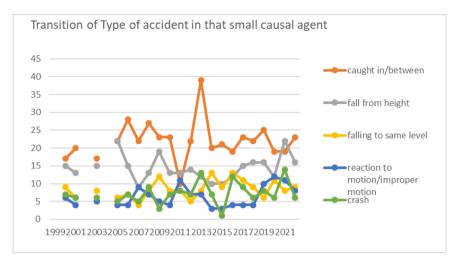
Transition of fatal & non-fatal accident (Type of accident) in small causal agent of railway vehicle in 1999-2022



Transition of fatal & non-fatal accident (Type of accident) in small causal agent of railway vehicle in 1999-2022

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| Type of accident | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2015 | 2016 | 2017 | 2018 | 2019 | 2020 | 2021 | 2022 | total |
|------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|
| caught           |      | 17   | 20   |      | 17   |      | 22   | 28   | 22   | 27   | 23   | 23   | 10   | 22   | 39   | 20   | 21   | 19   | 23   | 22   | 25   | 19   | 19   | 23   | 461   |
| in/between       |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |
| fall from height |      | 15   | 13   |      | 15   |      | 22   | 15   | 9    | 13   | 19   | 13   | 13   | 14   | 12   | 10   | 10   | 12   | 15   | 16   | 16   | 12   | 22   | 16   | 302   |
| falling to same  |      | 9    | 6    |      | 8    |      | 6    | 7    | 4    | 8    | 12   | 8    | 8    | 5    | 8    | 13   | 9    | 13   | 11   | 9    | 6    | 11   | 8    | 9    | 178   |
| level            |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |
| reaction to      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |
| motion/improper  |      | 6    | 4    |      | 5    |      | 4    | 4    | 9    | 7    | 5    | 4    | 11   | 7    | 7    | 3    | 3    | 4    | 4    | 4    | 10   | 12   | 11   | 8    | 132   |
| motion           |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |      |       |

| crash                                 | 7 | 6 | 6 | 5  | 7  | 5 | 9 | 3 | 7 | 8 | 7 | 13 | 7 | 1 | 12 | 9 | 6 | 8 | 6 | 14 | 6 | 152 |
|---------------------------------------|---|---|---|----|----|---|---|---|---|---|---|----|---|---|----|---|---|---|---|----|---|-----|
| traffic accident<br>(others)          | 8 | 8 | 6 | 25 | 17 | 7 | 4 | 6 | 3 | 7 | 3 | 5  | 5 | 3 |    | 6 | 1 | 6 | 1 | 3  | 3 | 127 |
| cut                                   | 1 |   | 1 |    |    | 1 |   | 1 |   | 3 | 1 |    |   | 1 |    |   | 2 |   | 1 |    | 1 | 13  |
| crashed by                            | 7 | 7 | 3 | 4  | 2  | 4 | 2 | 3 | 2 | 5 | 4 | 3  | 4 |   | 5  |   | 2 | 9 | 1 | 1  |   | 68  |
| traffic accident<br>(public road)     | 4 | 3 |   | 1  | 1  | 3 | 2 | 2 | 1 | 2 |   | 2  | 2 | 2 | 1  | 4 | 2 | 1 |   | 1  |   | 34  |
| struck by flying<br>or falling object | 2 | 3 | 2 | 1  | 1  |   | 1 |   | 2 | 3 | 1 | 1  |   |   |    | 1 |   |   | 1 |    |   | 19  |
| electric shock                        |   | 1 |   | 1  |    | 1 |   |   |   | 1 |   |    |   |   | 1  |   |   |   | 1 |    |   | 6   |
| contact to high/low- temperature      |   | 1 | 1 |    |    |   |   | 1 |   |   |   | 1  | 1 |   |    |   |   |   |   |    |   | 5   |
| others                                |   |   |   |    |    |   |   |   | 1 |   |   |    |   |   |    |   | 1 |   |   |    |   | 2   |
| collapse                              |   |   |   |    | 1  |   |   |   |   |   |   |    |   |   |    |   |   |   |   |    |   | 1   |
| injury to the sole                    |   |   |   |    |    |   |   |   |   |   |   |    |   |   |    | 1 |   |   |   |    |   | 1   |
| contact to harmful substance          |   |   |   | 1  |    |   |   |   |   |   |   |    |   |   |    |   |   |   |   |    |   | 1   |
| drown                                 |   |   |   |    |    |   |   |   |   |   |   |    |   |   |    |   |   |   |   |    |   |     |
| explosion                             |   |   |   |    |    |   |   |   |   |   |   |    |   |   |    |   |   |   |   |    |   |     |

| burst          |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |
|----------------|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|
|                |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |
| fire           |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |    |       |
| unclassifiable |    |    |    |    |    |    |    |    |    |    | 1  |    |    |    |    |    |    |    |    |    | 1  |       |
| total          | 76 | 72 | 64 | 92 | 83 | 65 | 73 | 75 | 64 | 71 | 64 | 91 | 65 | 50 | 67 | 74 | 65 | 81 | 65 | 79 | 66 | 1,502 |

Data source: <a href="https://anzeninfo.mhlw.go.jp/user/anzen/tok/anst00.html">https://anzeninfo.mhlw.go.jp/user/anzen/tok/anst00.html</a> MHLW, Japan

Return to <a href="https://www.jisha.or.jp/english/statistics/202312\_22.html">https://www.jisha.or.jp/english/statistics/202312\_22.html</a>