## Statistics

Road Statistics of Japan

Road Length by Category (Mar. 31, 2020)

| Category | Unit : km |
| :--- | :---: |
| Motorways (National expressways) | 9,050 |
| Highways, Main or National Roads (National highways) | 52,243 |
| Secondary or Regional Roads (Prefectural roads) | 94,009 |
| Other Roads (Municipal roads) | 200,282 |
| Total | 355,583 |

Roads less than 5.5m in width have been excluded from the statistics.
(Source: Road Statistics Annual Report [Douro Toukei Nenpol 2021, Road Bureau, MLIT)
Vehicular Traffic Volume (2020)

| Vehicle type | Unit: Million vehicle kilometers/year |
| :--- | :---: |
| Passenger cars | 479,611 |
| Buses \& Motor coaches | 7,278 |
| Vans, pick-ups, lorries, road tractors | 178,975 |
| Total | 665,864 |

Source: Vehicle Fuel Consumption Surveys 2020, Policy Bureau, MLIT
Freight Transport (2020)

| Modes | Unit: million ton-km/year |
| :--- | :---: |
| Road | 213,419 |
| Rail | 18,340 |
| Waterway | 153,824 |
| Total | 385,583 |

Source: (Road) Annual Report of Automobile Transport 2020, Policy Bureau, MLIT
(Rail) Annual Report of Rail Transport 2020, Policy Bureau, MLTT
(Waterway) Statistical Survey of Coastal Shipping Transport 2020, Policy Bureau, MLIT
Passengers Transport (2019)

| Modes | Unit: million passenger-km/year |
| :--- | :---: |
| Road, public transport | 60,070 |
| Road, private transport | 844,042 |
| Rail | 435,063 |
| Total | $1,339,175$ |

[^0](Rail) Annual Report of Rail Transport 2020, Policy Bureau, MLIT

## Vehicles in Use (Mar. 31, 2021)

| Vehicle type | Unit: vehicles |
| :--- | :---: |
| Passenger cars | $61,917,112$ |
| Buses \& Motor coaches | 222,326 |
| Vans, pick-ups, lorries, road tractors | $14,395,843$ |
| Total | $76,535,281$ |
| (Reference) Motorcycles \& Mopeds | $3,762,277$ |

> Source: Vehicles in use by category, Automobile Inspection \& Registration Information Association

Road Accidents (2020)

|  |  |
| :--- | :---: |
| Number of Injury Accidents | Unit: accidents, or persons |
| Number of Persons Injured | 309,178 |
| Number of Persons Killed | 369,476 |

Source: Traffic accidents per 100,000 persons, Statistics about Road Traffic 2020, National Police Agency
Road Expenditure (2019)

|  | Unit: million yen |
| :--- | :---: |
| Gross investment | $4,006,026$ |
| Maintenance expenditures | $2,643,738$ |
| Total | $6,649,764$ |

Expenditures for toll Iroads are excluded.
(Source: Road Statistics Annual Report [Douro Toukei Nenpo] 2021, Road Bureau, MLIT)

Change in Investment in the Five-Year Road Development Program

| The Five-Year Road Development Plans | General Road Projects |  | Toll Road Projects |  | Unsubsidized Local Road Projects |  | Total $\neq$ billions |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Investment $¥$ billions | $\begin{aligned} & \text { Ratio } \\ & \% \end{aligned}$ | Investment $\neq$ billions | Ratio $\%$ | Investment $¥$ billions | $\begin{aligned} & \text { Ratio } \\ & \% \end{aligned}$ |  |
| 1st Plan FY1954-57 a/A (\%) | $\begin{array}{r} 260.0 \\ 182.1 \\ 70.0 \\ \hline \end{array}$ | $\begin{array}{r} 100.0 \\ 59.0 \end{array}$ | 146.0 | 4.7 | 111.9 | 36.3 | $\begin{aligned} & 260.0 \\ & 308.6 \end{aligned}$ |
| 2nd Plan FY1958-60 b/B (\%) | $\begin{array}{r} 610.0 \\ 322.2 \\ 52.8 \\ \hline \end{array}$ | $\begin{aligned} & 61.0 \\ & 61.3 \end{aligned}$ | $\begin{array}{r} 200.0 \\ 51.0 \\ 25.5 \end{array}$ | $\begin{array}{r} 20.0 \\ 9.7 \end{array}$ | $\begin{array}{r} 190.0 \\ 152.1 \\ 80.0 \end{array}$ | $\begin{aligned} & 19.0 \\ & 29.0 \end{aligned}$ | $\begin{array}{r} 1,000.0 \\ 525.2 \\ 52.5 \end{array}$ |
| 3rd Plan FY1960-63 c/C (\%) | $\begin{array}{r} 1,300.0 \\ 722.2 \\ 55.6 \end{array}$ | $\begin{aligned} & 61.9 \\ & 57.7 \end{aligned}$ | $\begin{array}{r} 450.0 \\ 225.5 \\ 50.1 \end{array}$ | $\begin{aligned} & 21.4 \\ & 18.0 \end{aligned}$ | $\begin{array}{r} 350.0 \\ 304.5 \\ 87.0 \\ \hline \end{array}$ | $\begin{aligned} & 16.7 \\ & 24.3 \end{aligned}$ | $\begin{array}{r} 2,100.0 \\ 1,252.2 \\ 59.6 \end{array}$ |
| 4th Plan FY1964-66 d/D (\%) | $\begin{array}{r} 2,200.0 \\ 1,244.1 \\ 56.6 \end{array}$ | $\begin{aligned} & 53.7 \\ & 56.8 \end{aligned}$ | $\begin{array}{r} 1,100.0 \\ 443.2 \\ 40.3 \end{array}$ | $\begin{aligned} & 26.8 \\ & 20.2 \end{aligned}$ | $\begin{array}{r} 800.0 \\ 502.3 \\ 62.8 \\ \hline \end{array}$ | $\begin{aligned} & 19.5 \\ & 23.0 \end{aligned}$ | $\begin{aligned} & 4,100.0 \\ & 2,189.6 \\ & 53.4 \end{aligned}$ |
| 5th Plan FY1967-69 e/E (\%) | $\begin{array}{r} 3,550.0 \\ 1,795.6 \\ 50.6 \end{array}$ | $\begin{aligned} & 53.8 \\ & 51.9 \end{aligned}$ | $\begin{array}{r} 1,800.0 \\ 753.5 \\ 41.9 \end{array}$ | $\begin{aligned} & 27.3 \\ & 21.7 \end{aligned}$ | $\begin{array}{r} 1,100.0 \\ 912.7 \\ 83.0 \end{array}$ | $\begin{aligned} & 16.6 \\ & 26.4 \end{aligned}$ | $\begin{array}{r} \text { 1) } 6600 \\ 3,461.8 \\ 52.5 \\ \hline \end{array}$ |
| 6th Plan FY1970-72 f/F (\%) | $\begin{array}{r} 5,200.0 \\ 3,108.0 \\ 59.8 \end{array}$ | $\begin{aligned} & 50.2 \\ & 49.9 \end{aligned}$ | $\begin{array}{r} 2,500.0 \\ 1,317.9 \\ 52.9 \end{array}$ | $\begin{aligned} & 24.2 \\ & 21.2 \end{aligned}$ | $\begin{array}{r} 2,550.0 \\ 1,786.3 \\ \hline 70.1 \\ \hline \end{array}$ | 24.6 28.8 | 2) 10300 <br> 9) 6223.5 <br> 60.1 |
| 7th Plan FY1973-77 g/G (\%) | $\begin{array}{r} 9,340.0 \\ 7,757.8 \\ 83.1 \end{array}$ | $\begin{aligned} & 47.9 \\ & 47.3 \end{aligned}$ | $\begin{aligned} & 4,960.0 \\ & 3,960.8 \\ & 79.9 \end{aligned}$ | $\begin{aligned} & 25.4 \\ & 24.1 \end{aligned}$ | $\begin{aligned} & 4,700.0 \\ & 4,693.9 \\ & 99.9 \end{aligned}$ | 24.1 28.6 | $\begin{array}{r} \text { 3) } 19500 \\ 16,412.5 \\ 84.2 \\ \hline \end{array}$ |
| 8th Plan FY1978-82 h/H (\%) | $\begin{array}{r} 13,500.0 \\ 12,947.9 \\ 95.9 \end{array}$ | $\begin{aligned} & 47.4 \\ & 45.0 \end{aligned}$ | $\begin{array}{r} 6,800.0 \\ 6,614.5 \\ 97.3 \end{array}$ | $\begin{aligned} & 23.9 \\ & 23.0 \end{aligned}$ | $\begin{aligned} & 7,500.0 \\ & 9,231.4 \\ & 123.1 \end{aligned}$ | 26.3 32.0 | $\begin{array}{r} \text { 4) } 28500 \\ 28,793.8 \\ 101.0 \\ \hline \end{array}$ |
| 9th Plan FY1983-87 i/l (\%) | $\begin{array}{r} 16,000.0 \\ 15,926.5 \\ 99.5 \\ \hline \end{array}$ | $\begin{aligned} & 41.9 \\ & 43.1 \end{aligned}$ | $\begin{array}{r} 9,200.0 \\ 9,740.3 \\ 105.9 \\ \hline \end{array}$ | $\begin{aligned} & 24.1 \\ & 26.4 \end{aligned}$ | $\begin{array}{r} 11,700.0 \\ 11,252.7 \\ 96.2 \\ \hline \end{array}$ | 30.6 30.5 | $\begin{array}{r} 5) \\ 38200 \\ 36,919.4 \\ 96.6 \\ \hline \end{array}$ |
| 10th Plan FY1988-92 j/J (\%) | $\begin{array}{r} 23,800.0 \\ 22,637.6 \\ 9.1 \end{array}$ | $\begin{aligned} & 44.9 \\ & 41.1 \end{aligned}$ | $\begin{array}{r} 14,000.0 \\ 14,238.7 \\ 101.7 \end{array}$ | 26.4 25.9 | $\begin{array}{r} 13,900.0 \\ 18,164.3 \\ 130.7 \end{array}$ | 26.2 33.0 | $\begin{array}{r} \hline \text { 6) } 53000 \\ 55,040.6 \\ 103.9 \end{array}$ |
| 11th Plan FY1993-97 k/K (\%) | $\begin{array}{r} 28,800.0 \\ 28,627.4 \\ 99.4 \end{array}$ | $\begin{aligned} & 37.9 \\ & 39.9 \end{aligned}$ | $\begin{array}{r} 20,600.0 \\ 17,703.6 \\ 85.9 \end{array}$ | 27.1 24.7 | $\begin{array}{r} 25,200.0 \\ 25,476.2 \\ \hline 101.1 \end{array}$ | 33.2 35.5 | $\begin{array}{r} \text { 7) } 76000 \\ 71,807.2 \\ 94.5 \end{array}$ |
| $\begin{aligned} & \text { 12th Plan } \\ & \text { FY1998-02 } \\ & \text { I/L (\%) } \end{aligned}$ | $\begin{array}{r} 29,200.0 \\ 31,729.0 \\ 108.7 \end{array}$ | $37.4$ | $\begin{array}{r} 17,000.0 \\ 13,431.2 \\ 79.0 \end{array}$ | 21.8 20.6 | $\begin{array}{r} 26,800.0 \\ 20,155.4 \\ 75.2 \end{array}$ | 34.4 30.9 | $\begin{aligned} & 8) 78000 \\ & 65,315.6 \\ & 83.7 \end{aligned}$ |


[^0]:    Source: (Road, public transport) Annual Report of Automobile Transport 2019, Policy Bureau, MLIT
    (Road, private transport) Annual Report of Automobile Transport 2019, Policy Bureau, MLIT

