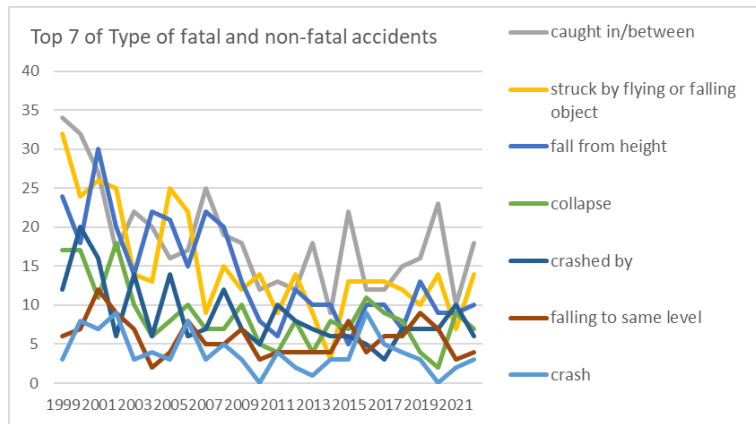
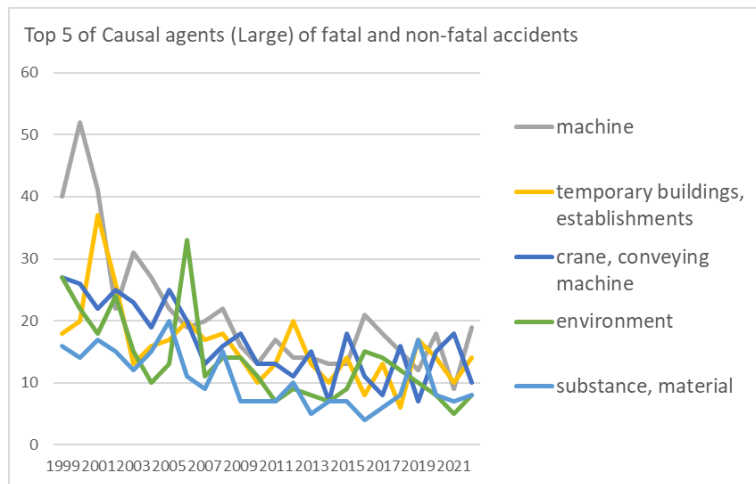


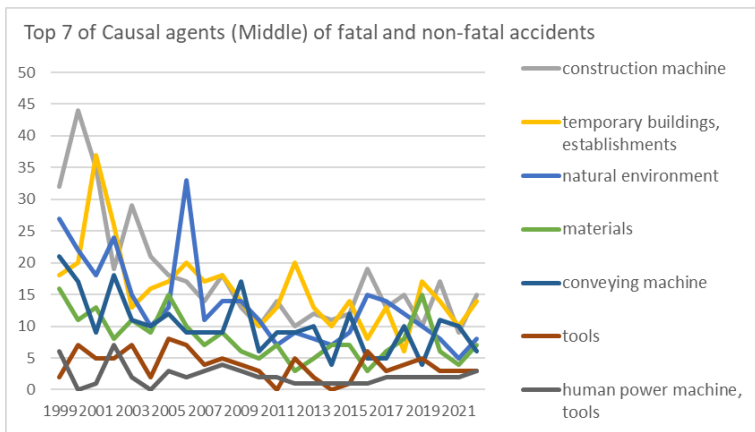
Transition of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



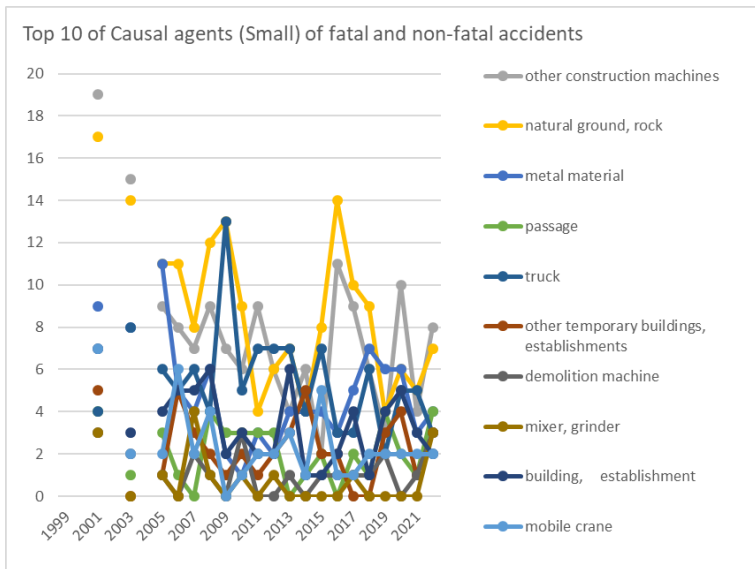
Transition of Top 7 of Type of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



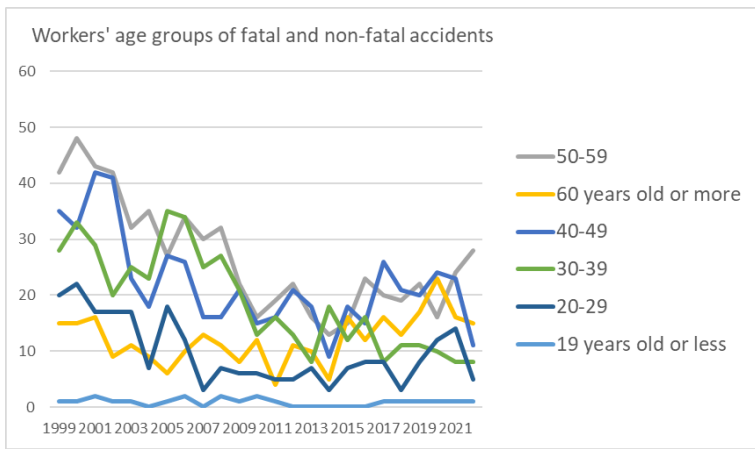
Transition of Top 5 of Causal agents (Large) of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



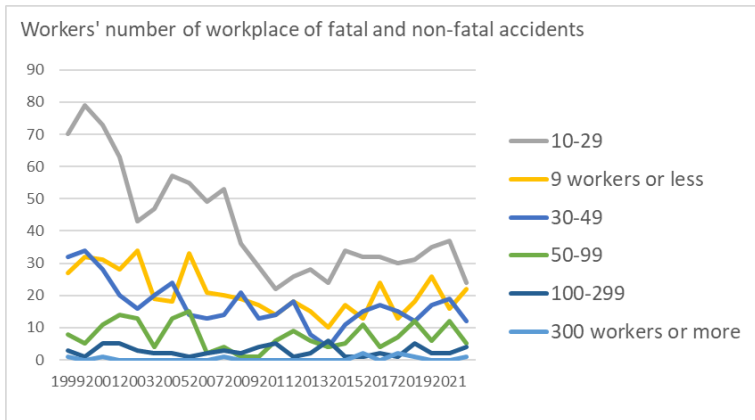
Transition of Top 7 of Causal agents (Middle) of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



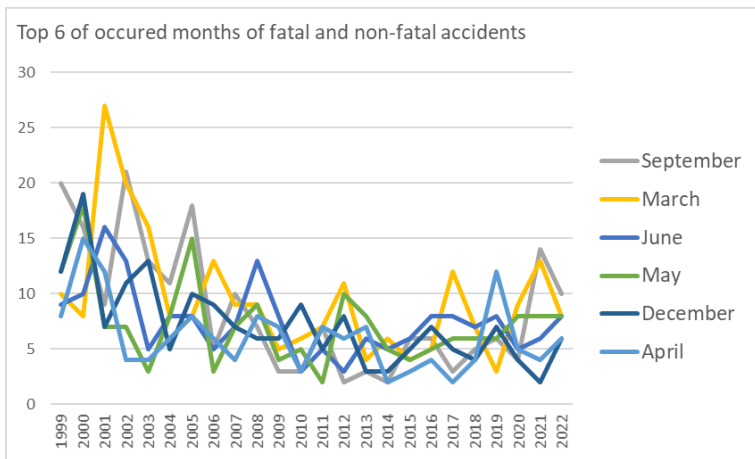
Transition of Top 10 of Causal agents (Small) of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



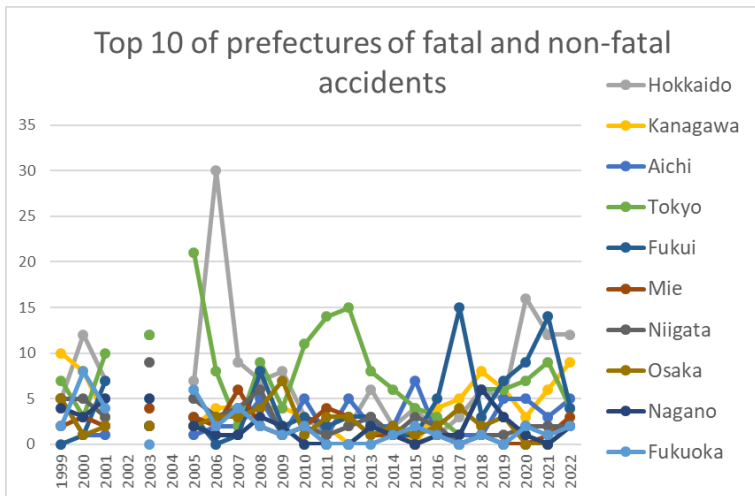
Transition of workers' age groups of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



Transition of workers' number of workplace of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



Transition of Top 6 of occurred months of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)



Transition of Top 10 of prefectures of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

Transition of Type of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Type of accidents | 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 | Type of accidents |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------------------|
| caught in/between | 34 | 32 | 27 | 17 | 22 | 20 | 16 | 17 | 25 | 19 | 18 | 12 | 13 | 12 | 18 | 9 | 22 | 12 | 12 | 15 | 16 | 23 | 10 | 18 | 439 | caught in/between |
| struck by flying or | 32 | 24 | 26 | 25 | 14 | 13 | 25 | 22 | 9 | 15 | 12 | 14 | 9 | 14 | 9 | 3 | 13 | 13 | 13 | 12 | 10 | 14 | 7 | 14 | 362 | struck by flying |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------------|----|----|----|----|----|----|----|----|----|----|----|---|----|----|----|----|---|----|----|----|----|---|----|----|-----|------------------------------------|-----------|
| falling object | | | | | | | | | | | | | | | | | | | | | | | | | | or falling object | |
| fall from height | 24 | 18 | 30 | 20 | 14 | 22 | 21 | 15 | 22 | 20 | 13 | 8 | 6 | 12 | 10 | 10 | 5 | 10 | 10 | 7 | 13 | 9 | 9 | 10 | 338 | fall from height | |
| collapse | 17 | 17 | 11 | 18 | 10 | 6 | 8 | 10 | 7 | 7 | 10 | 5 | 4 | 8 | 4 | 8 | 7 | 11 | 9 | 8 | 4 | 2 | 9 | 7 | 207 | collapse | |
| crashed by | 12 | 20 | 16 | 6 | 14 | 6 | 14 | 6 | 7 | 12 | 7 | 5 | 10 | 8 | 7 | 6 | 6 | 5 | 3 | 7 | 7 | 7 | 10 | 6 | 207 | crashed by | |
| falling to same level | 6 | 7 | 12 | 9 | 7 | 2 | 4 | 8 | 5 | 5 | 7 | 3 | 4 | 4 | 4 | 4 | 8 | 4 | 6 | 6 | 9 | 7 | 3 | 4 | 138 | falling to same level | |
| crash | 3 | 8 | 7 | 9 | 3 | 4 | 3 | 8 | 3 | 5 | 3 | | 4 | 2 | 1 | 3 | 3 | 9 | 5 | 4 | 3 | | 2 | 3 | 95 | crash | |
| traffic accident (public road) | 3 | 4 | 4 | 12 | 15 | 3 | 8 | 3 | 1 | 1 | 3 | 6 | 3 | 1 | 2 | 1 | | 3 | | 4 | | 1 | 3 | 2 | 83 | traffic accident (public road) | |
| contact to high/low-temperature | 1 | 2 | 1 | 1 | 1 | 1 | 1 | | 3 | 2 | | 2 | 1 | 4 | 1 | | | 1 | 1 | 2 | 2 | | | 2 | 29 | contact to high/low-temperature | |
| contact to harmful substance | 1 | 7 | 6 | 8 | 1 | 6 | 5 | | 2 | 3 | 1 | 2 | 1 | 1 | | | | 1 | 2 | | 6 | 2 | 2 | 1 | 58 | contact to harmful substance | |
| fire | | 1 | 1 | | 1 | | | 1 | | | | | | | | | | | | | | | | 1 | 5 | fire | |
| others | | 1 | | | | 1 | 1 | 22 | | | | 1 | | | | | 1 | 1 | 2 | 11 | | 2 | 16 | 27 | 86 | others | |
| reaction to motion/improper motion | 4 | 5 | 4 | 3 | 2 | 2 | 4 | 2 | 1 | 1 | 2 | 2 | 4 | 1 | 2 | 1 | | 2 | 3 | 3 | 5 | 4 | 2 | | 59 | reaction to motion/improper motion | |
| cut | 2 | 3 | 2 | 2 | 4 | 4 | 3 | 3 | 1 | 1 | 2 | 2 | 1 | 1 | 1 | 2 | 1 | 1 | 4 | | | 1 | | | 41 | cut | |
| explosion | | 2 | | | | | | | | 4 | | | | 4 | | | | | | | | | | | | 10 | explosion |
| burst | 1 | | | | | 2 | | 1 | | | 1 | | | | | | | | | | 1 | | 1 | | 7 | burst | |
| injury to the sole of the foot | | | 2 | | | | | | | | | | 1 | | | | | 1 | | | | | | | 4 | injury to the sole of the foot | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|-----|-----|-----|-----|-----|----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|------------------------------|
| unclassifiable | 1 | | | | 1 | | | | 1 | | | | | | | | 1 | | | | | | | | 4 | unclassifiable |
| drown | | | | | | | | | | | | | | | | | | | | 1 | | 1 | | | 2 | drown |
| electric shock | | | | | | | | | | | | 2 | | | | | | | | | | | | | 2 | electric shock |
| traffic accident (others) | | | | | | | | | 1 | | | | | | | | | | | | | | | | 1 | traffic accident (others) |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

Transition of Causal agents (Large) of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Causal (L) agents | 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 | Causal (L) agents |
|--|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|--|
| machine | 40 | 52 | 41 | 22 | 31 | 27 | 22 | 19 | 20 | 22 | 16 | 13 | 17 | 14 | 14 | 13 | 13 | 21 | 18 | 15 | 12 | 18 | 9 | 19 | 508 | machine |
| temporary buildings, establishments | 18 | 20 | 37 | 26 | 13 | 16 | 17 | 20 | 17 | 18 | 14 | 10 | 13 | 20 | 13 | 10 | 14 | 8 | 13 | 6 | 17 | 14 | 10 | 14 | 378 | temporary buildings, establishments |
| crane, conveying machine | 27 | 26 | 22 | 25 | 23 | 19 | 25 | 20 | 13 | 16 | 18 | 13 | 13 | 11 | 15 | 7 | 18 | 11 | 8 | 16 | 7 | 15 | 18 | 10 | 396 | crane, conveying machine |
| environment | 27 | 22 | 18 | 24 | 15 | 10 | 13 | 33 | 11 | 14 | 14 | 11 | 7 | 9 | 8 | 7 | 9 | 15 | 14 | 12 | 10 | 8 | 5 | 8 | 324 | environment |
| substance, material | 16 | 14 | 17 | 15 | 12 | 15 | 20 | 11 | 9 | 15 | 7 | 7 | 7 | 10 | 5 | 7 | 7 | 4 | 6 | 8 | 17 | 8 | 7 | 8 | 252 | substance, material |
| other equipment | 11 | 11 | 11 | 16 | 12 | 4 | 15 | 13 | 9 | 9 | 7 | 9 | 2 | 6 | 3 | 4 | 3 | 9 | 9 | 8 | 8 | 7 | 9 | 8 | 203 | other equipment |
| load | 1 | 4 | 3 | | | | 2 | 1 | 5 | | 1 | | 1 | 1 | | | 2 | 2 | | 2 | 2 | | 1 | 1 | 29 | load |
| others | 1 | 2 | | 2 | 3 | 1 | | 1 | 3 | 1 | 2 | 1 | 1 | 1 | 1 | | 2 | 4 | 11 | 1 | 6 | 16 | 27 | | 87 | others |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

Transition of Causal agents (Middle) of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Causal (M) agents | 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 | Causal (M) agents | |
|-------------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-------------------------------------|------------------|
| construction machine | 32 | 44 | 35 | 19 | 29 | 21 | 18 | 17 | 14 | 18 | 13 | 10 | 14 | 10 | 12 | 11 | 12 | 19 | 13 | 15 | 10 | 17 | 9 | 15 | 427 | construction machine | |
| temporary buildings, establishments | 18 | 20 | 37 | 26 | 13 | 16 | 17 | 20 | 17 | 18 | 14 | 10 | 13 | 20 | 13 | 10 | 14 | 8 | 13 | 6 | 17 | 14 | 10 | 14 | 378 | temporary buildings, establishments | |
| natural environment | 27 | 22 | 18 | 24 | 15 | 10 | 13 | 33 | 11 | 14 | 14 | 11 | 7 | 9 | 8 | 7 | 9 | 15 | 14 | 12 | 10 | 8 | 5 | 8 | 324 | natural environment | |
| materials | 16 | 11 | 13 | 8 | 11 | 9 | 15 | 10 | 7 | 9 | 6 | 5 | 7 | 3 | 5 | 7 | 7 | 3 | 6 | 8 | 15 | 6 | 4 | 7 | 198 | materials | |
| conveying machine | 21 | 17 | 9 | 18 | 11 | 10 | 12 | 9 | 9 | 9 | 17 | 6 | 9 | 9 | 10 | 4 | 12 | 5 | 5 | 10 | 4 | 11 | 10 | 6 | 243 | conveying machine | |
| tools | 2 | 7 | 5 | 5 | 7 | 2 | 8 | 7 | 4 | 5 | 4 | 3 | | 5 | 2 | | 1 | 6 | 3 | 4 | 5 | 3 | 3 | 3 | 94 | tools | |
| human power machine, tools | 6 | | 1 | 7 | 2 | | 3 | 2 | 3 | 4 | 3 | 2 | 2 | 1 | 1 | 1 | 1 | 1 | 2 | 2 | 2 | 2 | 2 | 3 | 53 | human power machine, tools | |
| general machine | 6 | 6 | 5 | 2 | | 2 | 1 | 1 | 5 | 3 | 1 | 1 | | 3 | 1 | 2 | 1 | | 1 | | 1 | | | 3 | 45 | general machine | |
| crane | 5 | 7 | 9 | 3 | 5 | 6 | 5 | 8 | 3 | 5 | 1 | 2 | 3 | 2 | 4 | 1 | 6 | 3 | 3 | 2 | 3 | 3 | 5 | 2 | 96 | crane | |
| vehicle | 1 | 2 | 4 | 4 | 7 | 3 | 8 | 3 | 1 | 2 | | 5 | 1 | | 1 | 2 | | 3 | | 4 | | 1 | 3 | 2 | 57 | vehicle | |
| electric equipment | | | | | | | | 1 | 1 | | | 2 | | | | | | | | | | | 1 | 2 | 7 | electric equipment | |
| hazards, harmful | | 3 | 4 | 7 | 1 | 6 | 5 | 1 | 2 | 6 | 1 | 2 | | 7 | | | | 1 | | | | 2 | 2 | 3 | 1 | 54 | hazards, harmful |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|------------------------------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|---|----|--------------------|------------------------------|
| substances | | | | | | | | | | | | | | | | | | | | | | | | | | substances |
| load | 1 | 4 | 3 | | | | 2 | 1 | 5 | | 1 | 1 | 1 | | | 2 | 2 | | 2 | 2 | | 1 | 1 | 29 | load | |
| engine | | | | | | | | | | | | 1 | | | | | | | | | | | 1 | 2 | engine | |
| other causal agent | 1 | | | | | | | 1 | | | 1 | 1 | | | | | 2 | 9 | | 2 | 15 | 27 | | 59 | other causal agent | |
| other equipments, facilities | 1 | 3 | 5 | 4 | 1 | 1 | 4 | 3 | 1 | | | 1 | | | | 3 | 1 | 2 | 4 | 2 | 1 | 2 | 2 | | 41 | other equipments, facilities |
| woodworking machine | 1 | 1 | 1 | 1 | 2 | 4 | 2 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | 2 | 2 | | | | | | 22 | woodworking machine |
| no causal agent | | 2 | | 1 | 2 | 1 | | | 2 | 1 | 1 | | 1 | 1 | | | 2 | 2 | | 1 | 4 | 1 | | | 22 | no causal agent |
| metal manufacturing machine | 1 | 1 | | | | | | | | | | 2 | | 2 | | | | | 1 | | 1 | 1 | | | 9 | metal manufacturing machine |
| unclassifiable | | | | 1 | 1 | | | | 1 | | | | | 1 | | | | | 2 | | | | | | 6 | unclassifiable |
| pressure vessel | 1 | | | | 1 | | | | | | | 1 | | | | | | | | | | | 1 | | 4 | pressure vessel |
| welding equipment | 1 | 1 | | | 1 | 1 | | | | | | | | | | | | | | | | | | | 4 | welding equipment |
| power transmission mechanism | | | | | | | | 1 | | | | | 1 | | | | | | | | | | | | 2 | power transmission mechanism |
| mobile silviculture machine | | | | | | | | | | | | | | | | | | | 1 | | | | | | 1 | mobile silviculture machine |

| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------------------------------|--|--|---|--|---|--|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|---|----|-------|-----------------------------------|-------------------------|----------------------------------|
| other powered conveying machines | | | 3 | | | | | 1 | 1 | 1 | 1 | | | 1 | 1 | 1 | | | | | | 1 | | | | 1 | 12 | other powered conveying machines |
| foundation work machine | | | | | 3 | | | | 1 | | | | | | 1 | | | | 1 | | 2 | 1 | 1 | | | 10 | foundation work machine | |
| lumber, bamboo | | | | | 1 | | | 1 | 1 | | | | | 1 | | 2 | 1 | | | | 2 | | | 1 | | 10 | lumber, bamboo | |
| inflammable gas | | | | | | | | | | 2 | | | | 5 | | | | | | | | | | 1 | | 8 | inflammable gas | |
| engine | | | | | | | | | | | 1 | | | | | | | | | | | | | 1 | | 2 | engine | |
| human power machine | | | | | | | | | | | | | | | | | | | | | | | | 1 | | 1 | human power machine | |
| other causal agent | | | | | | | | 1 | | | 1 | 1 | | | | | 2 | 9 | | 2 | 15 | 27 | | | 58 | other causal agent | | |
| other tools | | | 2 | | 4 | | 2 | 5 | 1 | 2 | | 1 | | 2 | 1 | | | 2 | 2 | 4 | 1 | 1 | 2 | | 32 | other tools | | |
| other equipment, facilities | | | 5 | | 1 | | 4 | 3 | 1 | | | 1 | | | | 3 | 1 | 2 | 4 | 2 | 1 | 2 | 2 | | 32 | other equipment, facilities | | |
| crane | | | 1 | | 2 | | 2 | 2 | 1 | | 1 | 1 | | 1 | | 1 | 1 | 2 | | | 1 | 3 | | 19 | crane | | | |
| no causal agent | | | | | 2 | | | | 2 | 1 | 1 | | 1 | 1 | | | 2 | 2 | | 1 | 4 | 1 | | | 18 | no causal agent | | |
| other hazards, harmful substances | | | 3 | | | | 1 | 1 | 2 | 1 | 1 | 2 | | | | | | | | | 2 | 2 | 2 | | 17 | other hazards, harmful substances | | |
| circular sawing machine | | | 1 | | 2 | | 2 | 1 | 1 | 1 | | | | 1 | | | 2 | 2 | | | | | | | 13 | circular sawing machine | | |
| other general power machines | | | 2 | | | | | 1 | 1 | 2 | 1 | | | 2 | 1 | 1 | 1 | | | | 1 | | | | 13 | other general power machines | | |
| standing tree | | | 1 | | | | | | 1 | 1 | 1 | | | | | 2 | 1 | | 3 | | 1 | 1 | | | 12 | standing tree | | |
| high/cold temperature environment | | | | | | | 1 | | 1 | 1 | | | | | | | 2 | | 3 | 1 | | | | | 12 | high/cold temperature environment | | |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-------|-----|-----|-----|-----|-----|----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|-------|
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |
|-------|-----|-----|-----|-----|-----|----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|-------|

Transition of workers' age groups of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Age | 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 | Age |
|----------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|----------------------|
| 50-59 | 42 | 48 | 43 | 42 | 32 | 35 | 27 | 34 | 30 | 32 | 22 | 16 | 19 | 22 | 16 | 13 | 15 | 23 | 20 | 19 | 22 | 16 | 24 | 28 | 640 | 50-59 |
| 60 years old or more | 15 | 15 | 16 | 9 | 11 | 9 | 6 | 10 | 13 | 11 | 8 | 12 | 4 | 11 | 10 | 5 | 16 | 12 | 16 | 13 | 17 | 23 | 16 | 15 | 293 | 60 years old or more |
| 40-49 | 35 | 32 | 42 | 41 | 23 | 18 | 27 | 26 | 16 | 16 | 21 | 15 | 16 | 21 | 18 | 9 | 18 | 15 | 26 | 21 | 20 | 24 | 23 | 11 | 534 | 40-49 |
| 30-39 | 28 | 33 | 29 | 20 | 25 | 23 | 35 | 34 | 25 | 27 | 21 | 13 | 16 | 13 | 8 | 18 | 12 | 16 | 8 | 11 | 11 | 10 | 8 | 8 | 452 | 30-39 |
| 20-29 | 20 | 22 | 17 | 17 | 17 | 7 | 18 | 12 | 3 | 7 | 6 | 6 | 5 | 5 | 7 | 3 | 7 | 8 | 8 | 3 | 8 | 12 | 14 | 5 | 237 | 20-29 |
| 19 years old or less | 1 | 1 | 2 | 1 | 1 | | 1 | 2 | | 2 | 1 | 2 | 1 | | | | | | 1 | 1 | 1 | 1 | 1 | 1 | 21 | 19 years old or less |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

Transition of workers' number of workplace of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Workers scale | 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 | Workers scale |
|---------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|---------------------|
| 10-29 | 70 | 79 | 73 | 63 | 43 | 47 | 57 | 55 | 49 | 53 | 36 | 29 | 22 | 26 | 28 | 24 | 34 | 32 | 32 | 30 | 31 | 35 | 37 | 24 | 1,009 | 10-29 |
| 9 workers or less | 27 | 32 | 31 | 28 | 34 | 19 | 18 | 33 | 21 | 20 | 19 | 17 | 14 | 18 | 15 | 10 | 17 | 13 | 24 | 13 | 18 | 26 | 16 | 22 | 505 | 9 workers or less |
| 30-49 | 32 | 34 | 28 | 20 | 16 | 20 | 24 | 14 | 13 | 14 | 21 | 13 | 14 | 18 | 8 | 4 | 11 | 15 | 17 | 15 | 12 | 17 | 19 | 12 | 411 | 30-49 |
| 50-99 | 8 | 5 | 11 | 14 | 13 | 4 | 13 | 15 | 2 | 4 | 1 | 1 | 6 | 9 | 6 | 4 | 5 | 11 | 4 | 7 | 12 | 6 | 12 | 5 | 178 | 50-99 |
| 100-299 | 3 | 1 | 5 | 5 | 3 | 2 | 2 | 1 | 2 | 3 | 2 | 4 | 5 | 1 | 2 | 6 | 1 | 1 | 2 | 1 | 5 | 2 | 2 | 4 | 65 | 100-299 |
| 300 workers or more | 1 | | 1 | | | | | | | 1 | | | | | | | | 2 | | 2 | 1 | | | 1 | 9 | 300 workers or more |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

Transition of occurred months of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Month | 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 | Month |
|-----------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|-----------|
| September | 20 | 16 | 9 | 21 | 13 | 11 | 18 | 5 | 10 | 7 | 3 | 3 | 7 | 2 | 3 | 2 | 6 | 6 | 3 | 5 | 6 | 4 | 14 | 10 | 204 | September |
| March | 10 | 8 | 27 | 20 | 16 | 8 | 8 | 13 | 9 | 9 | 5 | 6 | 7 | 11 | 4 | 6 | 4 | 5 | 12 | 7 | 3 | 9 | 13 | 8 | 228 | March |
| June | 9 | 10 | 16 | 13 | 5 | 8 | 8 | 5 | 7 | 13 | 8 | 3 | 5 | 3 | 6 | 5 | 6 | 8 | 8 | 7 | 8 | 5 | 6 | 8 | 180 | June |
| May | 12 | 18 | 7 | 7 | 3 | 8 | 15 | 3 | 7 | 9 | 4 | 5 | 2 | 10 | 8 | 5 | 4 | 5 | 6 | 6 | 6 | 8 | 8 | 8 | 174 | May |
| December | 12 | 19 | 7 | 11 | 13 | 5 | 10 | 9 | 7 | 6 | 6 | 9 | 5 | 8 | 3 | 3 | 5 | 7 | 5 | 4 | 7 | 4 | 2 | 6 | 173 | December |
| April | 8 | 15 | 12 | 4 | 4 | 6 | 8 | 6 | 4 | 8 | 7 | 3 | 7 | 6 | 7 | 2 | 3 | 4 | 2 | 4 | 12 | 5 | 4 | 6 | 147 | April |
| October | 13 | 14 | 15 | 8 | 13 | 6 | 6 | 8 | 4 | 6 | 3 | 8 | 10 | 2 | 4 | 11 | 5 | 4 | 8 | 4 | 13 | 14 | 7 | 5 | 191 | October |
| February | 11 | 15 | 10 | 5 | 13 | 8 | 7 | 8 | 10 | 7 | 9 | 6 | 4 | 11 | 7 | 2 | 4 | 9 | 8 | 4 | 3 | 8 | 2 | 5 | 176 | February |
| November | 16 | 12 | 18 | 9 | 7 | 10 | 6 | 32 | 5 | 6 | 5 | 8 | 1 | 2 | 6 | 4 | 11 | 3 | 6 | 10 | 4 | 16 | 4 | 4 | 205 | November |
| January | 14 | 6 | 13 | 9 | 10 | 6 | 13 | 10 | 8 | 10 | 15 | 1 | 7 | 7 | 4 | 4 | 7 | 8 | 5 | 4 | 5 | 5 | 10 | 4 | 185 | January |
| July | 6 | 11 | 8 | 14 | 7 | 8 | 6 | 10 | 5 | 8 | 5 | 8 | 4 | 3 | 4 | 2 | 9 | 9 | 9 | 8 | 7 | 4 | 3 | 2 | 160 | July |
| August | 10 | 7 | 7 | 9 | 5 | 8 | 9 | 9 | 11 | 6 | 9 | 4 | 2 | 7 | 3 | 2 | 4 | 6 | 7 | 5 | 5 | 4 | 13 | 2 | 154 | August |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

Transition of prefectures of fatal and non-fatal accidents in 030102 tunnel construction work in Japan (1999-2022)

| Prefecture | 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 | Prefecture |
|------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|-------|------------|
| Hokkaido | 5 | 12 | 7 | | 12 | | 7 | 30 | 9 | 7 | 8 | 3 | 1 | 2 | 6 | 2 | 4 | 1 | 3 | 6 | 5 | 16 | 12 | 12 | 170 | Hokkaido |
| Kanagawa | 10 | 8 | 3 | | 2 | | 2 | 4 | 4 | 4 | 4 | 3 | 2 | | 2 | 2 | | 4 | 5 | 8 | 6 | 3 | 6 | 9 | 91 | Kanagawa |
| Aichi | 5 | 1 | 1 | | 2 | | 1 | 2 | 2 | 5 | 1 | 5 | 1 | 5 | 2 | 2 | 7 | 1 | 1 | 1 | 5 | 5 | 3 | 5 | 63 | Aichi |
| Tokyo | 7 | 3 | 10 | | 12 | | 21 | 8 | 2 | 9 | 4 | 11 | 14 | 15 | 8 | 6 | 4 | 3 | 1 | 6 | 6 | 7 | 9 | 4 | 170 | Tokyo |
| Fukui | | 1 | 7 | | 2 | | 3 | | 1 | 8 | 2 | 3 | 2 | 3 | 3 | 1 | 1 | 5 | 15 | 3 | 7 | 9 | 14 | 4 | 94 | Fukui |
| Mie | 2 | 3 | 2 | | 4 | | 3 | 2 | 6 | 2 | 1 | 2 | 4 | 3 | 1 | 1 | | 1 | | 1 | | | 1 | 3 | 42 | Mie |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|---|----|----|--|----|--|----|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|-----------|
| Niigata | 5 | 5 | 3 | | 9 | | 5 | 3 | 4 | 6 | 1 | 2 | 1 | 2 | 3 | 1 | 3 | 2 | | 1 | 1 | 2 | 2 | 2 | 63 | Niigata |
| Osaka | 5 | 1 | 2 | | 2 | | 2 | 3 | 3 | 4 | 7 | 1 | 3 | 3 | 1 | 2 | 1 | 2 | 4 | 2 | 3 | | | 2 | 53 | Osaka |
| Nagano | 4 | 3 | 5 | | 5 | | 2 | 1 | 1 | 3 | 2 | | | | 2 | 1 | | 1 | 1 | 6 | 3 | 1 | | 2 | 43 | Nagano |
| Fukuoka | 2 | 8 | 4 | | | | 6 | 2 | 4 | 2 | 1 | 2 | | | | 1 | 2 | 1 | | 1 | | 2 | 1 | 2 | 41 | Fukuoka |
| Nagasaki | 5 | 1 | 2 | | 2 | | 1 | | 1 | 1 | | | | | | | 3 | 3 | 5 | 5 | 2 | | 5 | 2 | 38 | Nagasaki |
| Kumamoto | 2 | 4 | 7 | | 4 | | | 5 | | 1 | | | 1 | | 1 | | 1 | | 1 | 1 | 2 | 2 | | 2 | 34 | Kumamoto |
| Ehime | | | 3 | | 3 | | 4 | 4 | 2 | | 1 | | | | 1 | | | | 3 | 2 | | 1 | 4 | 2 | 30 | Ehime |
| Yamagata | 3 | 2 | 2 | | | | | 2 | | | 3 | 2 | 2 | 1 | | 1 | | | 5 | 1 | 1 | | 1 | 2 | 28 | Yamagata |
| Shizuoka | 7 | 7 | 18 | | 10 | | 10 | 4 | 4 | 4 | 3 | 3 | | 3 | 2 | | | 3 | 1 | 2 | 1 | 1 | 1 | 1 | 85 | Shizuoka |
| Gifu | 4 | 5 | 9 | | 2 | | 8 | 7 | 2 | 1 | | 2 | 1 | | | 1 | 6 | 2 | 2 | 3 | 2 | 2 | 6 | 1 | 66 | Gifu |
| Kyoto | 7 | 11 | 8 | | 5 | | 2 | 2 | 3 | 1 | 1 | 1 | 1 | 5 | 2 | 1 | 1 | | | 1 | 1 | | | 1 | 54 | Kyoto |
| Fukushima | 2 | 2 | 3 | | 2 | | | 3 | 3 | 6 | | 3 | 1 | 1 | | 4 | 4 | 3 | 3 | 2 | 2 | | 2 | 1 | 47 | Fukushima |
| Miyazaki | 2 | 6 | 3 | | 6 | | 1 | 2 | 3 | 4 | 1 | 2 | 2 | 2 | 3 | | 1 | | | 1 | 1 | 3 | 1 | 1 | 45 | Miyazaki |
| Yamanashi | 1 | 2 | | | | | | 1 | 1 | 1 | 1 | 1 | 6 | 4 | | 2 | 3 | 6 | 3 | 1 | 1 | 3 | | 1 | 38 | Yamanashi |
| Oita | 4 | 4 | 3 | | 1 | | | 1 | 2 | 1 | 2 | | 1 | 2 | 4 | | 1 | 2 | 2 | 1 | 2 | 3 | | 1 | 37 | Oita |
| Hiroshima | 1 | 6 | 3 | | 2 | | 3 | 2 | 3 | 2 | 1 | 2 | 2 | | 2 | 1 | | | 2 | | 1 | | 2 | 1 | 36 | Hiroshima |
| Chiba | | | | | 2 | | 6 | | | 1 | 1 | | | 1 | 1 | | 3 | | 2 | | 1 | 1 | 3 | 1 | 23 | Chiba |
| Akita | 2 | 2 | | | | | 3 | 3 | 2 | 1 | 1 | 1 | 2 | | 1 | | | | 2 | | | | | 1 | 21 | Akita |
| Miyagi | 1 | 2 | | | 1 | | | 2 | 4 | 1 | 1 | 1 | 1 | 1 | 1 | | 1 | 1 | | | | | | 1 | 19 | Miyagi |
| Saitama | 2 | | 3 | | 1 | | | 1 | | | 1 | | | | 3 | 3 | 1 | 3 | | | | | | 1 | 19 | Saitama |
| Tochigi | 1 | 1 | 1 | | | | 1 | | 2 | 1 | 3 | 1 | | | 1 | | 1 | | 1 | | | | | 1 | 15 | Tochigi |
| Tottori | | | 1 | | | | | | | 2 | | | 1 | | | | 1 | 3 | 2 | 3 | 1 | | | 1 | 15 | Tottori |
| Shiga | | 2 | 3 | | 2 | | | | | 2 | 1 | | | | | | | | 1 | | | | 1 | 1 | 13 | Shiga |

| | | | | | | | | | | | | | | | | | | | | | | | | | | |
|-----------|-----|-----|-----|-----|-----|----|-----|-----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|----|-------|-----------|
| Iwate | 10 | 5 | 7 | | | | 1 | 3 | | 1 | 3 | | | | 1 | 5 | 6 | 8 | 4 | 4 | 5 | 3 | 4 | | 70 | Iwate |
| Hyogo | 5 | 13 | 5 | | 1 | | 2 | 4 | 2 | 6 | 1 | 1 | | 3 | | 4 | 2 | 6 | 1 | 1 | 2 | 1 | 1 | | 61 | Hyogo |
| Kagoshima | 7 | 5 | 4 | | 1 | | 4 | | 3 | | | 4 | 2 | 4 | | 1 | 3 | 1 | 1 | | 1 | | | | 41 | Kagoshima |
| Wakayama | 1 | 1 | | | 2 | | 1 | 3 | 1 | 2 | | | 1 | | 2 | 2 | 1 | 2 | | | 1 | 14 | 1 | | 35 | Wakayama |
| Ishikawa | 5 | 2 | | | 2 | | 3 | | 1 | | 1 | 1 | 1 | | | | 1 | 1 | 1 | 2 | 7 | 3 | | | 31 | Ishikawa |
| Kochi | 4 | 4 | 3 | | 1 | | | 1 | 3 | | 3 | | | 1 | | | | 2 | 1 | | 1 | 1 | 4 | | 29 | Kochi |
| Toyama | 7 | 2 | 2 | | 2 | | | 1 | | 1 | 1 | 1 | 3 | 1 | 2 | 2 | 1 | | | | | | | | 26 | Toyama |
| Okayama | | 4 | 2 | | 1 | | 1 | 1 | 1 | 2 | 3 | | 2 | 6 | 2 | | | | | 1 | | | | | 26 | Okayama |
| Shimane | 1 | 1 | 4 | | | | 2 | 1 | 2 | | 3 | 5 | 1 | 1 | | | 1 | | 1 | | 1 | | | | 24 | Shimane |
| Tokushima | 3 | 1 | 1 | | | | 1 | 2 | 1 | | 1 | 1 | | 1 | | | | 2 | | | 3 | | | | 17 | Tokushima |
| Gunma | 5 | | 5 | | 1 | | | 2 | 1 | 1 | | | | | | | | | | | 1 | | | | 16 | Gunma |
| Nara | 1 | 4 | | | 3 | | 1 | | | | 3 | | 1 | 1 | | | | 1 | | 1 | | | | | 16 | Nara |
| Aomori | | 3 | | | 1 | | 2 | | 2 | 1 | | | 1 | 1 | | | | 1 | 1 | | 1 | | 1 | | 15 | Aomori |
| Okinawa | 1 | | 1 | | | | 3 | 1 | 1 | | 2 | | | | | | 1 | 1 | | | 2 | 1 | 1 | | 15 | Okinawa |
| Yamaguchi | 1 | 3 | 2 | | | | 1 | 1 | | 1 | 3 | | | | | | | 1 | 1 | | | | | | 14 | Yamaguchi |
| Saga | | 1 | | | | | | 1 | | | 1 | | | | 1 | 1 | 2 | 1 | 2 | 1 | | | | | 11 | Saga |
| Ibaraki | 1 | | | | 1 | | 1 | 3 | 1 | | | | | | 2 | | | | | | | | | | 9 | Ibaraki |
| Kagawa | | | | | | | | | | | 2 | | | | | | 1 | | 1 | | | 2 | | | 6 | Kagawa |
| total | 141 | 151 | 149 | 130 | 109 | 92 | 114 | 118 | 87 | 95 | 79 | 64 | 61 | 72 | 59 | 48 | 68 | 74 | 79 | 68 | 79 | 86 | 86 | 68 | 2,177 | total |

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