



# Japan

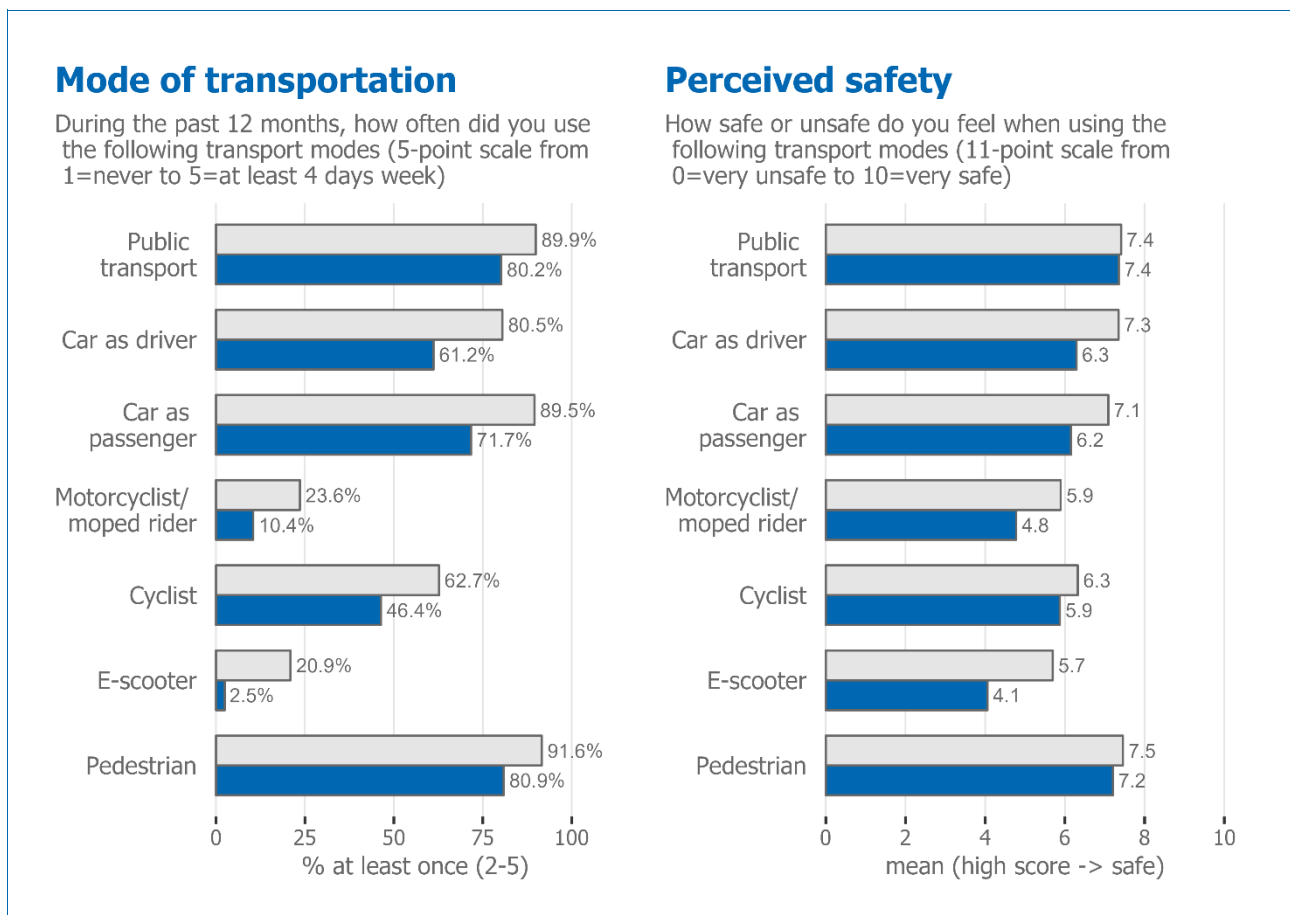
## ESRA3 Country Fact Sheet

Version 2 (01/2024)

ESRA (E-Survey of Road Users' Attitudes) is a joint initiative of road safety institutes, research centres, public services, and private sponsors from all over the world. The aim is to collect and analyse comparable data on road safety performance and road safety culture. The ESRA data are used as a basis for a large set of road safety indicators. These provide scientific evidence for policy making at national and international levels. Vias institute in Brussels (Belgium) initiated and coordinates ESRA, in cooperation with ten steering group partners (BAST, DTU, IATSS, ITS, KfV, NTUA, PRP, SWOV, TIRF, University Gustave Eiffel). At the heart of ESRA is a jointly developed questionnaire survey, which is translated into national language versions<sup>1</sup>. The themes covered include: self-declared behaviour, attitudes and opinions on unsafe traffic behaviour, enforcement experiences and support for policy measures. The survey addresses different road safety topics (e.g. driving under the influence of alcohol, drugs and medicines, speeding, distraction) and targets car occupants, motorcyclists and moped riders, cyclists, riders of e-scooters and pedestrians.

This fact sheet contains the key results of the ESRA3 survey, which was conducted simultaneously in 39 countries in 2023. In total this online panel survey collected data from more than 37,000 road users (986 in Japan, aged 18-74). The ESRA3 survey in Japan was supported by International Association of Traffic and Safety Sciences. An overview of the initiative and more results are available on [www.esranet.eu](http://www.esranet.eu).

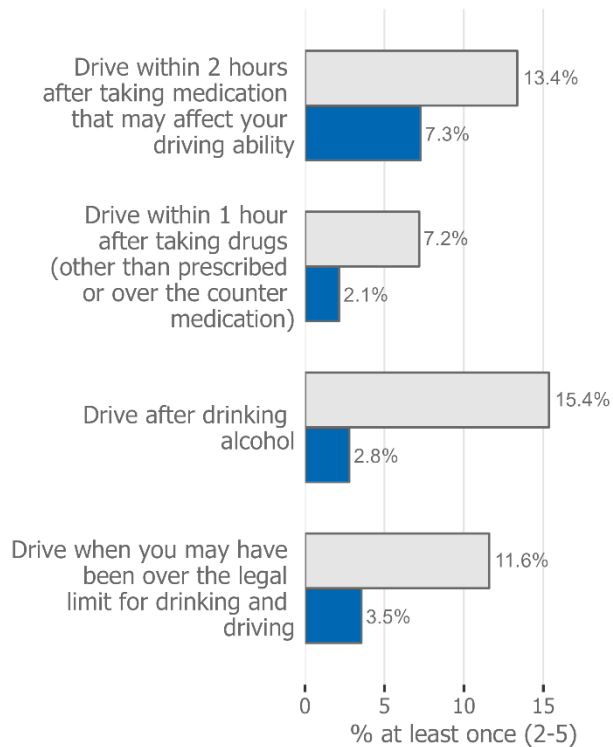
The following figures show a core set of variables in which Japan (blue bar ) is compared with the Europe22 ESRA3 mean<sup>2</sup> (grey bar ).



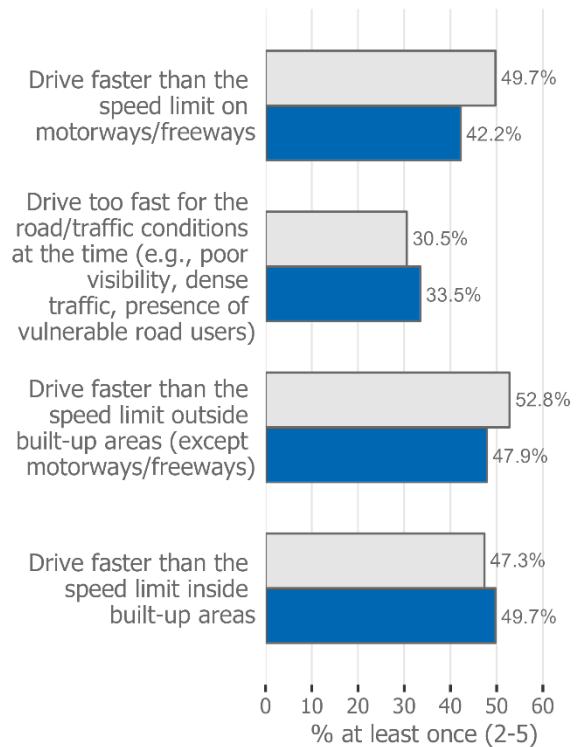
## Self-declared behaviour

Over the last 30 days, how often did you ...? (5-point scale from 1=never to 5=(almost) always)

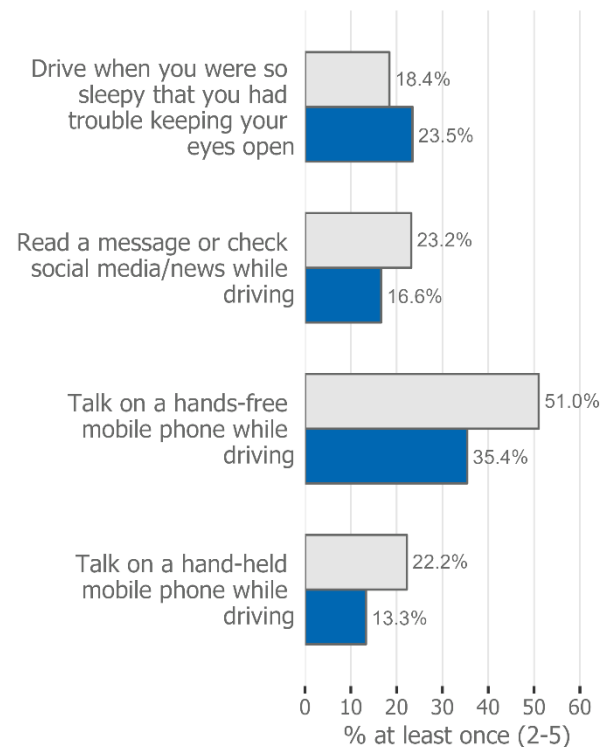
### DUI as a car driver



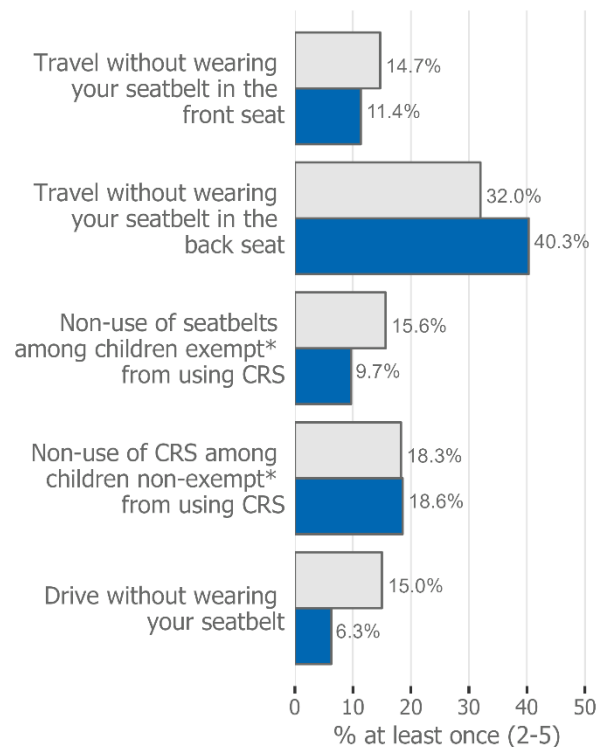
### Speeding as a car driver



### Distraction & fatigue as a car driver



### Seat belt use in a passenger car

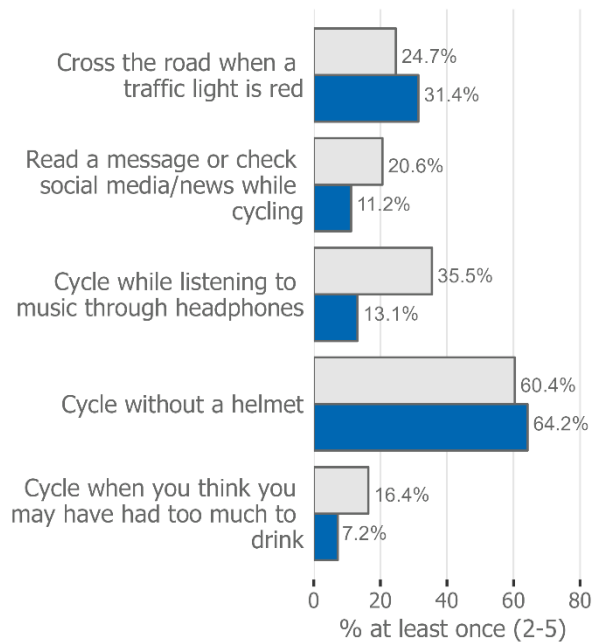


\* specified based on national regulation; CRS = Child Restraint System

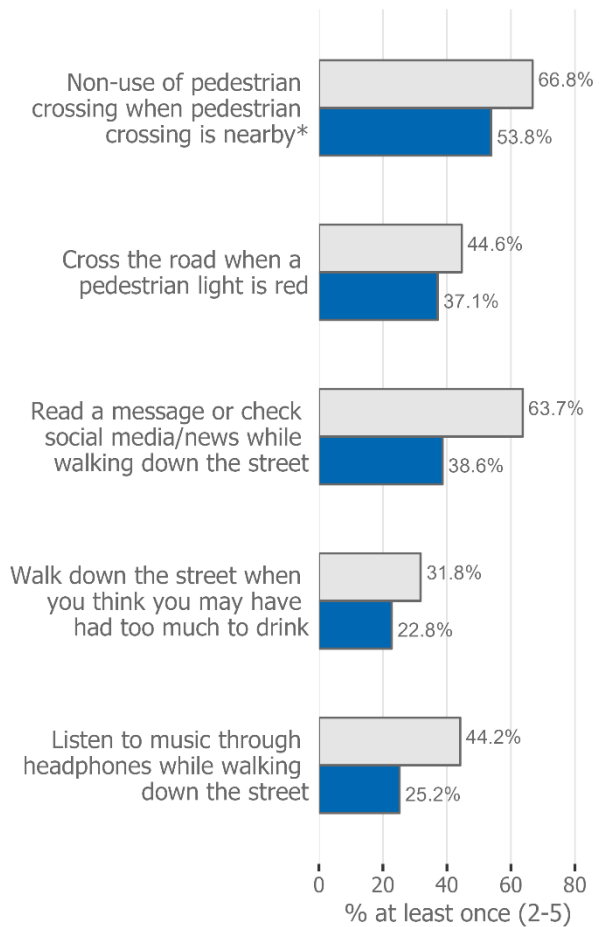
## Self-declared behaviour

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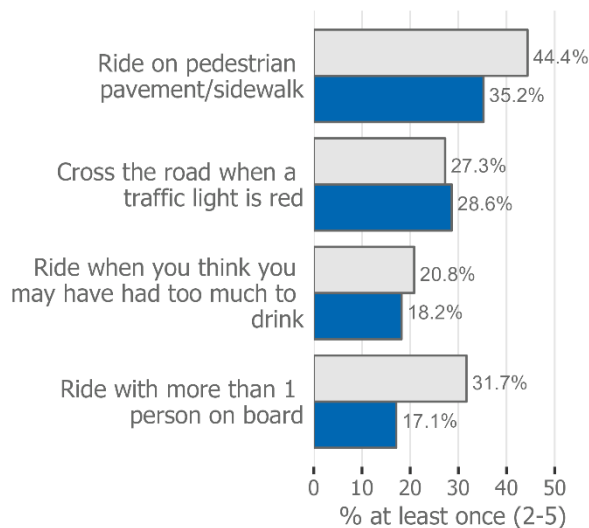
### Cyclists



### Pedestrians



### E-scooter riders



\* specified based on national regulation

### Sample size\*\*

Road users who use each transport mode at least a few days per month.

Mode of transportation	Japan	Europe22
Car drivers	570	16,900
Car drivers who transported children (<18y) exempt* from using CRS	93	6,110
Car drivers who transported children (<18y) non-exempt* from using CRS	122	6,441
Car passengers	555	15,480
Cyclists	365	10,650
E-scooter riders	19	2,918
Pedestrians	740	19,119

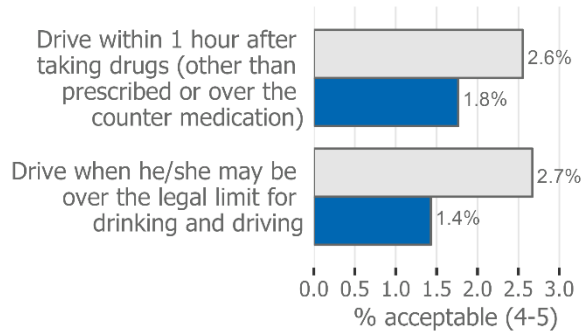
\*\*weighted sample for self-declared behaviours. CRS = Child Restraint System

## Personal acceptability

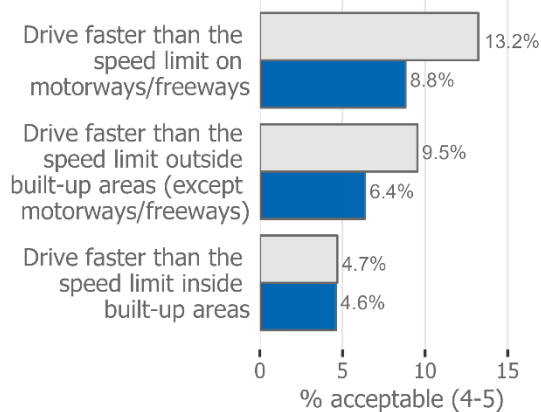
How acceptable do you, personally, feel it is to ...? (5-point scale from 1=unacceptable to 5=acceptable)

### Car drivers

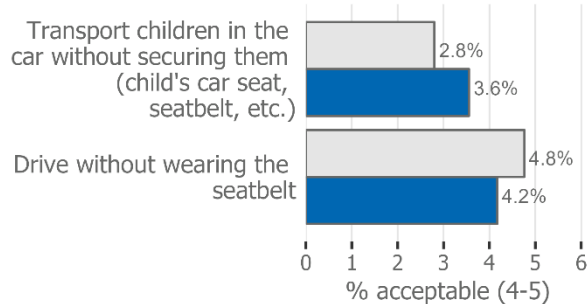
#### DUI



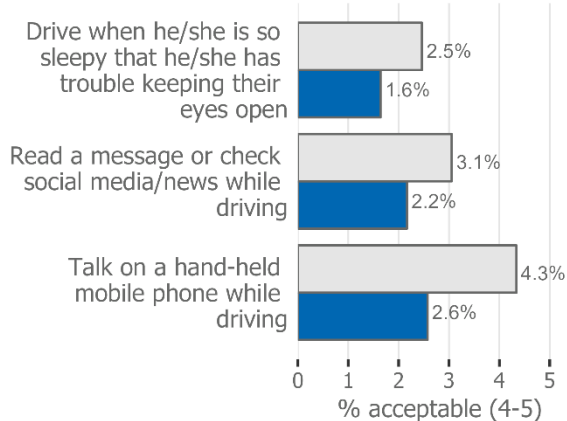
#### Speeding



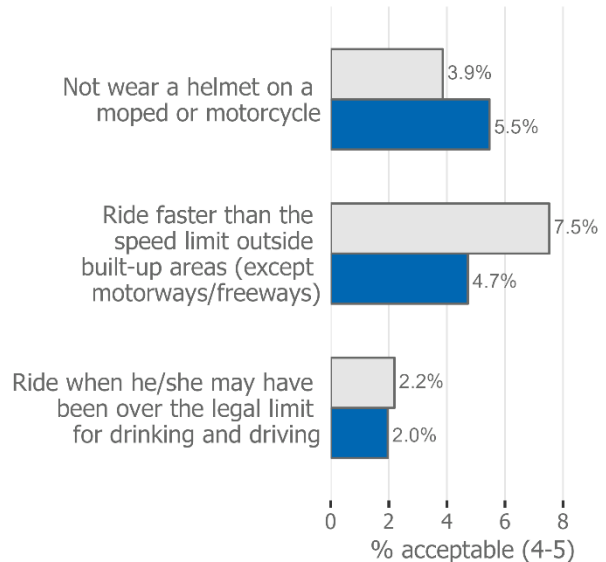
#### Seat belt



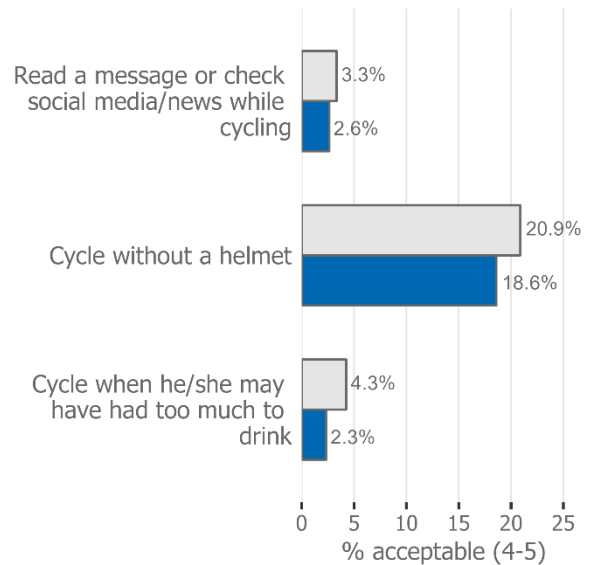
#### Distraction & fatigue



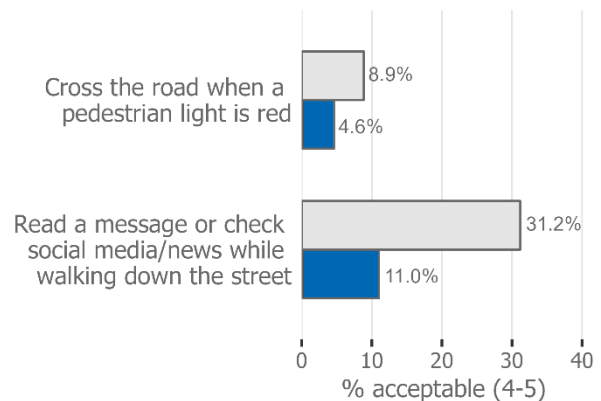
### Motorcyclists & moped riders



### Cyclists

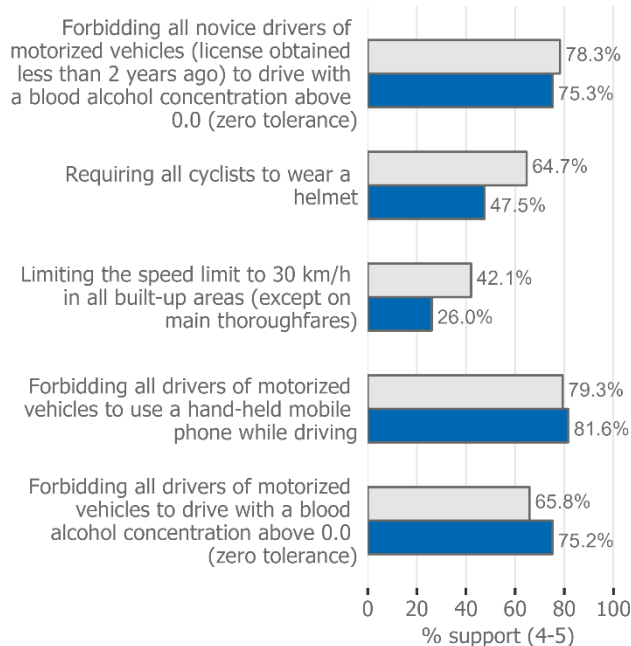


### Pedestrians



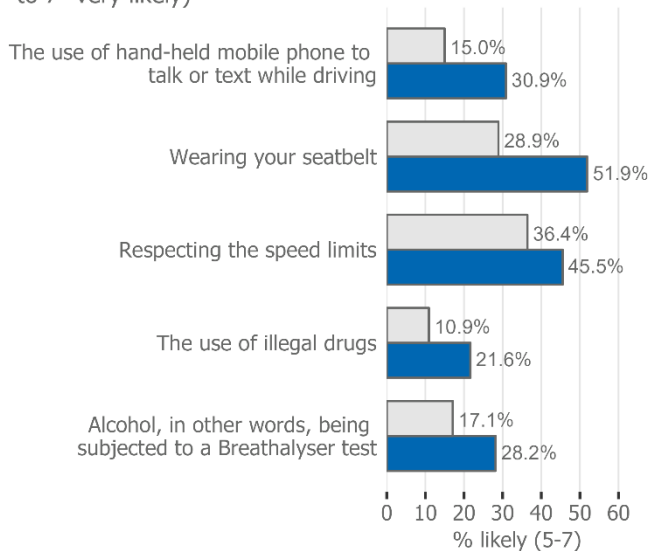
## Support of policy measure

Do you oppose or support a legal obligation ...? (5-point scale from 1=oppose to 5=support)

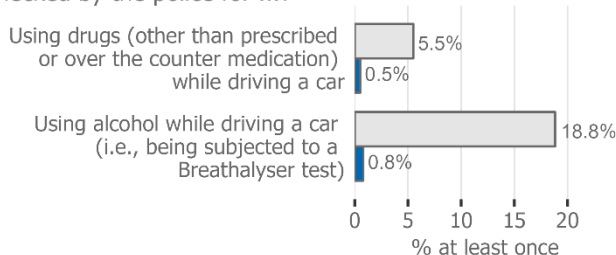


## Enforcement

On a typical journey, how likely is it that you (as a car driver) will be checked by the police (including camera's or radars) for ...? (7-point scale from 1=very unlikely to 7=very likely)



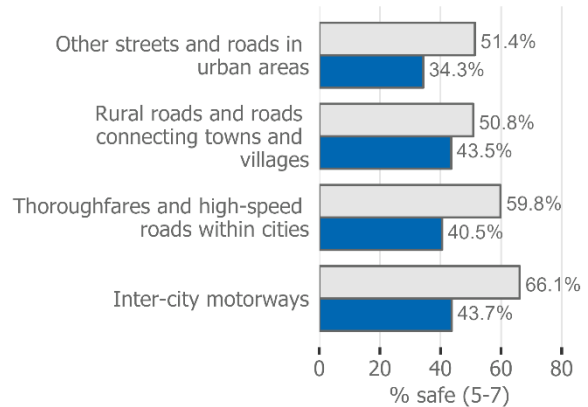
In the past 12 months, how many times have you been checked by the police for ...?



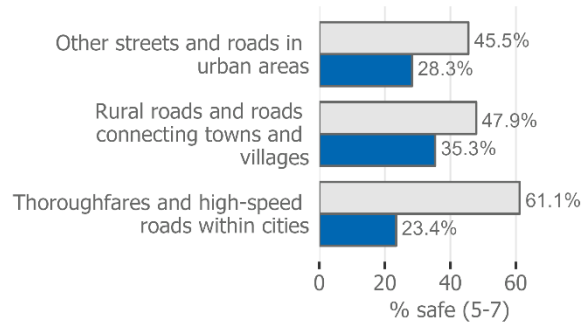
## Infrastructure

How would you rate the roads that you regularly use in terms of safety ...? (7-point scale from 1=very unsafe to 7=very safe)

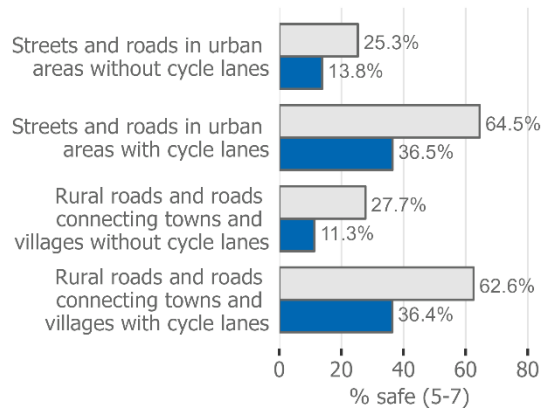
### Car drivers



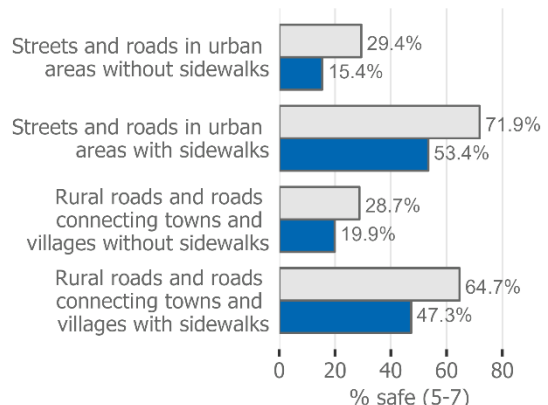
### Motorcyclists & moped riders



### Cyclists



### Pedestrians



## Background Data

Basic data of Japan in relation to the Europe22<sup>3</sup> mean.

<b>Exposure</b>	year	Japan
total length of roads (km)	2020	1,227,422
total length of motorways (km)	2019	9,021
vehicle kilometres (total in millions)	2020	665,856
motorisation rate (motor vehicles/1000 inhab.)	2021	726.1
Source: IRF, Geneva, Switzerland; OECD		

<b>Persons killed in road crashes by age, gender and transport mode</b>				
	Japan		Europe22*	
	absolute number	%	absolute number	%
0-14	41	1.3	398	2.1
15-17	47	1.5	424	2.3
18-24	191	6.0	2,361	12.7
25-49	469	14.6	6,166	33.2
50-64	534	16.7	3,969	21.4
≥65	1,923	60.0	5,122	27.6
unknown age	0	0.0	112	0.6
male	2,163	67.5	14,529	78.3
female	1,042	32.5	3,990	21.5
unknown gender	0	0.0	33	0.2
car (including taxi)	700	21.8	7,349	43.7
moped	165	5.1	464	2.8
motorcycle	372	11.6	3,103	18.5
bicycle	526	16.4	1,640	9.8
pedestrian	1,135	35.4	2,814	16.7
other	307	9.6	1,437	8.6
TOTAL	3,205	100.0		100.0
fatalities per 1,000,000 inhab.	25.5		39.1	
Data of Japan from 2021. Europe22* based on the most recent data available by country. Due to missing data not included in mean for gender and age: Bosnia and Herzegovina; for transport modes moped and motorcyclists also Ireland, United Kingdom. The mean for 'fatalities per 1,000,000 inhab.' includes all countries. Source: <a href="#">OECD</a> ; <a href="#">CARE database</a>				

<b>Population</b>			
	year	Japan	Europe22
population	2021	125,681,593	482,386,787
density (inhab./km <sup>2</sup> )	2021	344.8	128.0
males (% of total)	2021	48.6	49.0
females (% of total)	2021	51.4	51.0
urban (% of total)	2021	91.9	77.3
internet users (per 100 people)	2021	82.9	88.5
Source: <a href="#">World Bank</a>			

<b>Traffic legislation in Japan</b>	
Speed limits for passenger cars:	(km/h)
motorways	100
rural roads	60
urban roads	60
Drink-driving:	BAC limits (g/l)
max. BAC for drivers	0.30
max. BAC for young/novice drivers	0.30
max. BAC for professional drivers	0.30
Existence of drug-driving law	Yes
Protective systems:	
obligation to use seatbelt in front seat	Yes
obligation to use seatbelt in rear seat	Yes
obligation to use child restraint systems for transport of children	Yes
obligation to use a helmet as a motorcyclist	Yes
Prohibition to use mobile phone while driving (hand-held)	Yes
Source: <a href="#">WHO (2018)</a>	

<sup>1</sup> Please note that this country fact sheet has been written in British English. Exact wording of items and spelling was adapted according to the needs of the national language versions of the ESRA3 survey.

<sup>2</sup> The Europe22 ESRA3 mean is based on the results of the 22 European countries participating in the ESRA3 survey: Austria, Belgium, Bosnia and Herzegovina, Czech Republic, Denmark, Finland, France, Germany, Greece, Ireland, Italy, Latvia, Luxembourg, Netherlands, Poland, Portugal, Republic of Serbia, Slovenia, Spain, Sweden, Switzerland, United Kingdom.

<sup>3</sup> The Europe22 mean used in the background data is based on the national data of the 22 European countries participating in the ESRA3 survey (for countries see footnote 2 above).

The ESRA3 survey in Japan was supported by International Association of Traffic and Safety Sciences.

Please refer to this document as: Vias institute. (2023). *Japan – ESRA3 Country Fact Sheet. ESRA3 survey (E-Survey of Road users' Attitudes)*. Version 2 (01/2024). [Fact sheet]. <https://www.esranet.eu/storage/minisites/esra2023countryfactsheetjapan.pdf>

For more information: [www.esranet.eu](http://www.esranet.eu) or email [esra@vias.be](mailto:esra@vias.be)

