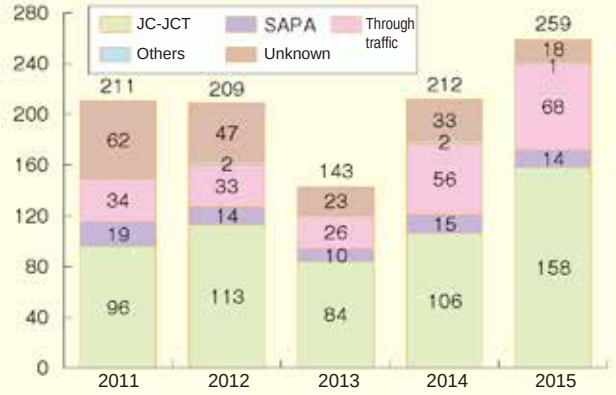
Efforts to counter vehicles travelling in the wrong direction on expressways – Traffic safety measures in view of the increase in elderly people with

Traveling in the wrong direction on expressways occurs once every 2 days and miserable accidents occur in which not only the driver operating a car in the wrong direction, but also the driver operating correctly suffers damage.
So far, physical and visual measures have been taken in places where reverse traveling frequently occurs. However in a social situation where aging progresses and the dementia issue have become obvious, however, wrong-way driving accidents on expressways have not been eliminated completely.
In the future, a variety of efforts will be promoted to completely eliminate all wrong-way driving accidents on expressways by 2020 through the common recognition of the issue by all population groups and based on road-vehicle coordination

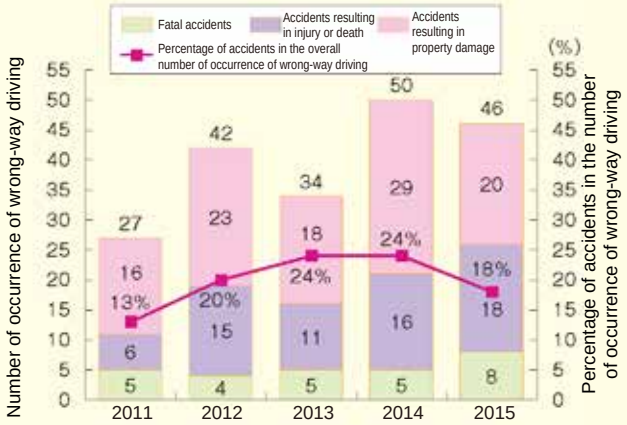
Occurrence status of wrong-way driving

About 200 cases of wrong-way driving on expressways occur every year and about 20% of them result in accidents. About 70% of drivers that caused the wrong-way accidents were elderly people of 65 years old and over.



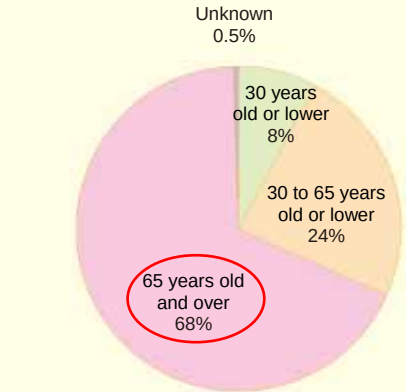
Source) Wrong-way driving accidents (according to the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies) during 2011 and 2015 or wrong-way driving events that were caught (prepared by the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies in cooperation with the police)

Changes in the number of occurrence of wrong-way driving occurrence and locations



Source) Wrong-way driving accidents (according to the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies) during 2011 and 2015 or wrong-way driving events that were caught (prepared by the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies in cooperation with the police)

Changes in the number of accidents due to wrong-way driving

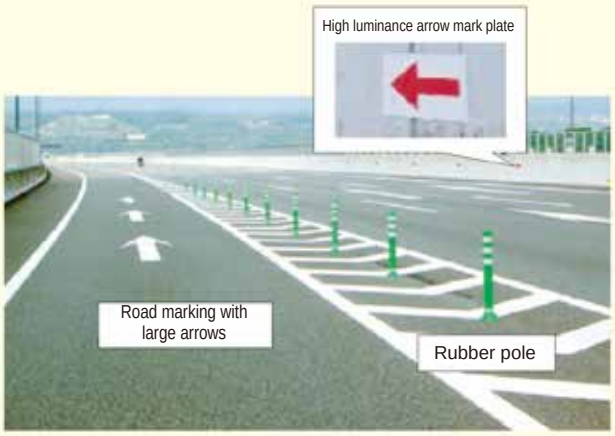


Source) Wrong-way driving accidents (according to the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies) during 2011 and 2015 or wrong-way driving incidents that were caught (prepared by the Ministry of Land, Infrastructure, Transport and Tourism and expressway companies in cooperation with the police)

Ages of drivers

Content of measures up till now

Measures to appeal to the eye with warning signs and physical preventive measures through the installation of rubber poles have been implemented at the merging points with the through traffic of the interchanges where many wrong-way driving incidents occur.
The number of wrong-way driving incidents at 33 places in which the measures had been taken in FY 2014 decreased by about 80%, and further measures will be taken continually according to occurrences of wrong-way driving in a continuous manner.

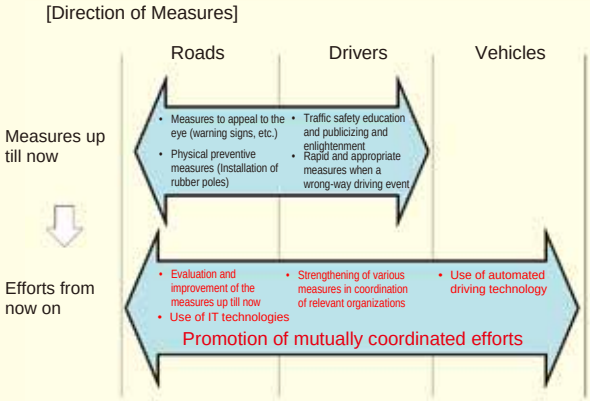


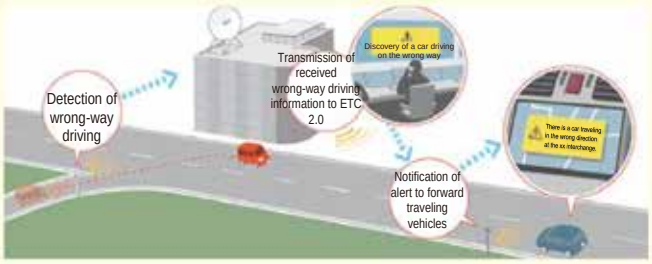
Source) Ministry of Land, Infrastructure, Transport and Tourism

Measures at the merging point with the through traffic of the interchange

Policies to be developed

In order to completely eliminate completely wrong-way driving accidents on expressways by 2020, effective measures in coordination with the private sector such as automobile manufacturers will be studied both by a council of experts and a public-private partnership council. These measures will be introduced in addition to the expansion of measures against wrong-way driving on expressways implemented so far, and will be introduced.





Warning to forward traveling vehicles by means of the detection of cars traveling in the wrong direction and the control center (Image around FY2018)
* Only an image and this will be embodied concretely in light of future studies.
Source) Ministry of Land, Infrastructure, Transport and Tourism

Image of measures for wrong-way driving in the future

[Study System]

Council of Experts on Measures Against Wrong-Way Driving on Expressways
Effective measures to counter wrong-way driving will be studied by experts on dementia and traffic psychology

Public-Private Partnership Council on Measures Against Wrong-Way Driving on Expressways
Effective measures to counter wrong-way driving will be studied by automobile manufacturers, IT technology manufacturers and the government in a coordinated manner

Source) Ministry of Land, Infrastructure, Transport and Tourism

Direction of measures in the future and system

Efforts for traffic safety of elderly people – Traffic safety measures in view of the increase in elderly people with dementia -

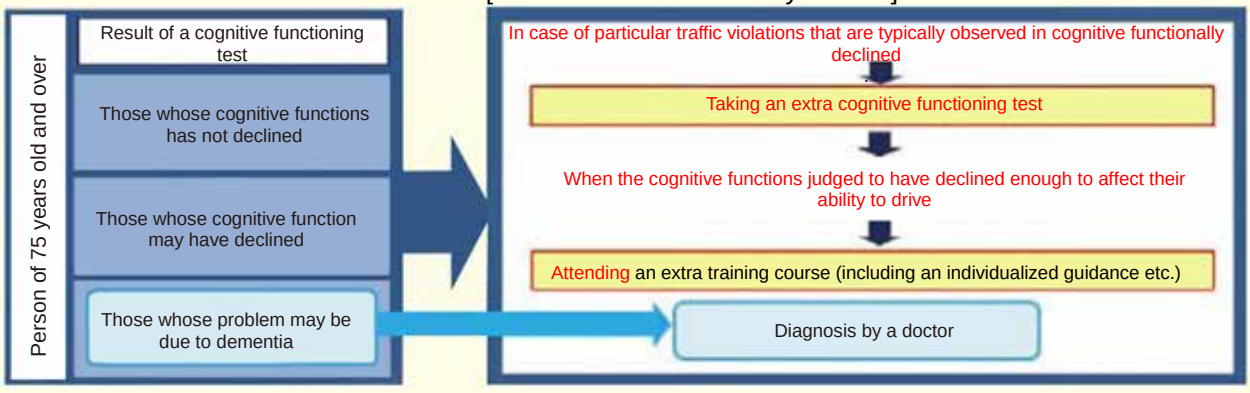
1. Measures to Prevent Traffic Accidents of Elderly People

The police ensures safety of elderly pedestrians and bicycle users through the promotion of measures for community road including the Zone 30*, development of barrier free traffic lights, and establishment of an environment for bicycle transit. In addition, the police also promote the development of traffic environment which allows elderly drivers to drive a car safely and securely by means of an increase in luminance and size of road signs, use of LEDs of traffic lights, and operation of the parking section system reserved for elderly drives. Moreover, in light of an increase in importance of public transport as a means to transfer for elderly people, efforts are underway to regenerate and revitalize community public transport in coordination with relevant organizations.
In addition, not only the provision of individual guidance to elderly people and others who do not have a driving license or who have not had the opportunity to receive traffic safety education at road crossings with frequent accidents, but also the promotion of traffic safety education to elderly people based on participation, experience and practice are actively carried out.
Elderly drivers are provided with training courses according to their driving characteristics and characteristics of traffic accidents in classes and training courses for elderly people when renewing their licenses.
In addition, in order to promote measures to prevent traffic accidents of elderly drivers of 75 years old and over whose number of traffic accidents tend to increase,

- Introduction of an extra cognitive functioning test for older drivers of 75 years old and over who commit a certain violation of law
- , Introduction of an extra training course for older drivers who are judged in an extra cognitive functioning test to be impaired for driving a car due to a decrease in their cognitive functions
- ƒ A review of system to make it possible to order those who are judged to have the potential to suffer dementia by a cognitive functioning test to take a special aptitude test (diagnosis by a specialized doctor) or to submit a medical certificate prepared by doctor regardless of their history of violations.

The “Law to Partially Amend the Road Transport Act” (Act No. 40 of 2015) with the content was published in June 2015. In combination with the present revision, not only the provision of seminars to older drivers of 70 to 75 years old and older drivers of 75 years old and over who are judged in an extra cognitive functioning test that their cognitive function is not suspected of being reduced will be streamlined, but also the content of seminars to those older drivers who are judged in an extra cognitive functioning test that their cognitive function is suspected of being reduced will be enhanced.

[New Measures for Elderly Drivers]



* Zone 30
The system is designed to establish the zone to limit the maximum speed to 30 kilometers/hour and install and expand side strips in order to control the speed within the zone and restrict and exclude through traffic within the zone by implementing traffic restrictions such as the prohibition of transit and installing bumps accordingto the actual status of the road traffic of the zone.

[Case]
The Fukui Prefectural Police implements measures to reduce traffic accidents of elderly drivers using a drive recorder. Drive recorders are lent for a predetermined period (about 1 week) to elderly drivers of 75 years old and over who drive a private automobile regularly, and based on the recorded video of the drive recorder mounted on the automobile driven by elderly drivers, policemen diagnose their driving technique and provide safe driving guidance in order to make them become aware of their driving problems.

2. Enhancement of Consultations on Driving Aptitude

The Police provide a consulting service on driving aptitude aimed to individually judge whether a disabled person and a person with a disease showing specific symptoms including dementia can safely drive a car. At the consulting service designed to judge driving aptitude, not only staff with expert knowledge is placed, but also special consideration is taken for privacy and confidentiality. In addition, the consultation on driving aptitude is enhanced by introducing a specialized doctor as necessary to counselees in coordination with patients' associations and doctors' associations. Moreover, measures are taken to make known the availability of the consulting service on driving aptitude by displaying posters to that end at the Driving License Center and police stations.

* Efforts of Kumamoto Prefecture
The Kumamoto Prefecture staffs 3 healthcare-related personnel (nurse) in the Driving License Center using the financial support system of the government (Regional medical care comprehensive funds) to provide support in the understanding and consultation of disease from a healthcare perspective when a police officer attends a driving aptitude consultation, and give advice to undergo a checkup at a medical institution according to the state of disease with a view not only to promoting an early discovery of dementia and other diseases, but also to preventing traffic accidents of elderly people.

3. Voluntary Surrender of Driving License

When a person stops driving a car for a decrease in cognitive function or physical function can surrender his/her driving license by applying for its revocation, and in such a case, the person is entitled to be issued with a driving record certificate if an application is submitted within 5 years of surrender. This driving record certificate can be used as an identity verification document in the Act on Prevention of Transfer of Criminal Proceeds (Act No. 22 of 2007) at the counter of a financial institution.
The Police are promoting efforts to develop an environment which allows elderly drivers who are uneasy about driving a car to voluntarily surrender their driving license, by publicizing the driving record certificate system and strengthening support to those who have surrendered their driving license.

[Reference] Various measures to support voluntary surrender of driving license adopted by local governments
™ Efforts of the Okayama Prefectural Police
The “Okayama Love Card” is a card issued by the Prefectural Police at the request of elderly people of 65 years old and over who live in the prefecture and have voluntarily surrendered their driving licenses (hereinafter, “elderly people”) and is used by more than 29,000 elderly people as of April 1, 2016.
When this card is submitted to sponsored shops and sponsored vehicles of the “Okayama Love Card”, discount services and others are provided.
As of April 1, 2016, apart from more than about 1,800 sponsored shops, main regular buses in all prefectural areas and more than 2,500 taxis, the Ihara Railway, Mizushima Rinkai Railway, and Chizu Express Company sponsor the card and support the life of elderly people who have voluntarily surrendered their driving licenses.

(Top) (Back)

Okayama Love Card (specimen)

4. Efforts in Railway Transport

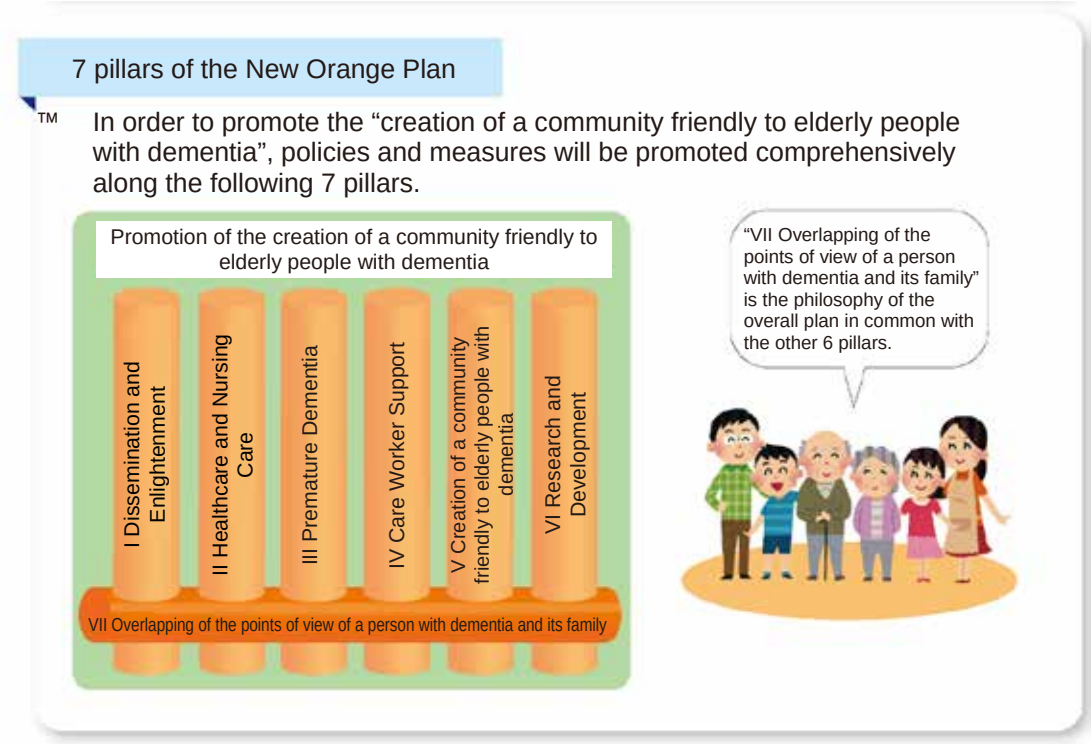
In the wake of the sentence issued on March 1, 2016 by the Supreme Court regarding the accident in which a man with symptom of dementia was hit by a train and killed, it is necessary to promote traffic safety measures so that these accidents will be decreased.
In order to contribute to ensuring safety of elderly people including people with dementia in the field of railway transport, a variety of measures are being taken, including the development of platform doors at stations, a thorough publicizing of emergency measures such as the operation of emergency buttons, the development of emergency buttons at railroad crossings and the sophistication of obstacle detection device.
In addition, efforts both in software and hardware including those designed to ensure safety of elderly people with the cooperation of the whole community using watching activities are being promoted.

Use of Liaison Council for Relevant Ministries and Agencies

In the wake of the sentence of the Supreme Court, the government is posed to study how to deal with cases and accidents by people with dementia and understand their actual status by actively using the Liaison Council for Ministries and Agencies related to the creation of communities friendly to elderly people with dementia" and will be engaged in the creation of communities friendly to elderly people with dementia in a concerted effort.

"Comprehensive Strategy for the Promotion of Dementia Care (New Orange Plan)"

The number of elderly people with dementia in Japan was estimated to be 4.62 million in 2012, and it is expected that the number will reach 7 million in 2025, that is, one-fifth of elderly people of 65 years old and over. Currently, dementia is a disease which everybody is likely to get involved in.
In anticipation of 2025 when people of the baby boom generation will become 75 years old and over, with the aim to realize a society in which the will of people with dementia is respected and people will be able to continue living in a community environment where they have lived for a long time as much as possible, the Ministry of Health, Labour and Welfare has newly formulated the "Comprehensive Strategy to Accelerate Dementia Measures – Towards the creation of a community friendly to elderly people with dementia" (New Orange Plan) jointly with other relevant ministries and agencies (January 27, 2015).
In the New Orange Plan, it is aimed to "enhance the system to prevent traffic accidents of people with dementia or with a decreased cognitive function and ensure traffic safety" in "V Creation of a community friendly to elderly people with dementia (4) Ensuring safety" as one of the main measures.

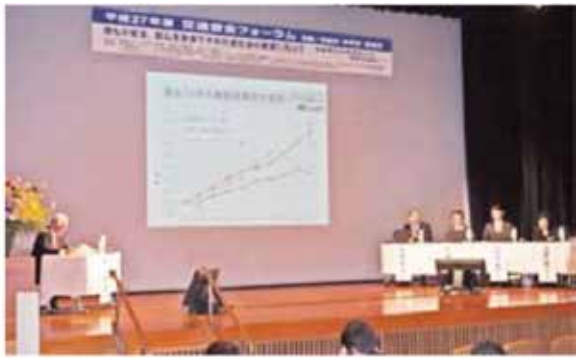


Holding of the Traffic Safety Forum

™ The Cabinet Office holds the Traffic Safety Forum every year with the aim to raise awareness of traffic safety. On November 17, 2015, the forum was held co-sponsored by the Shizuoka Prefecture and Shizuoka City with a theme of "Towards realizing a traffic society in which everybody can feel secure and safe – In order to protect elderly people from traffic accidents –"with a participation of about 320 people.

™ In the forum of the day, he attending experts stated the importance of measures to protect elderly people from traffic accidents.

Key-note address



Panel discussion

Key-note address
(Professor Tsuneo Matsuura of Faculty of Humanities and Social Science, Jissen Women's University)

The professor Sugiura told the following from the perspective of accident protection.
One of the main factors for the increase of accidents of elderly drivers is a decrease in mental and physical functions due to aging, and it will be possible to reduce the risk of accidents by practicing "compensatory driving", such as driving restrictions not allowing driving at night and on rainy days, preparation for driving by taking care of physical conditions before driving, and concentration of attention by not driving inattentively. Since elderly people who subjectively think that they are highly skilled drivers but are actually low skilled drivers objectively tend not to practice compensatory driving, it is advisable that elderly should evaluate their driving skills correctly and practice compensatory driving in order to prevent traffic accidents.

Panel discussion
(Coordinator: Tadamichi Hoshi, director of School Safety Education Research Institute)

Mr. Nobuhisa Izumo (Shizuoka Prefecture Police Headquarters Counselor and Traffic Planning Section Manager) talked about the "promotion of a stepwise voluntary driving restraint" designed to restrain people from driving in bad physical condition and at night and provision of individual guidance to elderly people who caused accidents in multiple times within 3 years by visiting their home. In the meantime, Mr. Takushi Kawamorita (Lecturer, Faculty of Health Sciences, Kitazato University) told that "since the visual function is reduced in the evening, at night and in elderly people, it is effective to switch on the light early and further drive by reducing the speed". In addition, Ms Yoko Asaji (Actress) demonstrated the use of self-emissive optical reflective members and called for the use thereof.

Efforts for Traffic Volunteer Activities

Traffic Safety Enlightenment Activities for People Living in Temporary Housing in Fukushima Prefecture

Five years have passed since the Great East Japan Earthquake and the light of reconstruction is strength.
The evacuation order has been lifted in a part of municipalities obliged to be evacuated and the number of areas to which residents are allowed to gradually return is increasing. Traffic safety activities are gradually underway through the setup of banner-flags as well as activities on the street with cooperation from the Traffic Safety Association in municipalities to which they returned. In addition, some people living in temporary housing at the place of evacuation participate in activities together with local people.
However, on the other hand, since there are still many people who are obliged to live in temporary housing, the Mothers Committee Liaison Association for Traffic Safety of Fukushima Prefecture carries out enlightenment activities for traffic safety including the provision of traffic safety class and canvassing by visiting individual homes of people living in a place they are not accustomed to. These persistent efforts are gradually bearing fruits.

Aspect of a traffic safety class

Aspect of canvassing

Traffic Safety class using a dump truck in Niigata Prefecture

It is an earnest wish of the Niigata Dump Truck Owners Association to reduce fatal traffic accidents regardless of the presence or absence of the membership, and in close coordination with each branch, relevant organizations, it actively takes part in traffic safety campaigns sponsored by the government and the prefecture.
In particular, in order to protect children from traffic accidents, the association is engaged in activities focused on traffic safety guidance and enlightenment by holding traffic safety classes using a dump truck in schools.
In addition, not only the strengthening of safety patrol, observance of safety speed and inspection and guidance on the use of seatbelts are carried out, but also a pool (a place for washing tires) before leaving sites is installed so that all dump trucks go out to public roads after washing the tires.

Traffic safety class using a dump truck

“Washing place” for safety patrol dump truck

“Traffic Safety Class for Everybody in Kagawa University” in the Kagawa Prefecture

The number of fatalities in traffic accidents and the number of accidents resulting in injury or death per a population of 100,000 in the Kagawa Prefecture continue to rank in one of the worst positions in the whole country. In January 2015, an accident occurred in which 5 young people died at one time, and serious accidents continue to occur in which young people are the party concerned. In the circumstances, the “Traffic Safety Class for Everybody in Kagawa University” was organized with a view to raising awareness of traffic safety, including risks of traffic accidents, weight of social responsibility when an accident is caused, observance of speed limits and traffic signals and others.
The executive committee composed of the Cabinet Office, Kagawa University, Safe & Secure Lifestyle Division of Kagawa Prefecture, Prefectural Police Headquarters and Safe & Secure Lifestyle Division of Takamatsu City conducted the event mainly, in which participants reconfirmed the observance of

Scared straight

Collision experience with a seatbelt

Ordinances regarding traffic safety measures enacted in 2015 in the prefectures (and government-designated cities)

Prefectures (and government-designated cities) are engaged in traffic safety measures by enacting ordinances according to objectives, such as an ordinance on traffic safety measures as a whole, elimination of drunk driving, etc. Here, some ordinances regarding safety traffic measures newly enacted in 2015 are presented.

Hokkaido "Ordinance on the Elimination of Drunk Driving in Hokkaido"

- Enactment date: December 1, 2015
- Main contents:
  - Obligation to use best efforts to report to a policeman when drunk driving has been confirmed.
  - Obligation of taxi operators to use best efforts to advertise their services
  - Obligation to use best efforts to prevent drunk driving
  - Establishment of the "Day for Drunk Driving Elimination" (July 13)
- Ordinance-related URL
  http://www.pref.hokkaido.lg.jp/ks/dms/kat/contents/insyujyourei.htm

Hyogo Prefecture "Ordinance on the Promotion of Safe and Appropriate Use of a Bicycle"

- Enactment date: April 1, 2015
  'Obligation to take out a bicycle third party liability insurance is enacted on October 1.)
- Main contents:
  - Enhancement of traffic safety education (safety education to be provided by the prefecture, parents, schools and business operators)
  - Safe and appropriate use of a bicycle (observance of traffic rules, inspection and maintenance of a bicycle, lighting of a night light and mounting of a reflective member, use of a helmet by infants, children and elderly people, among others)
  - Obligation of bicycle users to take out a bicycle third party liability insurance (no penalty)
  - Obligation of bicycle retailers to take out a bicycle third party liability insurance (no penalty)
- Ordinance-related URL
  http://web.pref.hyogo.jp/kk15/jitensyajyourei.html

Kumamoto Prefecture "Ordinance on the Promotion of Safe and Appropriate Use of a Bicycle in Kumamoto Prefecture"

- Enactment date: April 1, 2015
- Main contents:
  - Obligation of bicycle users to use best efforts to observe laws and regulations, inspect and maintain and take out a bicycle third party liability insurance
  - Obligation of bicycle retailers to use best efforts to make known and provide information on the necessity for bicycle buyers to take out a bicycle third party liability insurance
  - Support to prefectural citizens who make efforts voluntarily for the promotion of safe and appropriate use of a bicycle
- Other reference material
  Ordinance-related URL
  http://www1.g-reiki.net/kumamoto/act/frame/frame110010542.htm

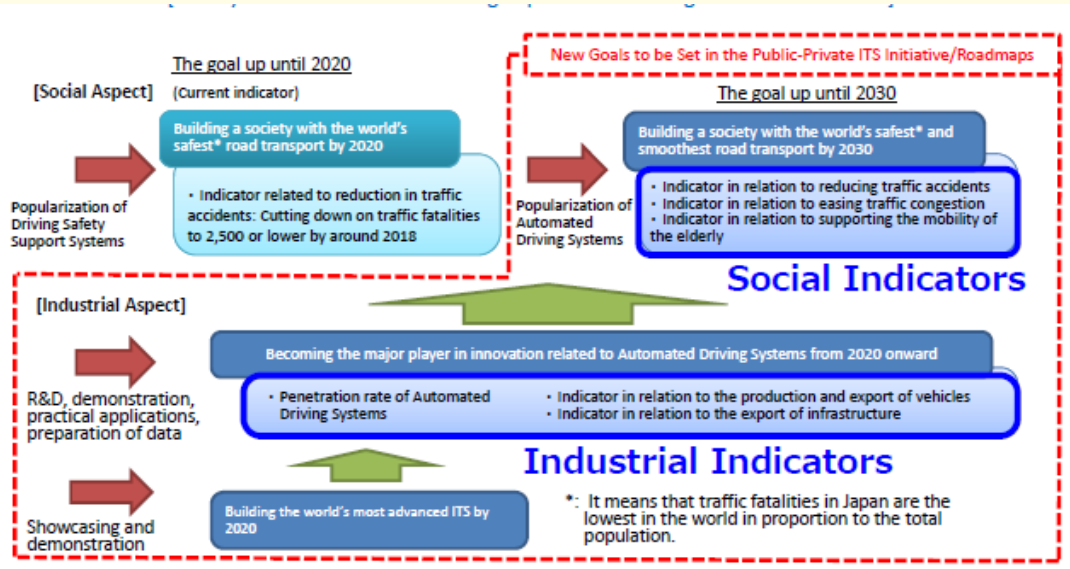
Tokushima Prefecture "Ordinance for the Creation of Tokushima where All People with or without Disabilities can Live Easily"

- December 25, 2015 (Full enforcement on April 1, 2016)
- Main contents:
  Obligations not to obstruct the transit or the walking of disabled persons and to make necessary consideration for ensuring safety
  Obligation of automobiles mounted with a warning sound device to use the device (no penalty)
- Ordinance-related URL
  http://reiki.pref.tokushima.jp/reiki/reiki_honbun/o001RG00001715.html

Advanced safety technologies for vehicles

Public-Private ITS Initiative/Roadmaps 2015

The Public-Private ITS Initiative/Roadmaps 2015 is the National Strategy Document on ITS and Automated Driving adopted in light of the recent changes in the situation around ITS (Intelligent Transport Systems) by the IT Strategic Headquarters by revising the "Public-Private ITS Initiative/Roadmaps" adopted in the previous year by the Comprehensive IT Strategy Headquarters.
Originally, the Roadmaps were formulated in June 2014 with a view to "building and maintaining the world's number one ITS to contribute to Japan and the world as a whole" in which the direction of concerted efforts by and between the private sector and relevant ministries and their concrete timetable were stated with a focus on the "Safety Driving Support System and Automated Driving Systems" and "Utilization of Road Transport Data."
In the Roadmaps, not only that the goal of building "the world's safest and smoothest road transport society" by 2030 was established as shown in Chart 1 in order to build the world's number one ITS, but also that the expected time for the commercialization of the automated driving system as shown in Table 1 was established from the perspective of the world's number one by clarifying the definition of Safe Driving Support System and Automated Driving Systems."

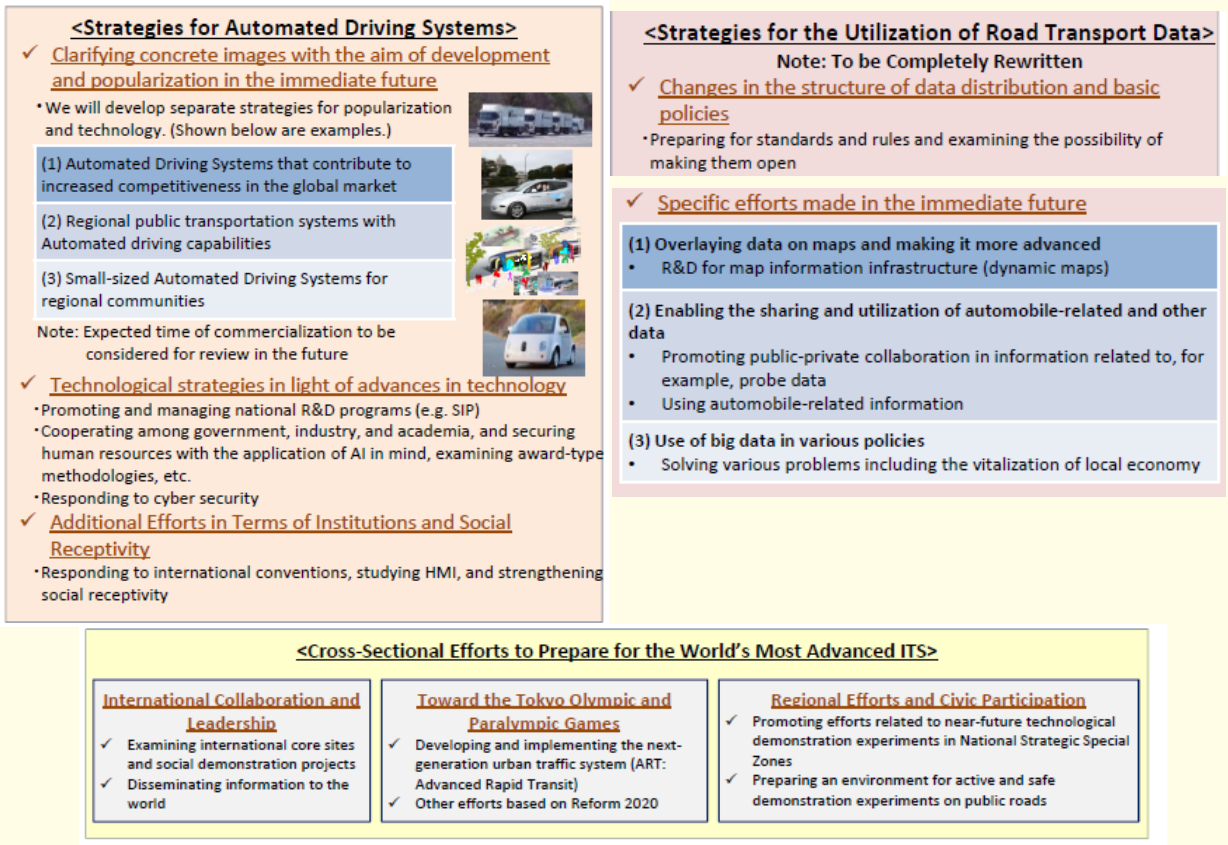


[Chart 1] Road transport society as a goal and important achievement indexes

[Table 1] Expected time for the commercialization of the automatic travelling system

Levels	Technologies Expected to be Realized	Expected Time of Commercialization
Level 2	・Follow-up and tracking systems	Mid 2010s
	・Steering for collision avoidance	
	・Automated driving on multiple lanes, etc.	In 2017
Level 3	・Automated merging, etc.	First half of 2020s
Level 4	・Fully automated driving	Second half of 2020s*

In the meantime, the situation in ITS technologies and industries including automated driving systems have been changing rapidly even after the formulation of the Roadmaps. In particular, many companies including automobile manufacturers overseas announced their efforts for the practical application of automated driving whereby to intensify development competition, and changes in data distribution structure with the progress of IoT and application of artificial intelligence (AI) using them are becoming to play an important role as the core of automated driving systems. In the circumstance, the Public-Private ITS Initiative/Roadmaps 2015 was formulated in June of 2015 in order to continue to build the most advanced ITS in the world and become the world center for the innovation of automated driving. As shown in Chart 2, the main revisions and additions are the point that strategies for automated driving systems and the use of road transport data have been specified and the point that cross-sectoral efforts towards building the most advanced ITS in the world have been clarified.



[Chart 2] Points of the Public-Private ITS Initiative/Roadmaps 2015 (main revisions and additions)

[Government Homepage]

The data of the "Public-Private ITS Initiative/Roadmaps 2015" is available on the following homepage.
https://www.kantei.go.jp/jp/singi/it2/senmon_bunka/douro/dai11/sankou1.pdf

ITS technologies and industries including automated driving systems have been rapidly progressing continuously, and in the second public-private dialogue on future investment held in November 2015, the Prime Minister Abe announced that "We will realize transport services and automated driving on highways via unmanned autonomous driving systems for the 2020 Tokyo Olympic and Paralympic Games. To this end, we will develop the required systems and infrastructure, including the implementation of demonstrations, by 2017." In the circumstance, the Public-Private ITS Initiative/Roadmaps 2015 will be studied for review including specific measures of such announcement.

Development and Dissemination of Advanced Safety Vehicles

- Holding of Symposium on Advanced Vehicle
  From the perspective of planning and promoting automobile safety measures, the Ministry of Land, Infrastructure, Transport and Tourism holds a symposium on vehicle safety every year since 2000 with a view to promoting the understanding of policies for automobile users and ensuring transparency and presents the current status and direction of automobile safety measures.

In FY 2015, the symposium was held on November 4 at the Tokyo Big Sight as an event related to the 44th Tokyo Motor Show with the theme of “Prevention Safety Technology for Traffic Safety – Vehicle Safety Measures in the Future – “ and about 300 people participated.
In the key-note speech in the symposium, the current status of prevention safety technology was presented in addition to the social situation surrounding safety technology and the development status of prevention safety technology. In addition, elements (1) which respond to the aging society, (2) which will be widely spread, and (3) which can be understood and used correctly (including the development of environment for the purpose) were enumerated as elements required of future prevention safety technology in the panel discussion following the key-note speech, and active discussions were developed around the future direction of prevention safety technology.


(Aspect of the Key-Note Lecture)


(Aspect of the Panel discussion)

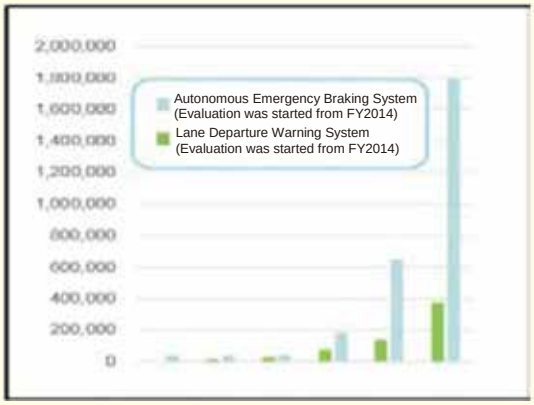
, Trend of Automotive Assessment in the present fiscal year (Addition of device to provide information on rear view field to the prevention safety performance evaluation)

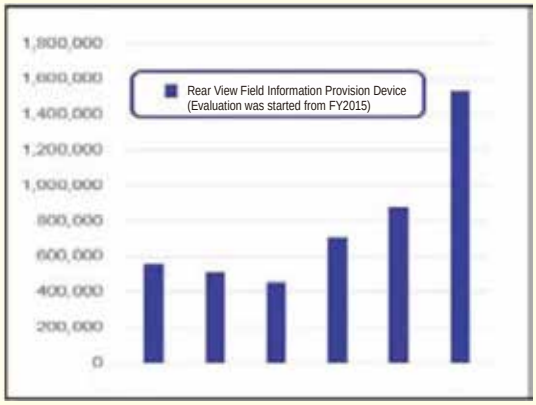
The Ministry of Land, Infrastructure, Transport and Tourism, carries out evaluation of vehicle safety performance from a fair and neutral standpoint in cooperation with the National Agency for Automotive Safety & Victims' Aid (NASVA), and promotes the selection of safe vehicles by users and the development of vehicles with high safety performance by manufacturers through the publication of its results.
In addition to the past vehicle assessment focused on collision safety performance, the Ministry has started to evaluate and publish prevention safety technology aimed to prevent accidents using advanced safety technologies, and has newly started the evaluation of safety performance of Autonomous Emergency Braking System (so-called automatic brake) and Lane Departure Warning System since FY 2014, and the evaluation of safety performance of Rear View Field Information Provision Device (so-called rear camera) since FY 2015. Incidentally, scores per device are displayed as a result of evaluation and comprehensive evaluation is published in various pamphlets and on the homepage (http://www.nasva.go.jp/).

(Various pamphlets)

(Image of the evaluation of prevention safety performance)

In order to further reduce the number of casualties in traffic accidents and realize the world’s safest road transport from now onwards, it is necessary to increase in sophistication of prevention safety technology, and thus, the assessment of prevention safety performance will play a very important role. As shown in the table below, devices subjected to automobile assessment are being rapidly disseminated. The automobile assessment will sequentially expand performance evaluation of advanced safety technologies which have a high decreasing effect of accidents from now onwards and promote the development and dissemination of automobiles with high safety performance.





- Image of Assessment Test of Prevention Safety Performance -

Damage Mitigation Brake* (with respect to a collision with a forward-going vehicle)

Test method

Performance test of a damage mitigation brake is carried out by letting a test vehicle approach a simulation vehicle (target) from behind at 10 to 60km/h. There are 2 types of tests consisting of test in which the target is stationary and the test in which the target is traveling at 20km/h. When a collision is avoided due to a warning or an operation of the brake, or when a collision occurs, scores will be given according to the extent to which the speed has been reduced before collision.

*Official name: Autonomous Emergency Braking System (AEBS)

Lane Departure Warning*

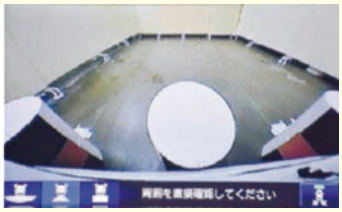
Test method

A test car is driven at 60km/h or 70km/h and it is tested whether a warning is issued when the car departs from the white line of the road. A higher score is given to a device which starts issuing the warning at a lower speed.

*Official name: Lane Departure Warning System (LDWS)

Information on rear view field*

Test method



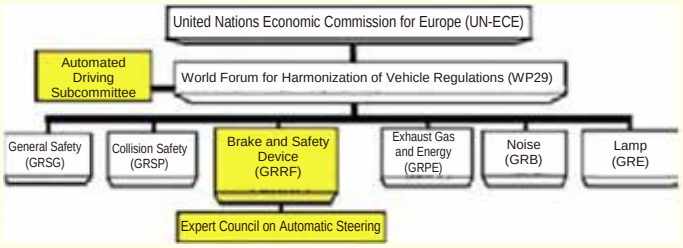
In order to check the range in which accidents of young people are likely to occur, a visual object (a pole) in consideration of an infant's body is arranged and the visual object is checked by a monitor inside a car (rear-view monitor).
Whine there are places which do not meet the requirements as a result of the test, scores will be reduced.

*Official name: Rear View Field Information Provision Device

Automated Driving System

- **"Status for the Formulation of International Standards Regarding Automatic Travelling System"**

The Ministry of Land, Infrastructure, Transport and Tourism promotes international harmony activities regarding vehicle safety and environment standards in the "World Forum for Harmonization of Vehicle Regulations (WP29)".
In the WP29 held in November, 2014, it was agreed to establish the "Subcommittee on Automated Driving," and Japan and UK co-chair the subcommittee and lead discussions on security guidelines, etc.
In addition, in the "Expert Sub-Committee on Brake and Traveling Device (GRRF) (Chair: UK & deputy chair: Japan)," it was agreed to establish the "Expert Council on Automatic Steering," and Japan and Germany co-chair the expert council and lead discussions on formulating standards on systems to automatically change lanes on expressway roads.



Japan leading discussion on automatic traveling system as the deputy chair in the GRRF in February 2016

, **"Status of Participation in International Discussions towards the realization of Full Automated Driving "**

In February 2016, it was approved at the Inland Transport Committee of the Economic Commission for Europe under the United Nations Economic and Social Council that Japan would become an official member of the "Working Party on Road Traffic Safety" (WP1) that discusses the consistency between automated driving and international treaties.
The National Police Agency aims at early realization of full automated driving through the participation in the WP1 in cooperation with the Ministry of Foreign Affairs and participates in international discussions.

ƒ **"Guidelines for Public Road Testing of Automated Driving Systems "**

The National Police Agency has been studying a variety of problems including the juridical system regarding the realization of automatic traveling by inviting external experts since October 2015, and will formulate and publish the "Guidelines for Public Road Testing of Automated Driving Systems" which will show matters to be taken into consideration from the perspective of ensuring traffic safety and smoothness.
Under the current law, it is possible to perform public road testing regardless of time and place, provided that:

- The vehicle used for public road testing complies with the requirements of the Safety Regulations for Road Vehicles (No.67 of ordinance of the Ministry of Transport of 1951).
- The person who assumes the role of the driver is seated in the driver's seat of the test vehicle, monitors the surrounding traffic as well as the vehicle's condition at all times, and in the event of an emergency operates the vehicle as necessary in order to ensure safety and thus prevent damage to others; and,
- The test vehicle is driven in compliance with the relevant laws including the Road Traffic Act (Act No. 105 of 1960).

Application status after the enactment of the law regarding punishment on acts such as killing or injuring people by driving a car (Purpose of enactment and application)

Enactment of the law regarding punishment on acts such as killing or injuring people by driving a car

Although the number of death and injury offences by driving a car has been decreasing, not a few death and injury offences caused by malicious and dangerous driving actions such as drunk driving and driving without license still occur. In the wake of cases in which the punishment of Inflicting Injury or Death on Other(s) by Driving a Vehicle was applied to such death and injury offences caused by malicious and dangerous driving actions without applying the current punishment of Dangerous Driving Causing Death or Injury, many opined that these penal regulations be reviewed.
In light of such a situation, the Act on Punishment of Acts Inflicting Injury or Death on Other(s) by Driving a Vehicle (Act No. 86 of 2013) came into effect on November 20, 2015 and enacted since May 20, 2014. The overview of the law is the following.

Development of provisions of the crime of Dangerous Driving Causing Death or Injury

- A type of driving in which a person advances in a car on a road on which vehicle transit is prohibited and drives the car at a speed that causes a serious traffic hazard and kills or injures people is added as a crime of Dangerous Driving Causing Death or Injury.
- , A type of driving in which a person drives a car in a state in which normal driving is impaired during traveling due to an effect of alcohol or drug, and the driver falls into a state in which normal driving becomes difficult due to the effect of alcohol or drug and kills or injures people is newly added as a crime of Dangerous Driving Causing Death or Injury, and in the case where people are injured, the driver is imprisoned with work for 12 years or less, and in the case where people are killed, the driver is imprisoned with work for 15 years or less.
- ƒ A type of driving in which a person drives a car in a state in which normal driving is impaired during traveling due to an effect of a specific disease specified by the Cabinet Order, and the driver falls into a state in which normal driving becomes difficult due to the effect of the disease is newly added as a crime of Dangerous Driving Causing Death or Injury, and in the case where people are injured, the driver is imprisoned with work for 12 years or less, and in the case where people are killed, the driver is imprisoned with work for 15 years or less.
- „ The past provisions related to a crime of Dangerous Driving Causing Death or Injury is transferred from the Penal Code.

New Establishment of a Crime for the Evasion of Discovery of Effect of Alcohol in Negligent Driving Resulting in Death and/or Injury

In the case where a person who drives a car in a state in which normal driving is impaired during traveling due to an effect of alcohol or drug and kills or injures people by failing to observe necessary caution in driving and carries out actions to avoid the discovery of the presence or absence of the effect or the effect thereof in order to avoid the discovery of the presence or absence of the effect or the effect thereof is punished for a crime of Evasion of Discovery of Effect of Alcohol in Negligent Driving Resulting in Injury, and is imprisoned with work for 12 years or less.

New Establishment of an Aggravation for Driving without License

If a person committed the crime of causing death or injury by driving a car without license, the following aggravated statutory penalties are charged.

(Acts Inflicting Injury or Death on Others)		(Aggravation for Driving without License)
Imprisonment with work for not more than 15 years	"	Imprisonment with work for 6 months and more but not more than 20 years
Imprisonment with work for not more than 12 years	"	Imprisonment with work for not more than 15 years
Imprisonment with work for not more than 7 years	"	Imprisonment with work for not more than 10 years

Others

The past crime of negligent driving resulting in injury is transferred from the Penal Code.

Status of arrests of traffic accident cases (2015)

Classification			Number of Cases (Cases)
Act on Punishment for Acts of Driving Causing Death or Injury	Article 2 of the Act	Dangerous Driving Causing Death	33
		Dangerous Driving Causing Injury	272
	Article 3 of the Act	Dangerous Driving Causing Death	15
		Dangerous Driving Causing Injury	244
	Article 4 of the Act	Eluding the Discovery of the Effect of Alcohol or drug on an automobile driving Negligence Resulting in Death	5
		Eluding the Discovery of the Effect of Alcohol or drug on an automobile driving Negligence Resulting in Injury	112
	Article 5 of the Act	Driving negligence Resulting in Death	3,125
		Driving negligence Resulting in Injury	505,251
	Article 6 (1) of the Act	Dangerous Driving without a License Causing Injury	37
	Article 6 (2) of the Act	Dangerous Driving without a License Causing Death	0
		Dangerous Driving without a License Causing Injury	11
	Article 6 (3) of the Act	Eluding the Discovery of the Effect of Alcohol or drug on automobile driving Negligence without a License Resulting in Death	0
		Eluding the Discovery of the Effect of Alcohol and like on an automobile driving Negligence without a License Resulting in Injury	6
	Article 6 (4) of the Act	Driving negligence without a License Resulting in Death	23
		Driving negligence without a License Resulting in Injury	1,297
Penal Code	Dangerous Driving Causing Death Note 1		1
	Dangerous Driving Causing Injury Note 2		18
	Automobile driving negligence Resulting in Death, etc. Note 3		111
	Automobile driving negligence Resulting in Injury, etc. Note 4		2,228
	Gross Negligence Resulting in Death and Negligence Resulting in Death		19
	Gross Negligence Resulting in Injury and Negligence Resulting in Injury		4,665
Total			517,473

Note
1 “Dangerous Driving Causing Death” means the Dangerous Driving Causing Death in Article 208(2) of Penal Code before revision.
2 “Dangerous Driving Causing Injury” means the Dangerous Driving Causing Injury in Article 208(2) of Penal Code before revision.
3. Note 3 “Negligent Driving Resulting in Death” means the Negligent Driving Resulting in Death (Article 211 (2) of Penal Code before revision) and Death Caused by Negligence in the Conduct of Business (Article 211(1) of Penal Code)
4. “Negligent Driving Resulting in Injury” means the Negligent Driving Resulting in Injury (Article 211 (2) of Penal Code before revision) and Injury Caused by Negligence in the Conduct of Business (Article 211 (1) of Penal Code)

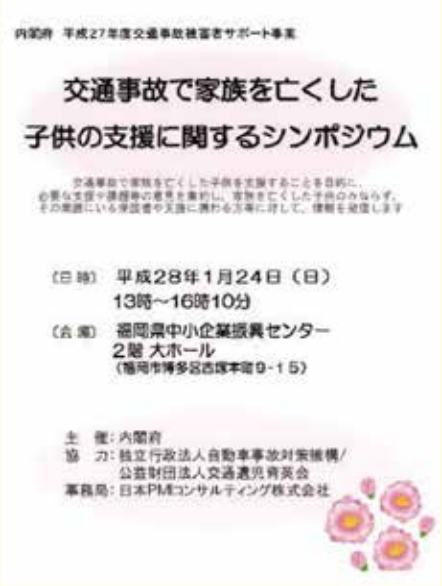
Implementation status of the Course for Cyclists .

The course for cyclists has been implemented since June 2015 for cyclists who repeat illegal hazardous action (dangerous acts) which may endanger traffic safety in order to raise their “awareness” of the importance of safe driving and prevent cyclists from endangering traffic safety.
In light of the fact that about three-fifth of cyclists involved in traffic accidents violated laws or ordinances, the course has been introduced in the understanding that it was indispensable to let traffic rules be fully known by bicycle users in order to prevent traffic accidents by bicycles.
The course includes a variety of contents, such as checking on the understanding of traffic rules through a small test, presentation of cases of violations that are likely to be committed or simulated experience of danger through audio-visual teaching materials, learning and discussions on dangerous acts, etc., and they are provided according to the behavioral characteristics of participants. In 2015, a total of 7 bicycle drivers who repeated illegal hazardous action , such as riding on a braking device-deficient bicycle (bicycle without brake) took the course.

[Leaflet on the Course for cyclists]

Holding of “Symposium on the Support of Children Who Lost Their Families in Traffic Accidents”

In the 9th Traffic Safety Basic Plan (adopted on March 31, 2011 by the Central Traffic Safety Policy Council), the “victims support” is listed as one the pillars of the traffic safety measures to promote support for victims of traffic accidents and their families and bereaved families (hereinafter, “victims of traffic accidents”), and the same content has been incorporated in the 10th Traffic Safety Basic Plan.
In the meantime, the Cabinet Office has been providing the “traffic accident victims support services” (hereinafter, the “support services”) since FY 2003 with a view to fostering the culture such that allows victims of traffic accidents to recover from deep sorrow and miserable experience and to protecting their rights and benefits. Since FY 2013, as part thereof, the “symposium on support of children who lost their families in traffic accidents” which can be attended by the general public is held in order to widely transmit information for the support of children who lost their families in traffic accidents.
In FY 2015, key-note speeches by experts who are engaged in comprehensive consultation and support of parents and children who have a variety of troubles and difficulties and crime victims support as well as a panel discussion with bereaved families who had lost their parents in a traffic accident in childhood were held in Fukuoka Prefecture.



Key-note Speech by Mr. Takeshi Fujibayashi, Director of the Fukuoka City Children General Consultation Center
“Understanding and Care of Children Who Lost Their Families”

Mr. Fujibayashi told valuable stories about the mental state of children who lost their families in a traffic accident and necessary support, which include the following:

™ Children’s reaction to the loss of their families
Symptoms that appear in children are various depending upon their age, relationship with the deceased person, presence or absence of a past trauma, etc. On the other hand, there are many children in whom no change is seen neither in feelings nor in behaviors.

™ Mental Characteristics of children who lost their families
It is a very big event for children to lose their families. Although children have the capacity to express their feelings if the conditions and environment are right, it will take some time for them to verbally express discomfort in their mental state and negative feelings, due to age differences in abilities to do so.

™ Necessary support for children who lost their families
- Since children solve developmental problems in the growing-up process and recover gradually from the experience of having lost their families by assessing its significance somehow, it is necessary to “develop a secure and safe environment” such as the stability of their family environment.
- Since rearer (persons who bring up children) cannot afford to take time for them in many cases even if a stable environment has been made available, “a person who stands close” to them other than the rearers is still necessary.
- Since it is very meaningful for children to have an experience of sharing and sympathizing with others by expressing their feelings with peace of mind and being corresponded, “a person who stands close” to them is necessary.
- Since the experience of losing families is accompanied by negative emotional states regardless of age, “a person who helps them change their emotional states” is necessary.

™ What is important to support victims

It is important to build a relationship starting from where there is no direct bearing on psychological support and it is important to carefully provide support thoroughly from the perspective of victims by listening to what they say, sympathizing with and responding to their needs.

Speech by Ms. Miyako Yamamoto, Representative of the NPO Heart Space
“My senior bother disappeared suddenly … As a parent who lost a family member suddenly”

Ms. Yamamoto talked about the importance in victims support that people around deal with victims normally and stand close to them in a talk in which she described what her second son had experienced at school and at home.
- It is all what bereaved families who lost a family member can do to keep up with life and in many occasions, people around them are not aware of the fact. For this reason, children feel sad and cannot contain themselves for trivial words spoken. Since parents themselves can hardly keep up with their own affairs, it is difficult to care for children.
- Classmates of the deceased first son and classmates of the second son were always around the second son. I consider that this is the most important victims’ support for him.
- I consider that victims’ support consist in that people around us stand close and treat each other normally. For this reason, the community and school play an important part and I wish that police and people in municipal offices serve as a pipe to connect us with the community.

Panel Discussion "What is Meant by Losing a Family in a Traffic Accident in Childhood"

Coordinator: Mr. Takeshi Fujibayashi, Director of the Fukuoka City Children General Consultation Center
Panelist: 3 bereaved families who lost a family member in a traffic accident in childhood and Ms. Miyako Yamamoto, representative of the NPO Heart Space

3 bereaved families of victims (those who lost families in traffic accidents in childhood) talked about their experience of losing dear families as well as episodes by which they felt relieved, while Ms. Yamamoto gave her views and opinions from the standpoint of parents. Thereafter, in light of the stories of the 3 bereaved families, a discussion was held with Mr. Fujibayashi as the coordinator.

Story of a person who lost a family member in a traffic accident in childhood (man)

I lost my father in a traffic accident when I was in the first grade of elementary school (6 years old). At the time of the accident, I was too small, and it was only around when I was a high-school student that I could face the death of my father. I sometimes felt uncomfortable when people talked about the family composition. I could meet people in the same circumstances through the Scholarship Foundation for Traffic Accident Orphans and share worries and pains. In addition, a variety of supports from other parents through ski and baseball filled my sorrow of not having my father. In order to support children, I think that financial and mental supports of parents are necessary and a counseling system that provides support to children when they are down.

Story of a person who lost a family member in a traffic accident at a young age (woman)

I lost my sister who was a third-year college student in a traffic accident when I was 23 years old. Although people around were not mal-intentioned, I felt very hurt when I was told to care for and support my parents at the time when I was sad for having lost my sister. In order not to exteriorize my feelings for fear of breaking my parents' heart, I held my feelings back. Since the accident, I communicated with the senior sister of the friend who was also killed in the same accident with my sister from time to time by e-mail, and we felt relieved by releasing our same feelings to each other such as sorrows, stress and pent-up feelings. Once my father told, "I am happy as far as you are alive." I felt greatly relieved at the word, and I have realized again the importance of being recognized by someone.

Story of a person who lost families in traffic accidents in childhood (man)

34 years ago from now, when I was 5 years old, I lost my father in a traffic accident. I felt isolated every time I was asked about my father and when my mother came to school on the father's visiting day. Since my mother alone was working hard for me, I could not talk about my father for fear of making her sad. At the time of entering university, thanks to the grants of the Scholarship Foundation for Traffic Accident Orphans and a dormitory, I was allowed to enroll into the desired university without the need to narrow down my options and grow up further by having the opportunity to talk with people in the same circumstances about the loss of our families and our future at the dormitory. I consider that an environment to be shared, financial aid in order not to reduce one's desired options and time to be able to express one's feelings are the 3 necessary elements for victims' support.

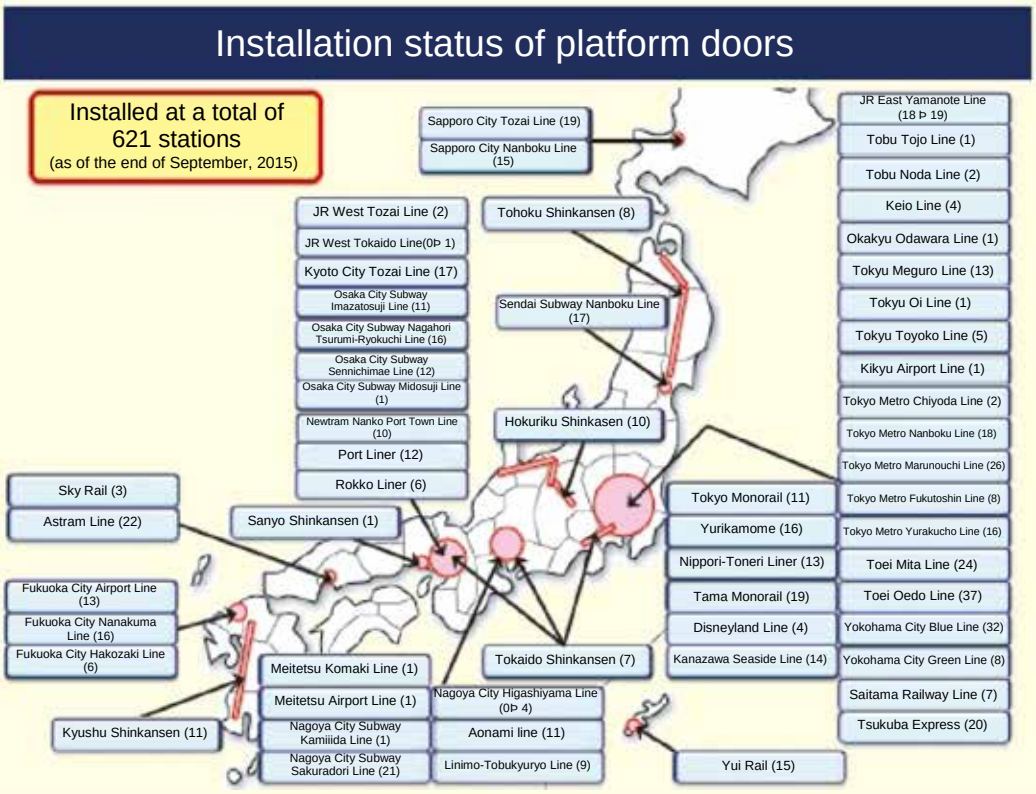
[Homepage of the Government]

Since the "Traffic Accident Support Services" have been transferred to the National Police Agency as from April 1, 2016, its content is available on its homepage.

Development and Promotion of Platform Doors in Railway Stations

™ Platform doors (including mobile platform fences) are very effective as equipment to prevent all railway station users including visually impaired persons from falling from a platform and their development have been promoted (Installed as at the end of September 2015 in a total of 621 stations)

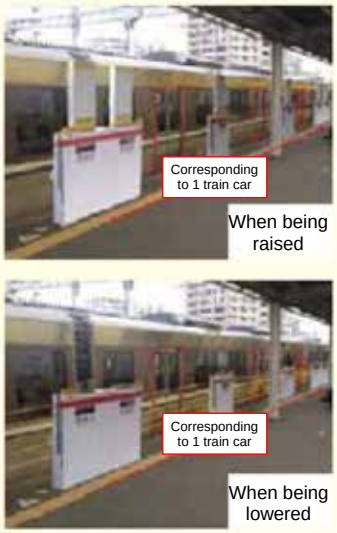
[Development Examples of Platform Doors]



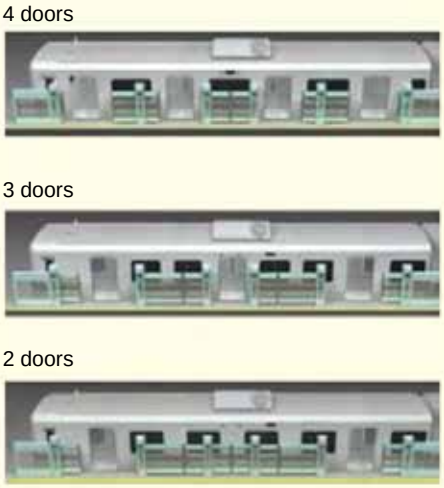
The “Installation status of platform doors” is available on the following homepage.
http://www.mlit.go.jp/tetudo/tetudo_tk6_000022.html

™ In order to carry out further development and promotion of platform doors, support is provided for the technical development of new platform doors which can deal with problems, such as the difference in the positions of train doors and platform doors, and cost reduction, etc.

Elevation bar system



Elevation rope system
(Telescopic pole type)



Multidoor compliant platform door

Effort for an accelerated preparation of tsunami evacuation manual by ship operators

(1) Guidance for the preparation of tsunami evacuation manual for ship passengers and ships

Approximately a total of 36,000 ships were damaged by the big tsunami in the Great East Japan Earthquake that occurred on March 11, 2011.
In addition, the probability of occurrence of the Nankai Trough Earthquake within 30 years from now is estimated to be around 70% (Headquarters for Earthquake Research Promotion of the Ministry of Education, Culture, Sports, Science and Technology (as of January 1, 2012)). In light of this fact, it is important for ship operators to take tsunami protection measures at all times.
The Ministry of Land, Infrastructure, Transport and Tourism prepared the guidance for preparing a tsunami evacuation manual according to the ship's route, quay to be used, cargo conditions, etc. in March 2014 in light of the above. This guidance describes the method of getting access to information such as changes in sea level around a mooring berth, current direction and current speed of the tsunami which was difficult to be acquired in the past), a simple evaluation method of the possibility of fracture of mooring at the arrival of the tsunami and the flow to judge tsunami evacuation actions. Ship operators are able to prepare a tsunami evacuation manual and carry out training using this guidance.

(2) Efforts in FY2015

™ Implementation of symposium, briefing and individual consultations

Following FY 2014, to ship operators, provided briefings and individual consultations and necessary support, such as the publicizing of the guidance for the preparation of a tsunami evacuation manual and preparation of an easy form which allows the preparation of a tsunami evacuation manual by simply filling necessary items in the form.
In addition, a seminar (December, 2015) and a symposium (February 2016) were held including lectures and panel discussions for ship operators by inviting specialists and ship operators who had experienced the Great East Japan Earthquake.

Poster for tsunami evacuation manual

™ Enlightenment towards the implementation of tsunami evacuation training by ship operators

In order to improve the tsunami evacuation system for ships, it is important not only to prepare a tsunami evacuation manual, but also to implement tsunami evacuation training based on the manual and improve effectiveness of the manual in light of lessons to be learned from the training. Ship operators are reminded of the need to implement tsunami evacuation training based on the tsunami evacuation manual by making use of all sorts of opportunities including the day of "Tsunami Preparedness Day" on November 5.

In addition, as well as the guidance and the form mentioned above, a variety of materials for tsunami evacuation, such as posters, leaflets and the sample of tsunami evacuation manual to be understood the needs for a tsunami evacuation manual are available on the homepage of the Ministry of Land, Infrastructure, Transport and Tourism


Tsunami evacuation seminar held in December, 2015

http://www.mlit.go.jp/maritime/maritime_mn6_000003.html

Improvement of the function of the Maritime Information and Communication System

[Start of Operation of Smartphone Site]

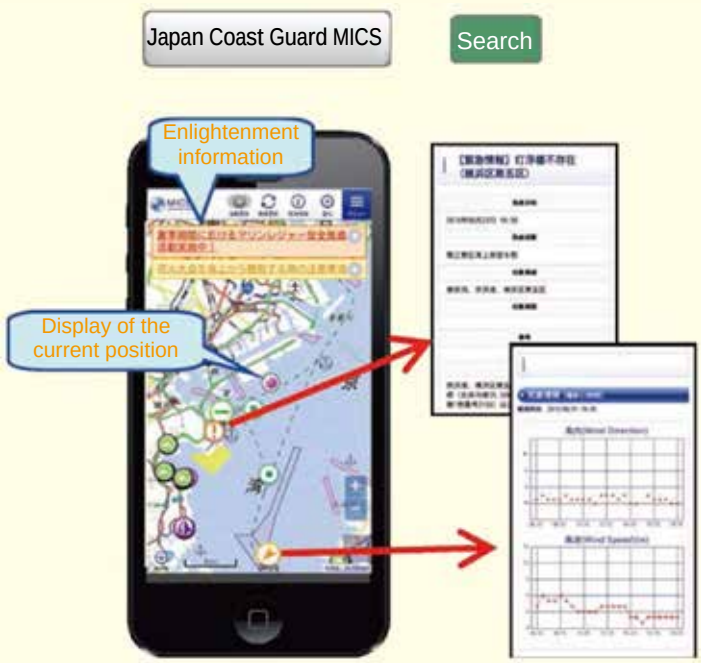
The Japan Coast Guard operates the Maritime Information and Communication System (MICS) designed to provide information on sea safety to ship operators such as pleasure boats and fishing boats as well as enthusiasts of marine leisure through the website and electronic mails.
Small ships which are inferior in navigational resistance and information acquiring means tend to suffer accidents and account for more than 70% of ship accidents. Accidents were mainly caused by “stranding due to deficient checking of the ship position and lack of research on waterways,” “drifting due to careless handling of the engine, lack of fuel and battery over discharge,” “overthrow and inundation due to inattentiveness to weather and sea conditions,” which could have been prevented if information necessary for navigation such as the current meteorological status had been acquired and the ship body, fuel, battery, etc. had been inspected.
For this reason, using a smartphone which has been rapidly disseminated and which is excellent in mobility and operability, the smartphone site that can easily display on the map screen the current status of weather and sea conditions as well as works on the sea around the own ship was opened in July, 2015.

(Characteristics of the smartphone site for MICS)

- Necessary information can be viewed at a glance on the map screen, including current meteorological status, sea safety information, zones of stationary fishery rights, lighthouse, etc.
- Information on the surroundings of the current location
- Link to the homepage of the Japan Meteorological Agency and a variety of links for small ships for measures for safety and security as well as measures against troubles

n Access to the smartphone site for MICS is available at http://www6.kaiho.mlit.go.jp/sp/index.html

Smartphone site for MICS



“List of information items”

	Emergency information		Route under the Maritime Traffic Safety Act
	Current meteorological status		Route under Act on Port Regulations
	Information on dangerous sea zones		Beach location
	Sea safety information		Location for clamming
	Zones of demarcated fishery rights		Information on
	Zones of stationary fishery rights	Place of the Marine	
	Lighthouse		Anchoring facility
	Floating		Crane
	Lighted		Slope
	Others		Field office

Towards safe flight of unmanned aircraft (drone, radio controlled machines etc.)!

An amendment to the Aeronautical Act has been enacted.

The use of unmanned aircraft, such as drones, is spreading to a wide variety of areas, including aerial shooting, spraying of agricultural chemicals, inspection of infrastructure, etc., and it is expected that their use will be widespread in the future. However, there were also safety problems, such as fall accidents. For this reason, an amendment to the Aeronautics Act was established in September of 2015 and enacted in December of the same year to urgently introduce minimally necessary traffic rules on unmanned aircraft, including the aerospace for flying them, flying operation, etc.

Flying vehicles subject to the flight rules

Aircraft with a total weight between their own weight and the battery of 200g and over of “any airplane, rotorcraft, glider or airship which cannot accommodate any person on board and can be remotely or automatically piloted” are subject to the flight rules.

Prohibited Airspace for Flight

Since it is highly likely that a collision with a manned aircraft occurs or people on the ground are damaged in the following airspaces, permission from the Minister of Land, Infrastructure, Transport and Tourism is required for flying an unmanned aircraft.

- Airspace above obstacle limitation (approach surface, etc.) around airports
- Airspace above 150m above the ground or sea surface
- Above Densely Inhabited Districts which are established as a result of the National Census

Flying operation

When an unmanned aircraft is operated, it is necessary to abide by the following rules, regardless where it is operated. When an unmanned aircraft is operated regardless of the following rules, it is necessary to ask for approval of the Minister of Land, Infrastructure, Transport and Tourism.

- Operation in the daytime (from sunrise to sunset)
- Operation within the Visual Line of Sight (VLOS) (directly through naked eyes) while watching the unmanned aircraft and its surrounding at all times
- Maintenance of a distance (30m) from a person (third party) or an object (third party’s building, car, etc.)
- Do not fly over event sites where many people gather, such as festivals, fairs, etc.
- Do not transport hazardous materials such as an explosive
- Do not drop any objects from the unmanned aircraft

Application for Permission and Approval

When flying an unmanned aircraft in prohibited airspace for flight or not complying flight operation it is necessary to apply to the Ministry of Land, Infrastructure, Transport and Tourism at least by 10 days before the scheduled starting date of the flight (except Saturday, Sunday and Holidays). Check the following website for the application form and application destination, etc.

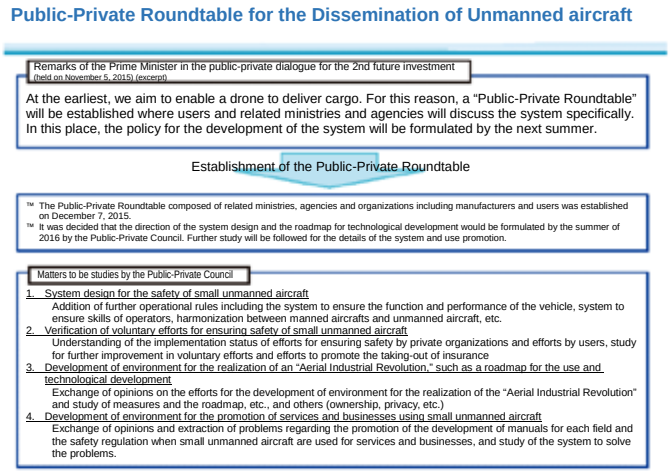
[Website of the Ministry of Land, Infrastructure, Transport and Tourism]

Check the following website of the Ministry of Land, Infrastructure, Transport and Tourism for the details of the flight rules

™ http://www.mlit.go.jp/koku/koku_tk10_000003.html

Public-Private Roundtable for the Dissemination of Unmanned aircraft

The “Liaison Committee among Ministries and Agencies on Small Unmanned aircraft” has been studying the development of basic rules for ensuring safe flight of small unmanned aircraft and, as part of its efforts, an amendment to the Aeronautics Act was enacted on December 10, 2015.
Business development and technological development of small unmanned aircraft have been progressing rapidly, and it will be necessary to solve problems from a variety of perspectives including safety assurance, use promotion, technological development, etc.
For this reason, the Public-Private Roundtable for the Dissemination of Unmanned aircraft has just been launched as a place where experts and relevant people of both the public and private sectors gather and discuss, and study is underway to determine the basic policy of system design toward securing further safety of unmanned aircraft as well as to prepare a roadmap for technological development.
Reference: Public-Private Roundtable for the Dissemination of Unmanned aircraft (briefing material of the Cabinet Secretariat)



Coming into effect of the Act to Prohibit Flights of Small-sized Aircrafts

The "Act to Prohibit Flights of Small-sized Aircrafts" has come into effect.

In the wake of the event that a small-sized aircraft fell on the roof of the Prime Minister's Official Residence in April 2015, the "Act to Prohibit Flights of Small-sized Aircrafts" (*) was enacted at the 190th Diet Session on March 17, 2016 in order to prevent hazards to important facilities in the country from the sky.

Small-sized Aircrafts subject to the Act

Small-sized aircrafts specified in the Act are "aircrafts, rotary wing aircrafts, gliding aircrafts, airships and other equipment which can be used for aviation and on which a person structurally cannot get on board ," and which can be flown by remote-control or by automatic piloting (regardless of the weight of the aircraft body or the battery).
In addition, equipment on which a person can get on board and which is specified by the regulations of the National Public Safety Commission are also subject to restriction as specific equipment for aviation.

Prohibition of flights of small-sized aircrafts over the vicinity of subject facilities

The act specifies,

- Diet Building, the Prime Minister's Official Residence, buildings of national administrative organizations in charge of crisis management function, building of the Supreme Court, Imperial House, political party's offices, and other national important facilities,
- foreign official premises, and
- nuclear power station

as the subject facilities, and prohibits the flights of small-sized aircrafts over the premise or the zones of the subject facilities and the vicinity thereof within a distance of roughly 300 meters.
Incidentally, it is stipulated that subject facilities are to be publicized through the use of the Internet and other method accompanied by a map prepared by the government.

It is stipulated that when a small-sized aircraft is intended to be flown over the vicinity of subject facilities, with the consent of the administrators of the subject facilities, it is necessary to notify the fact in advance to the Prefectural Public Safety Commission in charge of the area.

* Act on Prohibition of Flight of Small-sized Aircrafts around and over National Diet Building, Prime Minister's Office, Other Key Facilities of State, Foreign Diplomatic Establishments and Nuclear Plants (Act No. 9 of 2016)