

Relation between code no. 231 cars, bus, motorcycle as causal agents and type of Fatal and non-fatal accidents in 1999-2020

| code | 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 | total |
|------|------------------------------------|------|-------|-------|------|-------|------|-------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|---------|
| 01 | fall from height | | 154 | 158 | | 154 | | 169 | 178 | 171 | 183 | 163 | 185 | 167 | 137 | 158 | 155 | 177 | 188 | 171 | 212 | 220 | 164 | 3,264 |
| 02 | falling to same level | | 522 | 533 | | 589 | | 956 | 944 | 892 | 918 | 835 | 759 | 792 | 785 | 784 | 720 | 721 | 624 | 664 | 776 | 724 | 705 | 14,243 |
| 03 | crash | | 212 | 213 | | 210 | | 263 | 230 | 266 | 257 | 210 | 250 | 211 | 234 | 210 | 194 | 199 | 215 | 256 | 251 | 238 | 211 | 4,330 |
| 04 | struck by flying or falling object | | 25 | 38 | | 20 | | 31 | 25 | 24 | 23 | 23 | 20 | 26 | 23 | 23 | 17 | 17 | 21 | 23 | 16 | 18 | 13 | 426 |
| 05 | collapse | | 7 | 12 | | 18 | | 36 | 42 | 36 | 41 | 38 | 33 | 18 | 23 | 25 | 17 | 25 | 21 | 26 | 19 | 25 | 23 | 485 |
| 06 | crashed by | | 166 | 173 | | 204 | | 239 | 245 | 232 | 250 | 224 | 224 | 203 | 210 | 221 | 212 | 217 | 218 | 211 | 205 | 239 | 225 | 4,118 |
| 07 | caught in/between | | 338 | 364 | | 318 | | 386 | 409 | 409 | 399 | 381 | 358 | 368 | 344 | 368 | 354 | 327 | 329 | 302 | 345 | 334 | 357 | 6,790 |
| 08 | cut | | 23 | 20 | | 24 | | 17 | 14 | 8 | 27 | 17 | 20 | 14 | 10 | 17 | 10 | 5 | 16 | 6 | 13 | 15 | 7 | 283 |
| 09 | injury to the sole of the foot | | | 1 | | | | 1 | 1 | | | | | | | | | | | | | | | 3 |
| 10 | drown | | 1 | | | | | 3 | 2 | 1 | | 2 | | | | | 2 | | 2 | | | 1 | | 14 |
| 11 | contact to high/low-temperature | | 30 | 32 | | 26 | | 31 | 31 | 25 | 16 | 16 | 29 | 20 | 22 | 17 | 17 | 16 | 11 | 11 | 16 | 15 | 12 | 393 |
| 12 | contact to harmful substance | | 1 | 1 | | 1 | | 3 | 1 | 1 | | | 1 | | | 6 | 4 | 2 | 1 | | 2 | 2 | 1 | 27 |
| 13 | electric shock | | 2 | | | | | | 1 | | | 1 | | 2 | 1 | | 2 | | 1 | | 1 | | | 11 |
| 14 | explosion | | 1 | | | 1 | | 2 | 1 | 1 | | | | 1 | 1 | 1 | 1 | | | | 1 | 1 | | 12 |
| 15 | burst | | | 2 | | | | 4 | 1 | 2 | 3 | 5 | | 1 | | | | 1 | 3 | 1 | 4 | 1 | | 28 |
| 16 | fire | | 3 | 3 | | 3 | | | 1 | 2 | | 2 | 1 | | 2 | | 1 | 2 | 1 | | 1 | | 1 | 23 |
| 17 | traffic accident (public road) | | 5,732 | 5,883 | | 5,975 | | 7,529 | 7,631 | 7,391 | 7,018 | 6,680 | 6,738 | 6,330 | 6,459 | 6,422 | 6,526 | 6,318 | 6,354 | 6,230 | 6,251 | 5,794 | 5,334 | 122,595 |
| 18 | traffic accident (others) | | 54 | 43 | | 42 | | 45 | 74 | 72 | 49 | 33 | 44 | 55 | 55 | 56 | 52 | 53 | 61 | 46 | 63 | 60 | 48 | 1,005 |
| 19 | reaction to motion/improper motion | | 130 | 151 | | 132 | | 206 | 200 | 221 | 224 | 187 | 185 | 217 | 207 | 194 | 207 | 192 | 207 | 224 | 216 | 222 | 201 | 3,723 |
| 90 | others | | 2 | 4 | | 1 | | 9 | 5 | 3 | 5 | 7 | 5 | 5 | 2 | 7 | 4 | 8 | 2 | 7 | 3 | 4 | 7 | 90 |
| 99 | unclassifiable | | 1 | 2 | | | | 1 | 3 | 4 | 1 | 4 | 2 | 1 | 1 | | 1 | 1 | 4 | 1 | 1 | | 2 | 30 |
| 00 | total | | 7,404 | 7,633 | | 7,718 | | 9,931 | 10,039 | 9,761 | 9,414 | 8,828 | 8,854 | 8,431 | 8,516 | 8,509 | 8,496 | 8,281 | 8,279 | 8,179 | 8,396 | 7,913 | 7,311 | 161,893 |

Data of 2011 year include Industrial accidents caused by Great East Japan Earthquake in 2011.

Data sources: <https://anzeninfo.mhlw.go.jp/user/anzen/tok/anst00.htm> (MHLW, Japan)

Return to <https://www.jisha.or.jp/english/statistics/2020enfctcs.html>