Summary of the Ninth Fundamental Traffic Safety Program

1 Foreword

The term period for this Program is to be 5 years from FY 2011 to FY 2015

2 Basic Principles of the Program

1. Achieving a Society with No Traffic Accidents

- In order to build a truly prosperous and vibrant society, it is crucial to ensure the safety and security of the people.
- Based on the principle of respecting human life, as well as the consideration of the significant social and economic losses arising from traffic accidents, we should aim to ultimately achieve a society with no traffic accidents.

2. Traffic Safety Concept of Prioritizing People

- By showing consideration to the elderly, the disabled, and children, the concept of "prioritizing people" in the traffic safety policy should be implemented in every possible measure.

3. Three Components Forming the Traffic Society

- This program sets objectives to be attained for the following respective traffic sectors: "road traffic," "railway traffic," "traffic at railway crossings," "maritime traffic," and "air traffic" and clarifies the measures that should be taken for achieving these objectives with respect to the three components of traffic society ("people," "means of transportation" and "traffic environment") formulating various measures, and vigorously promote these measures with the understanding and cooperation of citizens.

4. Utilization of IT

- Since the use of information and communications technology (IT) counteracts inadvertent human errors, and can be furthermore expected to make a significant contribution to road safety, the usage of Intelligent Transport Systems (ITS) and Automatic Identification Systems (AIS) is being actively promoted.

5. Enhancement of Rescue and Emergency Activities and Victim Assistance

- It is essential to perform rescue and emergency medical care activities when traffic accidents occur, as well as aim for further improvement of support for victims in the area of traffic safety as well.

6. Promotion of Participation and Collaborative Traffic Safety activities

- In order to actively promote proactive road safety activities of citizens, it is essential to create a system, in which people can participate from the planning stage according to the characteristics of the local regions

7. Effective and Efficient Implementation of Measures

- Due to the difficult financial situation, we should be conscious on focusing on measures that strive to achieve the maximum effect while maintaining budget execution efficiency, depending on the actual situation with local traffic.

8. Further ensuring the safety of public transportation

- We should strive to enhance and strengthen the security check, and transportation safety management evaluation.

3 Road Traffic Safety

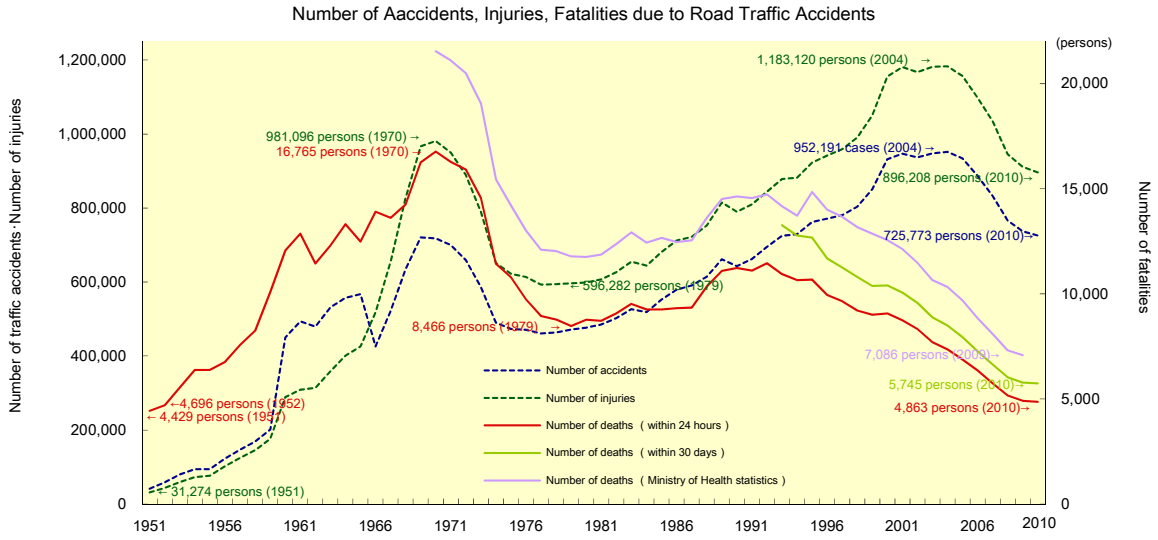
1. Achieving a Society with No Traffic Accidents

- Following the principle of respecting human life, we aim to ultimately achieve a society with no traffic accidents.
- It is important to consider the regional situation for traffic safety measures and act while focusing on the combination of measures most effective for that area. In addition. during the promotion of traffic safety measures from the perspective of urban development, the roles of the municipalities and police stations familiar to the majority of residents are extremely significant.
- On top of that, all parties in the community, e.g. the government, schools, homes, workplaces, organizations, and companies, should reinforce cooperation while bearing their own roles. It will be also particularly effective if citizens actively participate and collaborate in various traffic safety activities in diverse ways.
- Moreover, in the process of promoting community efforts, it is also an effective way to regard traffic safety as a key factor to achieve community safety, in addition to crime prevention and disaster prevention.

2. Objectives Set for Road Traffic Safety

(1) Current Trends for Road Traffic Accidents

- Although the annual number of traffic accident 24-hour fatalities in Japan was 16,765 in 1970, it started to steadily decrease in the next year, dropping by almost half to 8,466 in 1979. Later, the number took an upward turn and recorded 11,451 in 1992, and then again turned downward in the next year, declining by more than half of the number in 1970 to 8,326 in 2002. In addition, the number of deaths in 2008, being 5,155, was able to achieve the goal of the Eighth Fundamental Traffic Safety Plan two years ahead of schedule.
- Moreover, the number of traffic accidents and casualties, has also continued to decline since the peak in 2004, with the number of casualties in 2008 being 950,659 people, achieving the same goal as the number of deaths, while in 2010 the number of casualties and being 901,071 people, has still remained at a high state.

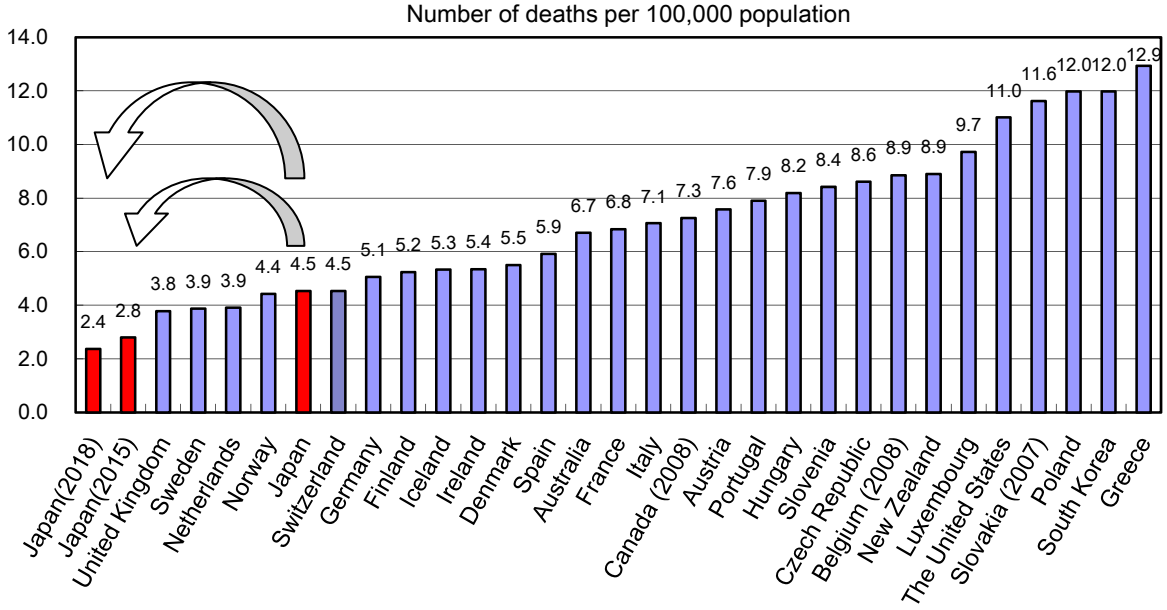


Note 1: Data by the National Police Agency.
2: Since the cases of 1966 do not include a property damage accident. And until 1971, it does not include Okinawa Prefecture.
3: "Deceased within 24 hours" means those who was the first prescribed in Article 2, Paragraph 1 of the Road Traffic Act, that is, died within 24 hours due to an accident that was caused by the traffic of trains and vehicles.
4: "Deceased within 30 days" refers to those who died within 30 days from the occurrence of traffic accident. (Including the deceased within 24 hours)
5: "Deceased according to statistics given by the Ministry of Health" is the data created by the National Police Agency that is based on the "vital statistics" that Ministry of Health, Labour and Welfare says the underlying cause of deaths due to traffic accidents among those who died in the year. (Except person whos death was a result of the conseqences of the accident or take place more than one year after the accident.) In addition, it has recorded a number of car accidents on the road determined by the year 1994, and since 1995 it differentiates from the person who is thevictim of the traffic accident of land, and the person who is the car accident victim.

(2) Objectives Set in Road Traffic Safety

1) **To attain the world's safest road traffic, by reducing the annual number of fatalities with occurrence of death within 24 hours after a traffic accident to less than 3,000* by the year 2015.**
   ***(If relate this 3,000 to the ratio of the number of deaths within 24 hours and the number of deaths within 30 days during the year 2010 then it is approximately 3,500 people)**
2) **To reduce the annual number of casualties to less than 700,000 persons.**

- Although the ultimate goal is to achieve a society without traffic accidents, considering the difficulty of achieving this goal in a brief space of time, the planning period of this plan is set to 2015, and the aim to be 3,000 or less for 24-hour fatalities.
- The number of deaths to 3,000 the year 2010, when multiplied by (1.18), the ratio of the number of deaths within 24-hours and the number of deaths within 30 days during the year 2010, it becomes almost 3,500 people. When the number of deaths of the year, within 30 days is 3,500, the number of deaths within 30 days 2.8 persons per 100,000 people. According to the International Road Traffic Accident Database (IRTAD) which publishes data for 29 countries of the numbers of deaths within 30 days per 100,000 people, Japan ranked fifth in 2009 with the number of deaths being low, 4.5 people. If the objectives are attained and if the other countries' traffic accident conditions remain basically unchanged from as they are today, Japan ‘s number would become the lowest.
- A medium-term goal to halve the number of road deaths to fewer than 2,500, by around 2018, with an aim of realizing "the world's safest road traffic" was set up in 2010. When this goal is achieved, the figures in international comparison above reduced to 2.4 people, so that the achievement of the medium-term target before, in the planning period of the plan, it is possible to realize "the world's safest road traffic".
- In the future, the government will be even more actively involved in the reduction of the number of casualties and the decrease in the accidents, aiming for the number of casualties in 2015 to be equal to or less than 700 000 people per year.



If Japan can attain the objective of the Ninth Fundamental Program (less than 3,000 fatalities within 24 hours after accident by 2015) and attain the objective set by the government (less than 2,500 fatalities within 24 hours after accident by 2018), given that there is no significant change in the status quo situation of traffic accidents in other countries, Japan can realize the safest road transportation in the world.

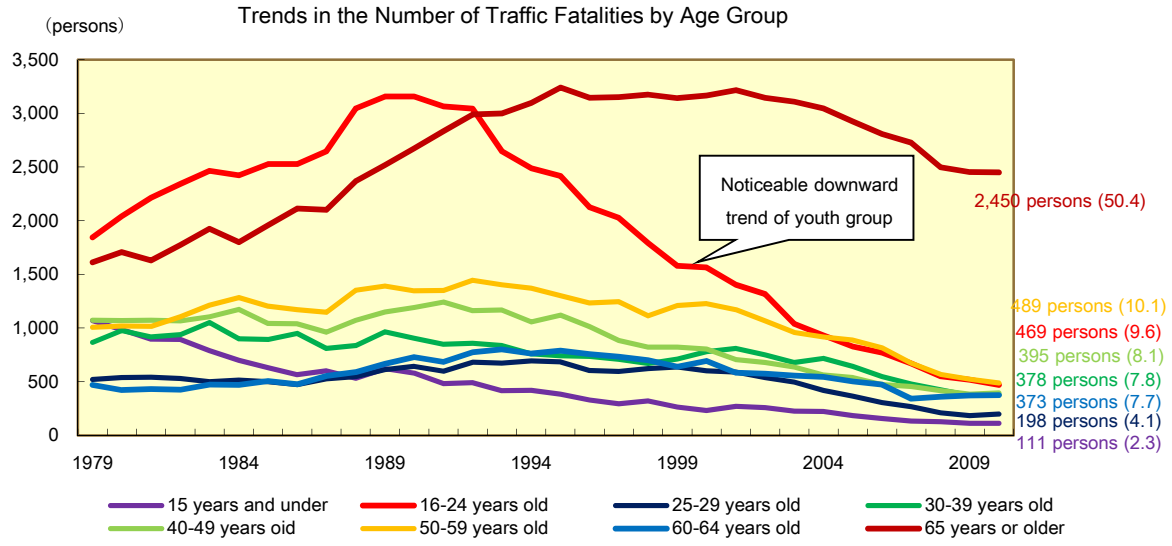
3. Measures for Road Traffic Safety

(1) Viewpoints in Considering Future Measures for Road Traffic Safety

- Based on the existing measures, the government will work toward making new traffic safety measures more effective and introducing new measures expected to be effective by taking into account changes in socioeconomic and traffic-related conditions, and collecting and analyzing information on traffic accidents that actually occurred.
- In the implementation of traffic safety measures, it is necessary to set specific objectives for each measure as far as possible, evaluate their actual effect after implementation, and make improvements as appropriate.
- In light of the current and future socioeconomic conditions and traffic situations, the government should implement these measures, particularly.

1) Ensuring the safety of the elderly and children

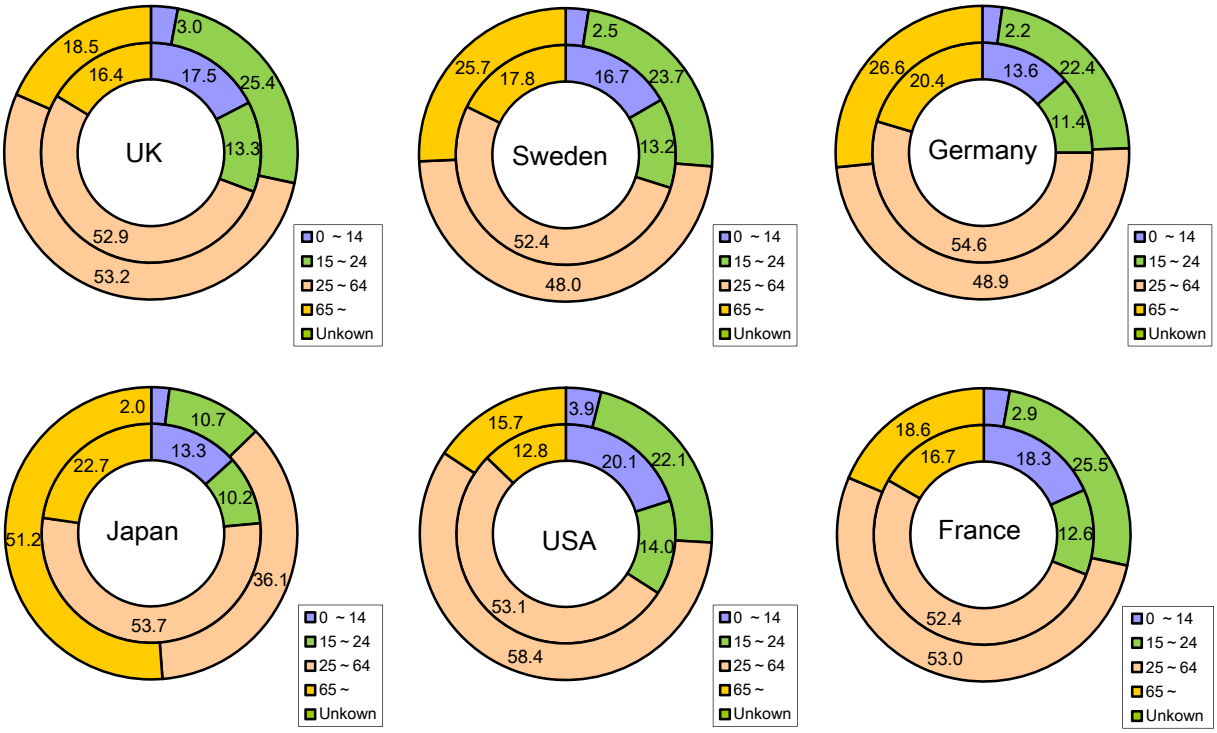
- Since in Japan, elderly people account for a larger share in road traffic fatalities compared with other countries, and that the Japanese population is expected to continue to rapidly age in the future, it is necessary to create a traffic society where elderly people will be able to go out or travel safely and without anxiety.
- To this end, the government should implement detailed and comprehensive traffic safety measures based on the diverse characteristics of elderly people. In addition, measures should be developed focusing on the difference in the modes of transportation used by elderly people, i.e. when they travel by foot or by bicycle and when they travel by car. The understanding of the features of each case should be incorporated in the measures.
- Particularly, from the fact that in the future, a great increase of older drivers is expected, strengthening measures to prevent accidents by elderly it is an urgent issue.
- In addition to progress in the aging of society, the declining birthrate should also be taken into consideration. In order to realize a society where people can give birth and raise children without anxiety, further measures are required from the perspective of protecting children not only from crimes but also from traffic accidents. Therefore, for securing safety for children, it is also necessary to actively develop or expand walkways for school routes, etc.



Note 1: Data by the National Police Agency.
2: Rate in the configuration of the number of deaths by age group ( ) is a (%).

The percentage of the number of fatalities among the elderly is greater than 50% for the first time in 2010.

Situation of traffic fatalities by age in major Western countries (2009)

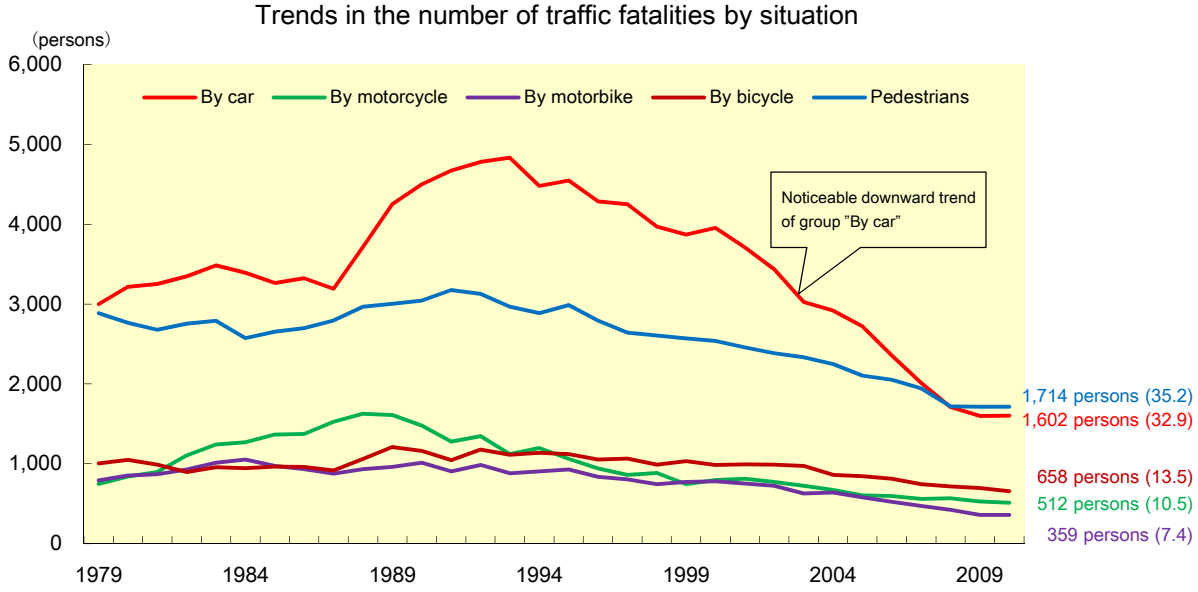


Compared to Western countries, due to the high rate of the elderly population composition the percentage of fatalities among the elderly is significantly high.

2) Securing safety for pedestrians and bicycles

- In Japan, more than 30% of traffic accident fatalities are pedestrians. This percentage is relatively higher than that in the United States and European countries. In order to achieve a safe and secure society, it is absolutely necessary to secure safety for pedestrians who are vulnerable in relation to cars.
- In accordance with the principle of people first, it is required to promote measures to secure safety for pedestrians by further developing pedestrian walkways for school routes, community roads, and thoroughfares in urban areas, and so forth.
- Also, the configuration ratio of the number of deaths for cycling in Japan is higher compared to Western countries. Since bicycles might be on the damaged side, as well as the perpetrator, the measures must be taken, respectively.
- In order to promote the safe use of bicycles, on the residential roads and city roads, in order to achieve the coexistence of automobile, pedestrian and bicycle use, it is necessary to be actively engaged in ensuring the providing of the bicycle space, in particular, when promoting the security of cycling zones in urban areas, including the nature of sharing between the various modes of transport and cycling, there is a need to consider the point of view of town planning. In addition, due to insufficient understanding of the rules of bicycle traffic causing many actions that violate the rules and manners, it is also necessary to promote the enhancement of road safety and education for bicycle users.

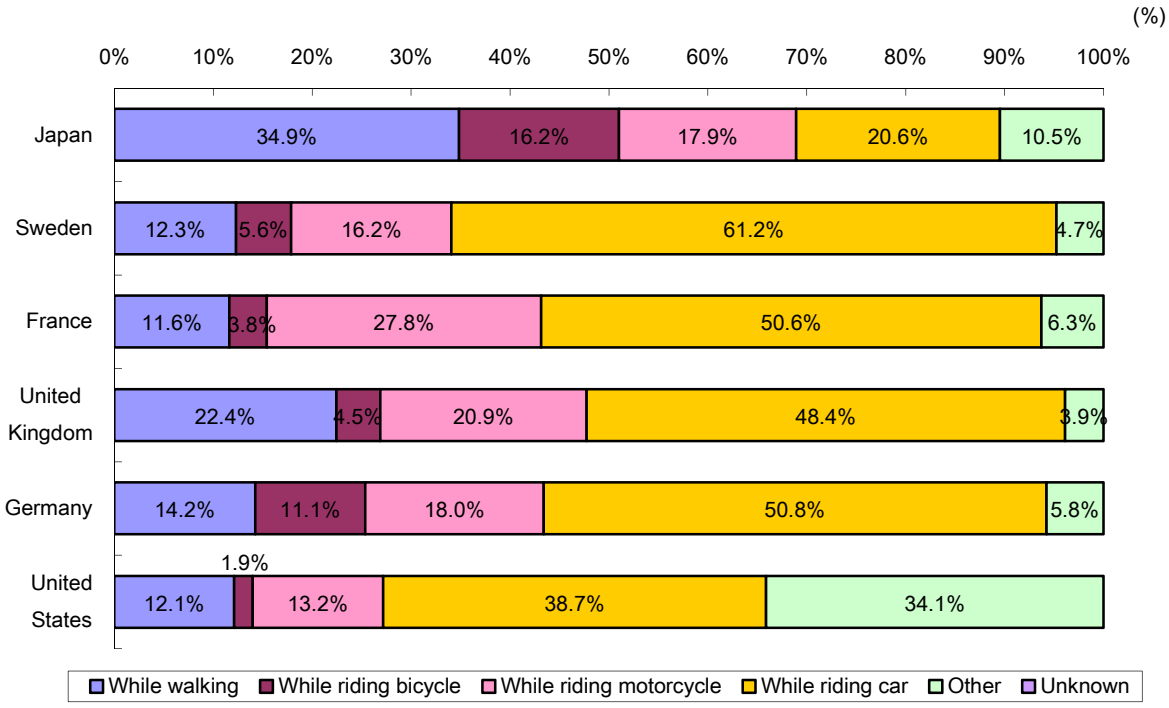
Trends in the number of traffic fatalities by situation



Note 1: Documents created by the National Police Agency. "Other" is omitted.
2: Component rate of fatalities by situation ( ) is a (%).

From 2008 the percentage of number of fatalities while walking has exceeded the number of fatalities during driving and became the highest number.

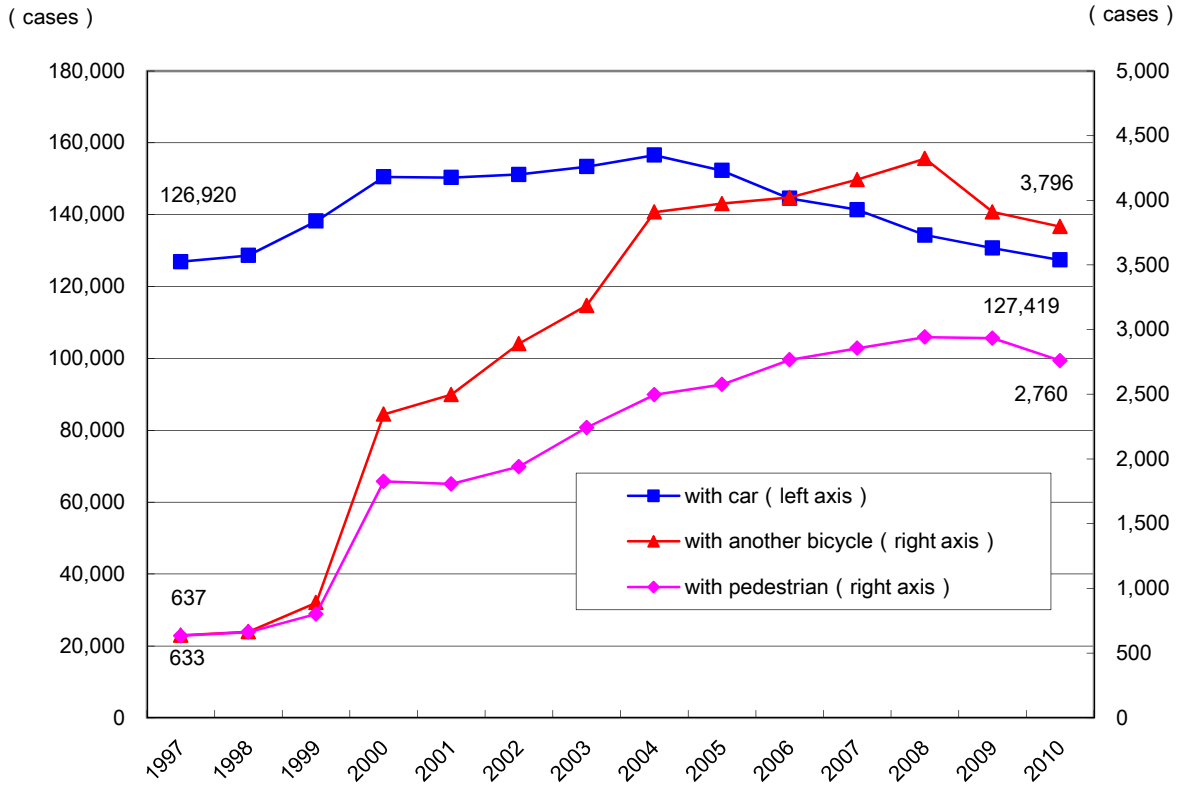
Situation of road traffic fatalities by condition in major Western countries (2009)



Notes: 1. Source: IRTAD
2. Numeric value is based on the component rate by condition
3. All figures are based on the data of 30-day fatalities (number of persons who died within 30 days after an accident).

The percentage of the number of fatalities among pedestrians and cyclists is high compared to Western countries.

Changes in the numbers of bicycle-related traffic accidents situation by the other party



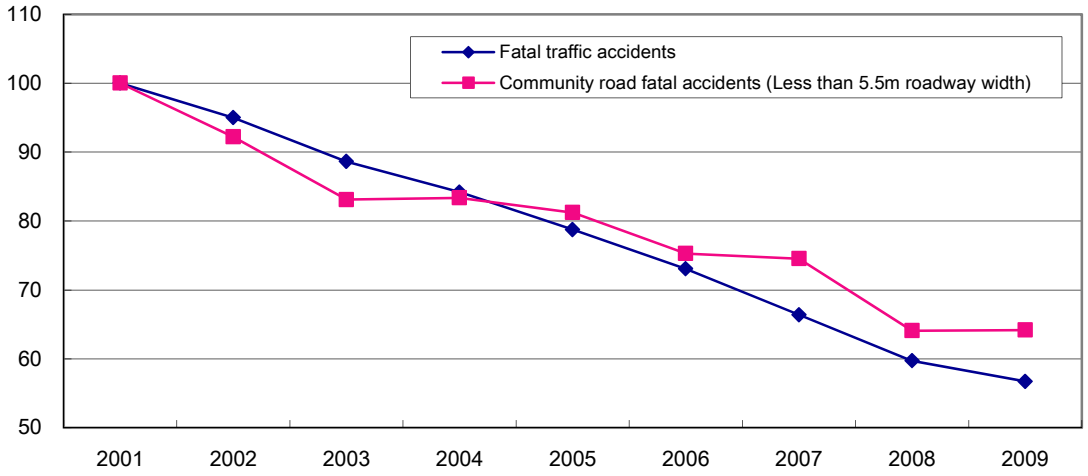
Source: National Police Agency

In recent years, the number of traffic accidents of bicycles with pedestrians and bicycles with each other tends to increase.

3) Ensuring the safety residential roads and highways

- With regard to the trend of the increasing rate of the number of deaths from traffic accidents on residential roads to the total number of deaths, in the future, in order to control the speed of the cars on residential roads and improving road traffic environment, it is necessary to implement general traffic safety measures, along with strengthening enforcement of traffic guidance, as well as preventing the car flow from the highways crowding the residential roads.
- For this purpose, efforts and proactive participation of local people are essential, municipalities become an important issue in the development of human resources also play a central role in the formation of the agreement between the parties and consideration of measures.
- Also, continuously, for the measures concerning the highways, which account for two-thirds of traffic fatalities, based on various data the "result improvement management" was introduced and addressed the need to further improve the effectiveness of road safety measures while allowing maximum effect at low budget.

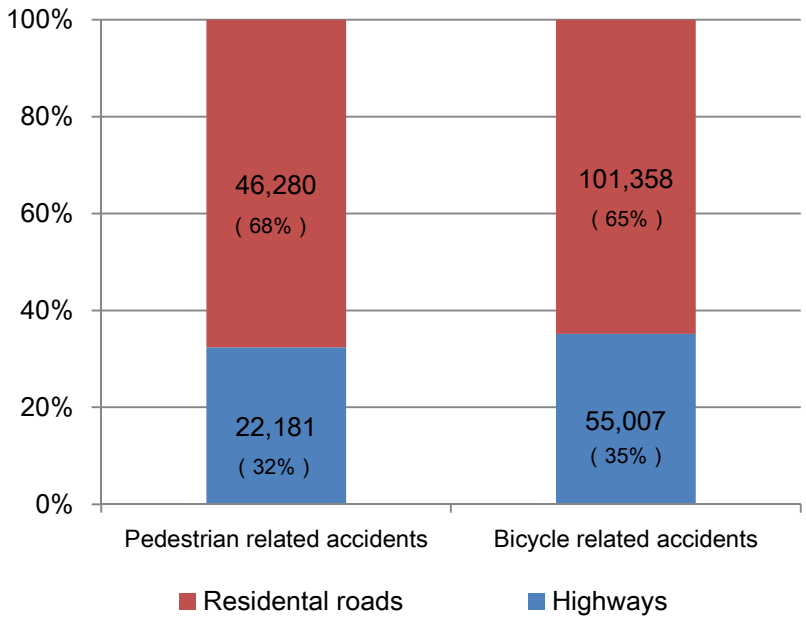
Changes in the number of fatal traffic accidents
(Assuming that the ratio of the value of 100 in 2001)



Source: National Police Agency

Although the number of fatal traffic accidents on residental roads has decreased, the total percentage is increasing.

Situation of bicycle-related accidents and pedestrian-related accidents on residential roads (2009)



Notes: 1. Source: Ministry of Land, Infrastructure and Transport.
2. Highways refer to general national highways, main local roads and general prefectural roads, residental roads refer to municipal roads and other roads.
3. Pedestrian-related accident refers to an accident in which a pedestrian is the first party or the second party of the accident.
4. Bicycle-related accident refers to an accident in which a person riding a bicycle accident is the first party or the second party of the accident.

Casualty accidents related to pedestrians and bicycles occur about twice as often on residential roads than on highways.

(2) Measures to Be Taken

1) Improving the road traffic environment

When considering the development of road traffic environment, based on scientific data, after performing careful analysis of the accident factors and effective measures, the following two basic strategies of “Pursuit of measures performance" approach for effective and efficient measures and “Emphasizing the independence of regions and residents” approach for plan development and project implementation, should be promoted

[Priority measures:]

- Development of safe and secure, prioritizing humans, pedestrian space in residential roads
- Setting maximum speed to 30 on residential roads
- Promoting the traffic safety measures for to create "Safe Pedestrian Areas"
- Promoting the development of walkways for school routes, etc.
- Development of pedestrian space to contribute to the safety of the elderly and people with disabilities
- Promoting the traffic safety measures on highways
- Promoting the zero accident plan (Operation focused to eliminate accident danger zones)
- Realization of a safe and comfortable traffic environment by promotion of IT
- Development of a comprehensive bicycle environment
- Utilizing intelligent transport systems
- Developing a disaster-resistant road traffic environment
- Promoting the measures for overall parking
- Enhancement of road traffic information

2) Comprehensively implementing traffic safety awareness initiatives

The government will provide step-by-step, systematic traffic safety education for all generations from children to adults, as well as raise the awareness of traffic safety for the elderly. Also while implementing the activities, the government will actively promote citizens’ hands-on participation, direct experience and practical training education methods. In addition, the locally focused activities will be promoted through mutual cooperation of the relevant parties.

[Priority measures:]

- Promoting traffic safety activities focused on citizens’ participation, hands-on experience and practical implementation
- Promoting safe bicycle riding
- Promoting the correct use of seat belts by all passengers
- Promoting the use of reflective materials
- Establishment of normative consciousness towards to the elimination of drunk driving

3) Securing safe driving

In addition to striving to enhance drivers` education, the government will enhance and provide comprehensive information related to road traffic, etc. utilizing (IT) Information and Communication Technologies, as well as promote the enhancement of safety measures for automobile transport companies.

[Priority measures:]

- Enhancing measures focused on elderly drivers (Improvement of education for the elderly, secure implementation of the extraordinary aptitude test, the use of the elderly mark)
- Enhancement of dissemination and utilization measures of equipment to help ensure safe driving
- Promoting the Trucking Business Safety Assessment Program (known as G-mark businesses)
- Safety measures applied to land transportation of international maritime containers

4) Ensuring vehicle safety

In addition to promoting the evolution and maturation of the previous mitigation measures, in the future, the government will promote the further enhancement of preventive safety measures to prevent accidents, through the use of advanced technology.

[Priority measures]

- Developing and promoting advanced safety vehicles (ASV)
- Improving Japanese Industrial Standards relating to vehicle safety
- Improving motor vehicle check and maintenance
- Improving and reinforcing the recall system
- Promoting damage liability insurance aiming to assist victims of bicycle accidents

5) Maintaining road traffic order

Aim for maintaining order of road traffic through enforcement of traffic guidance, traffic accident and incident investigations, and enforcement of countermeasures against motorcycle gangs.

[Priority measures:]

- Enforcement focused on particularly vicious, dangerous, and annoying offenses
- Identifying the true locus of responsibility for the accident
- Promoting guidance and enforcement concerning bicycle riders
- Strengthening the investigation systems for traffic offenses and traffic accidents
- Strengthening measures to crack down on motorcycle gangs

6) Enhancing rescue and emergency services system

While ensuring mutual close coordination and cooperative relations of emergency related organizations, the government will make efforts to maintain the rescue and emergency system and emergency medical system. In particular, to the dissemination of emergency first aid in the actual scene will be promoted.

[Priority measures:]

- Promoting and educating first-aid measures including cardiopulmonary resuscitation with the use of an Automated External Defibrillator
- Promoting the development and deployment of emergency life-saving technicians
- Development of Fast Emergency Vehicle Preemption Systems and Help system for Emergency Life saving and Public safety
- Promoting helicopters for doctors

7) Promoting victim support, including the appropriate compensation system

Comprehensive and systematic promotion of measures for traffic accident victims and family members according to the Basic Act on Crime Victims

[Priority measures:]

- Promotion of traffic accident consultation activities
- Promotion of measures starting with support for self-help groups
- Promotion of enhancement of victim contact system in police departments and information distribution by the victim notification system in the Ministry of Justice

8) Enhancing R&D and study activities

In addition to further promote research and development in each field of three elements of people, roads and vehicles, the government will enhanced the overall study activities.

[Priority measures:]

- Supporting safe driving
- Promoting research on the traffic-related behavior of elderly people
- Enhancing comprehensive study to investigate the causes of traffic accidents

4 Railway Traffic Safety

1. Achieving a Society with No Railway Accidents

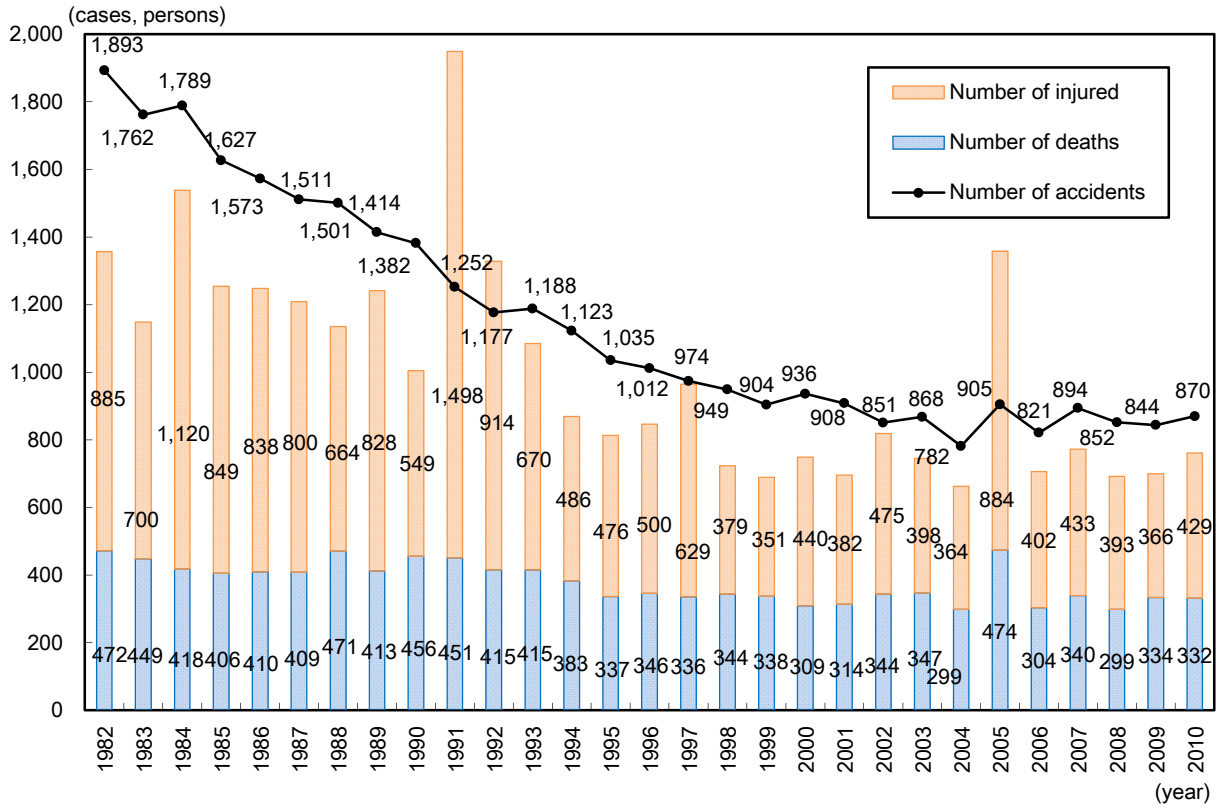
Railways are a mode of transport essential to daily life, used by 22 billion people a year and transporting vast amounts of people and goods speedily and on time, aiming for more safe and stable rail transport that can be securely used by the public, so it is necessary to comprehensively promote the various safety measures, to prevent serious train accidents and accidents on platforms.

(1) Current Trends for Railway Accidents

Provided that railway accidents were on a decline in the long term, in recent years there is a tendency of the decline to stop, from the year 2006 it remained at about of 850, and in 2010 it was 870.

In addition, the number of fatalities in 2010 was 332 and the number injured people was 429. Although in 2005, 106 people passengers died in the train derailment of Fukuchiyama JR West, and 5 passengers in the Uetsusen JR East train derailment, passenger fatalities did not occur from 2006 until 2010.

Changes in Railway Operational Accidents and Casualties



Notes: 1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. Fatalities are defined as deaths occurring within 24 hours of an accident.

(2) Objectives Set for Railway Traffic Safety

1) **To reduce the number of passenger fatalities to zero.**
2) **To reduce the overall number of death accidents during operations.**

2. Measures for Railway Traffic Safety

Operations accidents with railways are on a decline in the long term, and it is evident that measures based on the past fundamental traffic safety programs have been effective to a certain extent. However, considering the fact that there is a risk of heavy casualties even in case of a single accident of collision or derailment, the fact that the number of level crossing injury accidents

combined with the personal injury accidents on platforms account for about 90% of the total operation accidents, and the fact that the tendency of these numbers to decrease has stopped, the government should implement effective measures aiming for a stable and more secure rail transport, along with the prevention of serious train accidents and prevention of accidents where the users are concerned while promoting various traffic safety policies from a comprehensive viewpoint.
[Priority measures:]

- Improving operational safety systems (such as development of platform doors equipment)
- Development of equipment operation safety
- Dissemination of knowledge about the safety of rail traffic
- Implementing safety audits of railway operators
- Appropriate response at the occurrence of a major accident

5 Traffic Safety at Level Crossings

1. Achieving a Society with No Accidents at Level Crossings

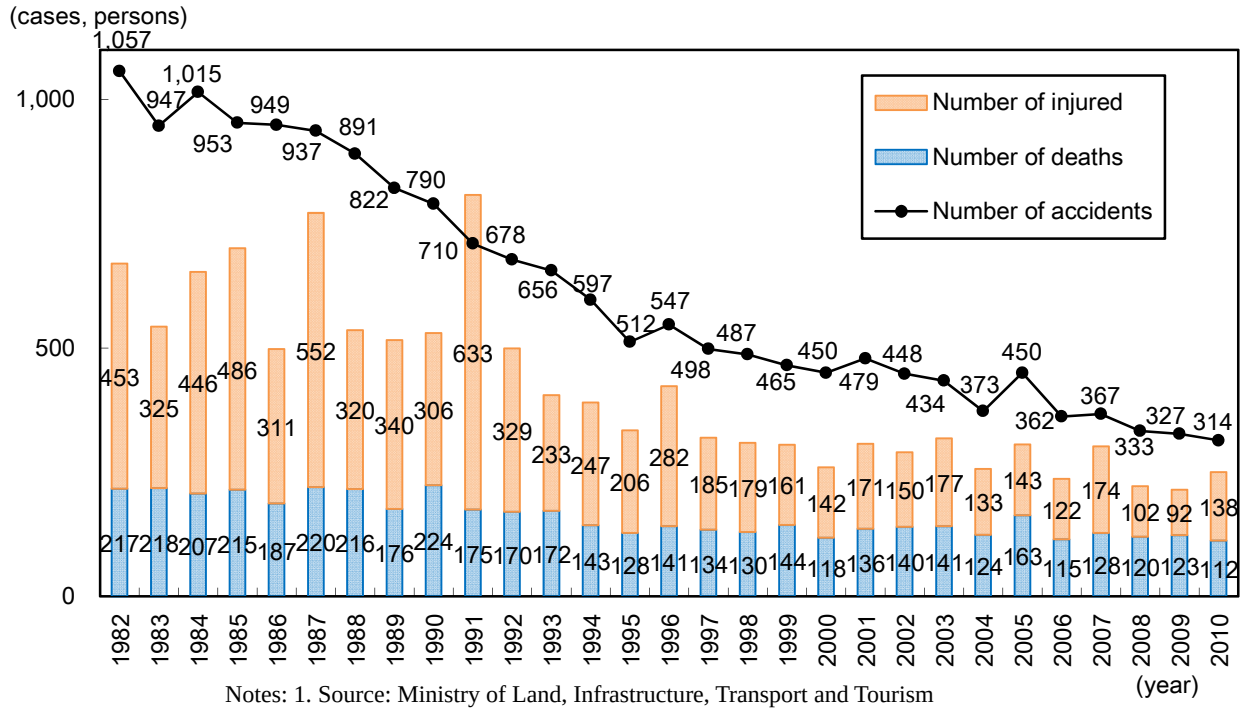
Accidents at level crossings are on a decline in the long-term. However, almost 40 percent of railway operations accidents occur at level crossings, and there still remain level crossings that require improvements. In light of such conditions, the government will aim for a society with no level crossing accidents by continuing to comprehensively and actively implement measures to prevent level crossing accidents.

(1) Current Trends for Accidents at Level Crossings

The number of level crossing accidents (referring to level crossing failures and any resulting railway accidents among all railway operations accidents) is continuing to decline in the long term with the number of incidents being 314, and the number of casualties being 250 people in the year 2010.

Accidents at level crossings are on a decline in the long-term, and active implementation of safety measures, such as improvements of level crossings, appears to have had a significant influence. However, almost half of the operations accidents still occur at level crossings, and there still remain level crossings that require improvements.

Changes in Accidents at Level Crossings, Casualties and Fatalities



Notes: 1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. Fatalities are defined as deaths occurring within 24 hours of an accident.

(2) Objective Set for Level Crossings Traffic Safety

To reduce the number of accidents at level crossings by 10% compared to 2010 by 2015

2. Measures for Level Crossings Traffic Safety

The declining trend in both the number of accidents at level crossings and the number of fatalities caused by these accidents indicates that the traffic safety measures at level crossings implemented based on the Eighth Fundamental Traffic Safety Program have had a certain effect.

However, a single accident at a level crossing can produce serious consequences such as many casualties, and in reality there still remain level crossings that require improvements such as grade separation, structural improvements, development of grade separation facilities for pedestrians,

level crossing maintenance facilities, traffic regulations, and level crossing integration and elimination, taking these into consideration effective measures to contribute to the facilitation of traffic and environmental protection, by reducing traffic congestion, should be implemented in view of the conditions of each level crossing.

[Priority measures:]

- Promoting structural improvements and replacement of level crossings with flyovers (for non-opening level crossings promote "immediate measures" by the structural reforms and "drastic measures" by flyovers)
- Improving level crossing maintenance facilities and implementing traffic regulations
- Promoting streamlining of level crossings
- Implementing other measures to ensure safe and smooth traffic at level crossings (Railroad crossing accident prevention by utilizing information technology)

6 Maritime Traffic Safety

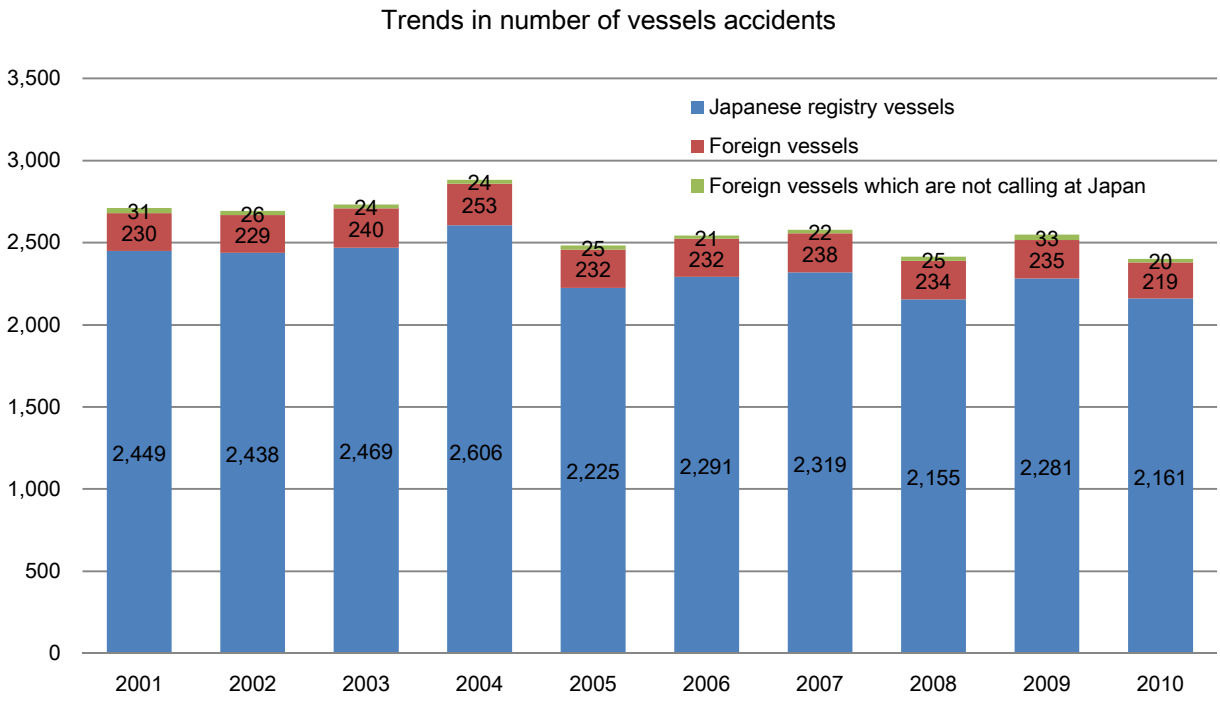
1. Achieving a Society with No Maritime Accidents

If a maritime accident occurs even once, there is not only high risk of a loss of human lives, but also it is likely to have an immeasurable impact on Japan's economic activities and natural environment. Therefore, from the perspective of ensuring the safety of the entire maritime traffic, with the collaboration and cooperation of all parties concerned, it is necessary to promote comprehensive and systematic safety measures, encompassing both intangible and tangible sides. In addition, while placing the top priority on preventing the occurrence of maritime accidents, we should, in the event of an accident, carry out search and rescue operations promptly and properly to save the lives of people on board.

(1) Current Trends for Maritime Accidents

The annual average of the number of vessel accidents from 2006 to 2010 is 2,497 vessels, has declined by 7.5% compared to five years earlier.

The annual average number of deaths or people missing due to ship accidents or falling into the sea from ships being 250 people in the period from 2006 to 2010 has declined by about 18% compared with five years earlier (306 people).



Source: Ministry of Land, Infrastructure, Transport and Tourism

(2) Objectives Set for Maritime Traffic Safety

1) **To reduce the number of marine vessels accidents occurring in Japan (excluding those by foreign vessels not calling at Japan) by approximately 10% (or below 2,220 vessels) by 2015, in comparison to the annual average of the Eighth Program period (2,473 vessels).**
2) **To prevent the occurrence of large-scale maritime accidents in the "congested waters," which cause significant social impact, such as large number of casualties or routes obstruction, and bring the number of the occurrence of those accidents to zero.**

2. Measures for Maritime Traffic Safety

Subsequently, the government continues to promote various measures to prevent maritime accidents,

while promoting the coordination and cooperation of the parties concerned, including the improvement and enhancement of the systems for prompt and proper lifesaving, particularly for small vessel marine accidents associated with many personal injuries in coastal waters.
[Priority measures:]

- Vessel traffic safety measures in the "congested waters"
- Safety measures in the event of abnormal weather conditions
- Provision of information to foreign vessels
- Promotion of transportation safety management evaluation
- Small vessels safety (fishing boats, pleasure boats, mini-boats, and as such)
- Promotion of wearing life jackets
- Obtaining maritime accident information as early as possible
- Enhancing rescue and emergency service systems
- Strengthening of research and analysis of ship accidents.

7 Air Traffic Safety

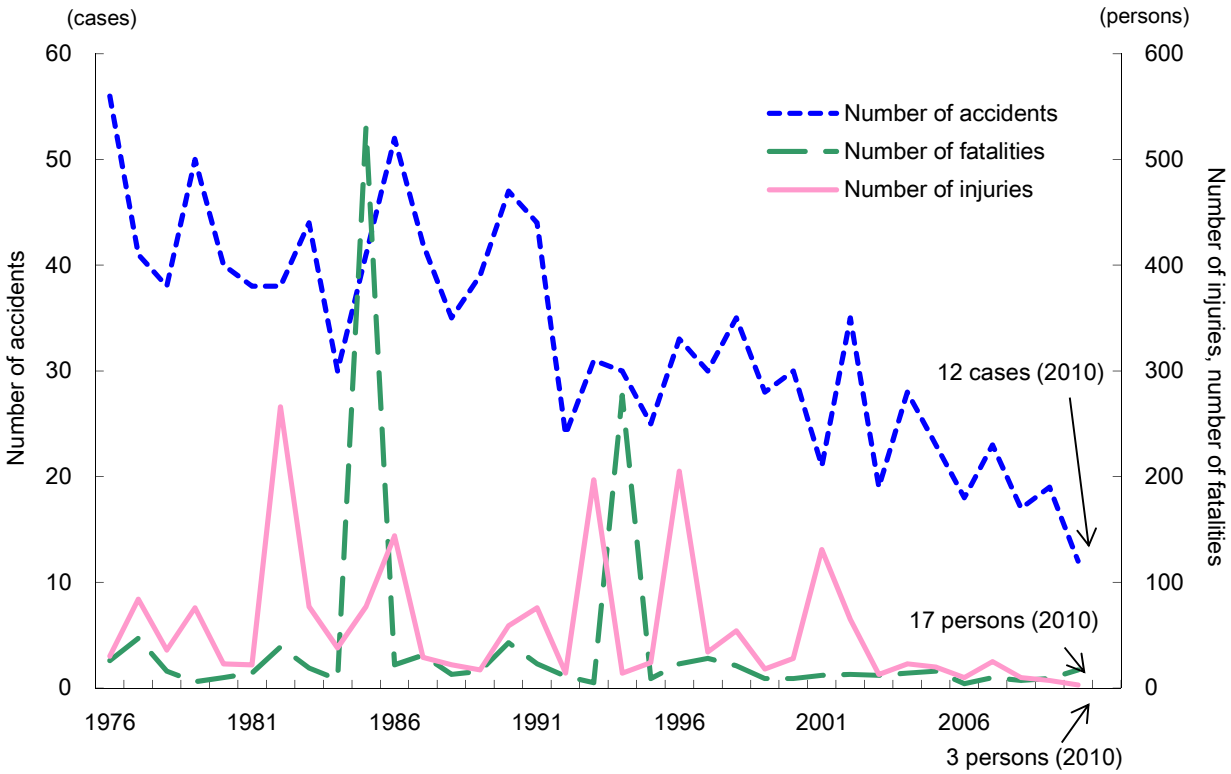
1. Achieving a Society with No Air Traffic Accidents

In order to reduce air traffic accidents and prevent safety problems that might cause accidents, the government will make constant efforts to implement measures for air traffic safety.

(1) Current Trends for Air Traffic Accidents

Although there have been no fatal accidents caused by specified Japanese air carriers (Japanese air carriers that operate air transport services using aircrafts with a number of passenger seats over 100 or a maximum takeoff weight of 50,000 kilogram) there have been notable safety problems due to human errors or mechanical problems.

Trends in the Number of air traffic accidents fatalities and injuries



Note: 1. Data by Ministry of Land, Infrastructure and Transport.
2. Figures are as of the end of December of each year.
3. Figures include accidents related to Japanese aircrafts occurred outside of Japan.
4. Figures include accidents related to foreign aircrafts that have occurred in Japan.
5. The number of casualties, number of fatalities and the number of accidents do not including those in-flight natural deaths, and deaths due to an abusive act inflicted on self or others.
6. The number of fatalities include the number of deaths within 30 days and missing persons.

(2) Objectives Set for Air Traffic Safety

To continue the record of zero passenger fatalities in specified domestic air carriers, which has been kept since 1986.

2. Measures for Air Traffic Safety

It is an urgent issue to prevent the recurrence of the problems, which can be regarded as seeds of large accidents, and restore public confidence in air traffic safety. While air traffic volume is expected to increase further in the future, it is an urgent issue to establish a safer and more efficient air traffic system in the air, as well as to increase the capacity of airports. In addition, from the traditional safety administration to oversee compliance with the norms by each entity, and

continuous safety performance evaluations (measures) of each entity, making the transition to next-generation safety administration to conduct a comprehensive safety management so that the improvement of aviation safety performance can be achieved as a whole**.**

[Priority measures:]

- Shifting to comprehensive safety management (Introduction of the National Safety Plan)
- Improving the safety of air traffic and enhancing the services
- Promoting the development of facilities for the safety of air traffic
- Strengthening supervision over air carriers
- Promoting the preventive safety measures through aviation safety information

(References)

[About the New Measures and New Projects in the Ninth Fundamental Traffic Safety Program]

1. New measures provisions set as pillars in the Ninth Fundamental Traffic Safety Program

[New measures provisions in Road Traffic]

1) Improvement of road traffic environment
   - Promotion of zero accident plan (Operation emphasizing on elimination of accident dangerous zones) [MLIT]
     >new projects implemented from FY2011

2) Thorough dissemination of Traffic Safety awareness
   - Establishment of normative consciousness towards the eradication of drunk driving [NPA]
     >handle keeper movement carried out from October 2006

3) Ensuring safe operation
   - Security measures applied to land transport of international maritime containers [MLIT]
     >considering the submission of the legislative bill to the Diet

[New measures provisions in Maritime Traffic]

3) Ensuring safe operation of vessels
   - Promotion of transportation safety management evaluation [MLIT]
     >Transportation Safety management evaluation from October 2006

9) Identifying the causes of vessel accidents and preventing their recurrence
   >Implementation of the analysis of accidents of the maritime accidents at the Analysis Center from September 2008 [MLIT]

[New measures provisions in Air Traffic]

1) Conversion to a comprehensive safety management [MLIT]

2. New Projects (which began after the formulation of the Eighth Fundamental Traffic Safety Program)

[New projects in Road Traffic]

1) Improvement of the road traffic environment
   - To set the maximum speed of 30 kilometers per hour on residential roads as a rule. (Implementation by the prefectural police agencies from October 2009) [NPA]
   - Promoting the inspection review, based on the actual regional traffic situation, and with an emphasis on maximum speed, parking and signal control. (Implementation by the prefectural police agencies from October 2009) [NPA]
   - Promote Smart Way by utilizing ITS spots (Expanding the development of ITS spots nationwide and start those services nationwide from January to March of 2011) [MLIT]

2) Thorough dissemination of traffic safety awareness
   - Developing the school safety plan for schools, and carrying out guidance on the subject of safety for schoolchildren in school life, including safety on the way to school, as well as in other daily activities, has been determined by the School Health and Safety Act (effective April 2009) [MEXT]
   - Creating and distributing educational materials for safety on the way to school, including the safe use of bicycles and as such. (planned FY 2011) [MEXT]

- Implementation and promotion of traffic safety classes, practical workshops of cardiopulmonary resuscitation for teachers. (to be conducted from FY 2010) [MEXT]
- Further enhancing teaching contents for inmates with the problem of alcoholism or for those who have done drunk driving. (guidance from FY 2008 in collaboration with the private sector self-help organizations to address alcohol problems) [MOJ]
- Traffic safety guidance as improvement guidance in penal institutions for inmates that caused traffic accidents. (systematically implemented nationwide from May 2006,) [MOJ]
- Setting the "five bicycle use safety rules", to promote the safe use of bicycles. (determined by the Central Transportation Conference of the Road Safety Headquarters on July 10, 2007) [CAO]
- Carrying out traffic safety education for guardians riding a bicycles with infants, such as hands-on participation activities that enable the guardians to actually feel the impact given by infant passengers, as well as promoting the usage of bicycles adapted for rides with two young children passengers. (riding bicycles with two young children passengers is allowed from July 2009 and the bicycles adapted for such rides are promoted) [NPA]
- Considering the reality of the number of deaths and serious accidents due to drunk driving tending to increase, the reforms of public awareness for drunk driving with a definite aim to eradicate it are promoted, and measures such as "Strengthening efforts to eradicate drunk driving" have been taken. (determined by the Central Transportation Conference of the Road Safety Headquarters on September 15, 2006) [CAO]

3) Securing safe driving
- Introduction of training preliminary examinations (Cognitive function tests) (introduced from June 2009) [NPA]
- Promoting the wide use of drive recorders, and the publicity of the utilization of the accident information obtained by such drive recorders for safe driving management and road safety education. (Traffic safety education manual utilizing video recording type drive recorders created in March 2009) [NPA]
- Mandatory use of alcohol detectors at the time of roll-calls for auto transport business operators (scheduled to be implemented in April 2011) [MLIT]
- Establishing a system for the promotion of auxiliary equipment that contributes to ensuring safe driving, such as drive recorders (conducted from FY 2010) [MLIT]
- Support for the implementation of corporate safety education (conducted from FY 2010) [MLIT]

4) Ensuring the safety of vehicles
- Implementation of subsidies for collision mitigation brakes for heavy duty vehicles from the year 2007. Adding fluctuating warnings as a subsidiary subject in addition to the previous collision mitigation brakes from the year 2010. [MLIT]

7) Promotion of victim assistance beginning with the optimization of damages compensations
- Systems and victim participation (effective December 2008) [MOJ]
- Placement of victims-responsible probation officers (implemented in December 2007) and victims-responsible juvenile probation officers (implemented in October 2007) in probation offices [MOJ]
- Enhancement of training for better understanding of the traffic accident victims feelings for parole offices staff [MOJ]

[New projects in marine traffic]

1) Enhancement of rescue and emergency activities
- Participation in the next-generation search and rescue system using the new satellite models (scheduled to be introduced after 2015) [MLIT]

[New projects in air traffic]

1) Conversion to comprehensive safety management

- Introduction of State Safety Program (SSP) (Investigative work for introduction in November 2010 was undertaken) [MLIT]
- Establishment of a voluntary safety reporting system

(investigation undertaken about the challenges towards the establishment from the year 2010) [MLIT]

- Strengthening of safety information analysis and evaluation system

(investigation of analysis and evaluation methods is scheduled to be undertaken in the year 2011) [MLIT]

2) Enhancement of the improvement of air traffic safety and services

- Maintenance of airspace safety assessment system (implemented from the year 2008, maintenance scheduled to be completed in the year 2012) [MLIT]
- Enhancement of flight inspection system (scheduled to be implemented in the year 2014) [MLIT]
- Promotion of the long-term vision on future air traffic system (CARATS) (implementation after the year 2011) [MLIT]