



ACPE IWG #09

Vehicle Category

Pedal error accident in vehicle category M1&N1 (JAPAN)

- Number of accidents (Using ITARDA data)

Number of fatal+ severe injury

	Person to vehicle	Vehicle to vehicle	Single vehicle
M1	352	350	579
N1	44	42	93
N2 and above	2	5	2

*Accidents for the 5-year period 2018-2022

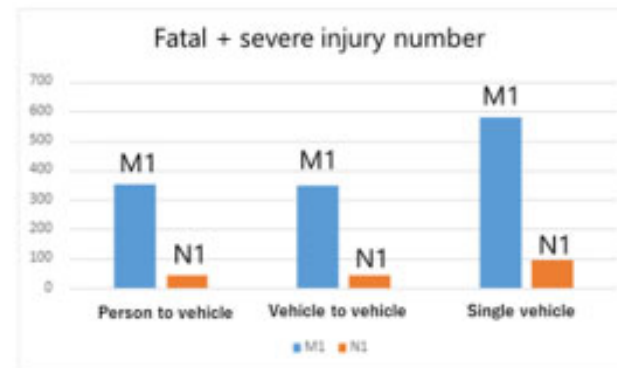
Calculate as below

M1 = Regular passenger vehicles + Light passenger vehicles(K-car)

N1 = Regular cargo vehicles + Light cargo vehicles (K-car)

N2 and above = Large and medium-sized freight vehicles
+ semi-medium-sized freight vehicles

(* Excludes buses, minibuses)



N1 has fewer accidents than M1
→ N1 should be out of scope.

Summary; The number of accidents with N1 is much lower than with M1.

***Numbers are 2018-2022 within 5 years total.**

Traffic accidents result

(ACPE-04-11, repost)

■ Traffic accidents rate ; “Mileage base” vs “Vehicles number base”
(fatal & severe accidents)

	M1	N1	Ratio
Accidents rate (Mileage base) (per 1 Million km)	0.000689	0.000125	M1; 5.5 times larger than N1
Accidents rate (registered Vehicle number base) (per 1 Million number)	4.15	3.04	M1; 1.4 times larger than N1

■ Proposal ; From traffic accidents analysis result, we should apply “M1” only.

■ Justification

- Mileage changes depending on economic activity, it is appropriate to compare on a mileage basis.
- The accident rate based on mileage reflects the actual traffic situation.

➤ Propose: Exclude N1

• Justification

From Traffic accident analysis, N1 Accidents number and accidents rate is small



Thank you