary vehicle in a jam.	2	0	5
2007	During the driver's inattentive driving, the large truck collided with the stationary vehicle in a jam caused by a traffic accident	2	0	1
2007	The large truck collided with the stationary vehicle during the driver's inattentive driving.	2	0	4
2006	The large truck collided with the stationary vehicle in traveling direction.	4	1	9
2006	The large truck collided with the stationary vehicle in traveling direction.	2	0	0
2006	The large truck collided with the stationary vehicle in traveling direction.	2	0	1

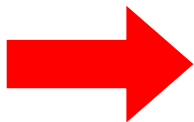
* Data by service vehicles companies located in the Tokyo metropolitan area.

Total Data Number of Traffic Accidents

- The ratio of traffic accidents is about **50%** comparing moving with stationary.

Summary	Number of Accidents	%
The large truck was moving and the forward vehicle was moving in the accident.	12	48%
The large truck was moving and the forward vehicle was stationary in the accident.	13	52%
Total	25	100%

* Data by service vehicles companies located in the Tokyo metropolitan area in 2007.



Japan determine to mandate the stationary vehicles based on these data of actual traffic accident.