12th Traffic Safety Basic Plan
[Summary]

Material 1

About the 12th Traffic Safety Basic Plan

< About the 12th Traffic Safety Basic Plan >

Basic Act on Traffic Safety Measures (1970 (Cabinet Act))
Purpose: To promote comprehensive and systematic traffic safety measures, thereby contributing to the promotion of public welfare

National Council for Traffic Safety Measures
(Article 14 of the Basic Act)
Chair: Prime Minister
Members: Minister of State for Traffic Safety Measures and 13 other ministers
Approve the Traffic Safety Basic Plan

Council of Experts
Ask for opinions on the next Traffic Safety Basic Plan at a meeting of academics from various fields

Members of the National Council for Traffic Safety Measures

Chair: Prime Minister
Member: Chief Cabinet Secretary
Chair of the National Public Safety Commission
Minister of State for Traffic Safety Measures
Minister of State for Policies Related to Children
Minister of State for Financial Services
Minister of State for Okinawa and Northern Territories Affairs
Minister of Internal Affairs and Communications
Minister of Justice
Minister of Education, Culture, Sports, Science and Technology
Minister of Health, Labour and Welfare
Minister of Agriculture, Forestry and Fisheries
Minister of Economy, Trade and Industry
Minister of Land, Infrastructure, Transport and Tourism
Minister of Defense

The Traffic Safety Basic Plan (Article 22 of the Basic Act)
(1) Outline of the comprehensive and long-term policies relating to traffic safety
(2) Matters necessary for promoting policies relating to traffic safety in a comprehensive and planned manner

12th Traffic Safety Basic Plan (Approved March 27, 2026)
*** Plan period: FY 2026 – FY 2030**
<Objectives for road traffic>
•The number of fatalities within 24 hours is to be reduced to 1,900 people or less by 2030, aiming to realize "the world's safest road traffic."
•The number of serious injuries is to be reduced to 20,000 people or less by 2030.

(References)
11th Traffic Safety Basic Plan (approved March 29, 2021)
* Plan period: FY2021 – FY2025
<Objectives for road traffic>
•Aiming to realize "the world's safest road traffic," the number of fatalities within 24 hours is to be reduced to 2,000 people or less by 2025.
•The number of serious injuries is to be reduced to 22,000 people or less by 2025.

(Reference) Previous Traffic Safety Basic Plan

Plan	Date Plan Produced	Plan Period
1st	March 30, 1971	FY1971 – FY1975
2nd	March 30, 1976	FY1976 – FY1980
3rd	March 31, 1981	FY1981 – FY1985
4th	March 28, 1986	FY1986 – FY1990
5th	March 12, 1991	FY1991 – FY1995
6th	March 12, 1996	FY1996 – FY2000
7th	March 16, 2001	FY2001 – FY2005
8th	March 14, 2006	FY2006 – FY2010
9th	March 31, 2011	FY2011 – FY2015
10th	March 11, 2016	FY2016 – FY2020
11th	March 29, 2021	FY2021 – FY2025

Basic Act on Traffic Safety Measures (Overview)

Purpose (Article 1)
Promoting traffic safety measures in a comprehensive and planned manner and contributing to the enhancement of public welfare

Traffic Safety Measures Council, etc. (Articles 14 to 21)

(1) The National Council for Traffic Safety Measures is established in the Cabinet Office.
(Chair: Prime Minister)

(2) A Prefectural Council for Traffic Safety Measures is established in a prefecture.
(Chair: Prefectural Governors)

(3) A municipality may establish a Municipal Council for Traffic Safety Measures.

Traffic Safety Plans (Articles 22 to 28)

(1) The National Council for Traffic Safety Measures prepares a Traffic Safety Basic Plan to specify the following matters.
1) The fundamental principles of the comprehensive and long-term policies concerning traffic safety
2) In addition to 1), matters necessary for promoting policies concerning traffic safety in a comprehensive and planned manner.

(2) The Prime Minister may make recommendations necessary for implementing a Traffic Safety Basic Plan to the heads of designated administrative organs.

(3) The head of a designated administrative organ prepares a Traffic Safety Operational Plan.

(4) Prefectural Councils for Traffic Safety Measures prepare a Prefectural Traffic Safety Plan and a Prefectural Traffic Safety Implementation Plan.

(5) Municipal Councils for Traffic Safety Measures may prepare a Municipal Traffic Safety Plan.

Report to the Diet (Article 13)

Every year, the government must submit a report on the status of traffic accidents, plans concerning the policies relating to traffic safety, and an outline of the policies taken in relation to traffic safety, to the Diet.

Responsibilities and Consideration of Relevant Parties (Articles 3 to 12)

○Responsibilities of the national and local governments, entities that construct roads, vehicle manufacturers, vehicle users, vehicle drivers, pedestrians, and residents

○Consideration for traffic safety in national and local government policies

Basic Policies of the National Government (Articles 29 to 37)

(1) Improvement of Traffic Environment
(2) Dissemination of Knowledge on Traffic Safety
(3) Securing Safe Driving or Navigation of Vehicles
(4) Securing Safety of Vehicles
(5) Maintenance the Order of Traffic
(6) Improving the Rescue System in Emergencies
(7) Optimization of Compensation for Damage
(8) Promotion of Science and Technology
(9) Consideration in Implementing Policies Concerning Traffic Safety

* Local governments are to implement policies equivalent to the national government policies. (Article 38)

Material 2

The 12th Traffic Safety Basic Plan

The 12th Traffic Safety Basic Plan

○ The Basic Plan establishes the general outline of comprehensive and long-term measures for traffic safety on the basis of the Basic Act on Traffic Safety Measures (Act No. 110 of 1970)

○ **Plan period: FY2026 – FY2030 (five years)**

Basic Principles of the Plan

- Taking a traffic safety concept of prioritizing people as a basis, initiatives under Traffic Safety Basic Plans formulated every five years over the last 55 years have reduced the number of fatalities caused by road traffic accidents to one-sixth or less of their historical peak. To protect the irreplaceable lives of children, who will lead the next generation, and to appropriately deal with the declining birthrate and aging population, traffic safety initiatives that meet the needs of the times are required.
- On the principle of respect for human life, we must be mindful of the victims of traffic accidents, and taking into account the huge social and economic losses that traffic accidents cause, our ultimate aim is to achieve a society with no traffic accidents.
- We will take this “prioritizing people” approach to traffic safety as a basis for all kinds of traffic measures.
- We aim to build a society in which people of all ages, from children to the elderly, can move around safely, and lead fulfilling lives with peace of mind.

Road Traffic Safety

Although the number of traffic accident fatalities continued to set new lows since the current traffic accident statistics began in 1948, the number increased in 2023. With the declining birthrate and aging population, the rate of the elderly among traffic fatalities is increasing, and further traffic safety measures for the elderly will be necessary in the future.

In order to achieve the objectives of the Plan and thereby realize “the world‘s safest road traffic,” we will comprehensively and vigorously pursue various measures, with the understanding and cooperation of the people.

【Objectives】

(1) **The number of fatalities within 24 hours is to be reduced to 1,900 people* or less**, aiming to realize “the world‘s safest road traffic.”
(*Number of deaths occurring within 30 days: 2,300 people)

(2) **The number of serious injuries is to be reduced to 20,000 people or less**.

【Measures】

<Perspectives>

(1) Comprehensive measures to protect the elderly from traffic accidents and prevent them from causing traffic accidents (2) Improving environments to ensure children's safety
(3) Greater awareness to ensure pedestrian safety (4) Legal compliance and development of bicycle traffic space to ensure the safety of cyclists
(5) Promoting traffic safety measures for foreign nationals
(6) Strengthening legal compliance and promoting safety measures for small mobility vehicles, including specified small motorized bicycles
(7) Ensuring the safety of pedestrians, etc. on community roads (8) Promoting the use of advanced technology
(9) Promoting fine-tuned measures based on actual traffic conditions, etc. (10) Promoting traffic safety measures that communities are united behind

<Key areas of measures>

(1) Improving the road traffic environment, (2) Comprehensively implementing traffic safety awareness initiatives , (3) Ensuring safe driving, (4) Ensuring vehicle safety,
(5) Maintaining road traffic order, (6) Enhancing rescue and emergency services systems, (7) Promoting support for victims, etc., including the appropriate compensation system
(8) Enhancing R&D and study activities

Railway Traffic Safety

【Objectives】

(1) The number of passenger fatalities due to the operation of trains is to be reduced to zero.

(2) The overall number of fatalities in railway operation accidents is to be reduced.

【Measures】

<Perspectives>

(1) Preventing serious train accidents

(2) Preventing accidents involving passengers, etc.

<Key areas of measures>

(1) Improving the railway traffic environment

(2) Disseminating knowledge about the safety of railway traffic

(3) Ensuring the safe operation of railways

(4) Securing the safety of rolling stock

(5) Enhancing rescue and emergency activities

(6) Promoting victim support

(7) Investigating the causes of railway accidents and incidents and preventing their recurrence

(8) Improving research and technology development

Traffic Safety at Railway Crossings

【Objectives】

The average number of accidents at railway crossings during FY2026-FY2030 is to be reduced by approximately 10% compared with that during FY2021–FY2025.

【Measures】

<Perspectives>

Promoting effective measures that take into account the conditions of each railway crossing.

<Key areas of measures>

(1) Promoting replacement of railway crossings with grade-separated crossings, structural improvements, improvement of grade separation facilities for pedestrians, and barrier-free development

(2) Promoting streamlining of railway crossings

(3) Improving railway crossing safety equipment, etc.and implementing traffic regulations

(4) Other measures to ensure the safety and smoothness of traffic on railway crossings

Maritime Traffic Safety

【Objectives】

(1) Aim at **reducing the number of vessels involved in accidents occurring in Japan by approximately 10% compared to 2025.**

(2) **Reduce the number of large-scale ship accidents in the "congested waters," which may cause significant social impacts such as closure of traffic route to zero.**

(3) **Achieve the rate of 95 % or higher for the number of rescued people to the number of those who need to be rescued in maritime accidents**

【Measures】

<Perspectives>

(1) Preventing accidents caused by human error

(2) Preventing large-scale ship accidents in congested waters

(3) Preventing passenger ship accidents

(4) Enhancing the systems for life-saving and the measures for self-protection

<Key areas of measures>

(1) Improving the maritime traffic environment

(2) Disseminating knowledge on maritime traffic safety

(3) Ensuring safe operation of ships

(4) Securing the safety of vessels

(5) Enhancing safety measures for small boats, etc.

(6) Maintaining legal order regarding maritime traffic

(7) Enhancing rescue and emergency activities

(8) Promoting victim support

(9) Investigating the causes of marine accidents and incidents and preventing their recurrence

(10) Improving studies and research into maritime traffic safety

Air Traffic Safety

【Objectives】

(1) The fatal accident rate and total loss accident rate are to be reduced to zero for scheduled flights operated by domestic air carriers.

(2) Twenty-two performance indicators related to the aircraft accident rate, serious incident rate, rates of injuries or deaths of persons or aircraft damages resulting from ground operations or facilities, etc., are to be reduced by approximately 17% over five years.

【Measures】

<Perspectives>

(1) Deepening and sophisticating aviation safety measures

(2) Promoting response to increased demand for air services and maintenance and improvement of safety in an integrated manner

(3) New developments in safety administration due to new technologies and industry growth

<Key areas of measures>

(1) Further promoting the State Safety Programme (SSP)

(2) Ensuring the safe operation of aircraft

(3) Ensuring Aircraft Safety

(4) Improving the air traffic environment

(5) Safety measures for unmanned aircraft systems, etc.

(6) Enhancing rescue and emergency activities

(7) Promoting victim support

(8) Investigating the causes of aircraft accidents and incidents and preventing their recurrence

(9) Promoting R&D regarding air traffic safety

Material 3

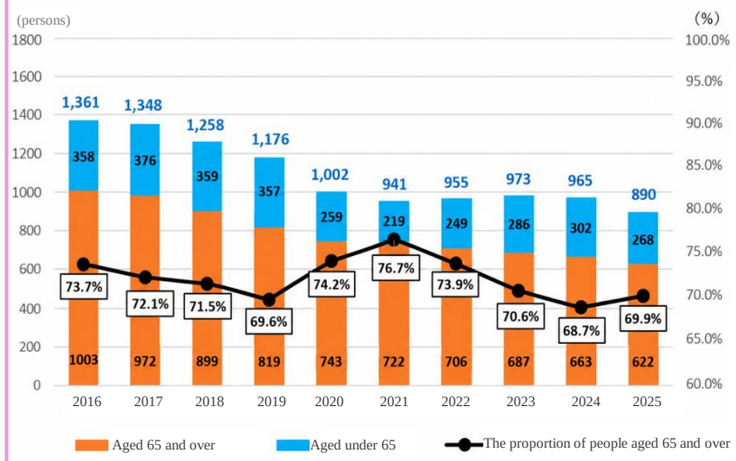
Key Measures for Road Traffic Safety

Underlined sections indicate measures newly included in the 12th Traffic Safety Basic Plan

Safety measures for pedestrians, including the elderly and children (Perspectives (1), (2), (3), (7), (9))

Current situation

- **Pedestrians have accounted for around 36% of all road traffic accident fatalities, representing the largest share by road user status.**
- **Those aged 65 and over have generally accounted for more than 70% of all pedestrian fatalities.**

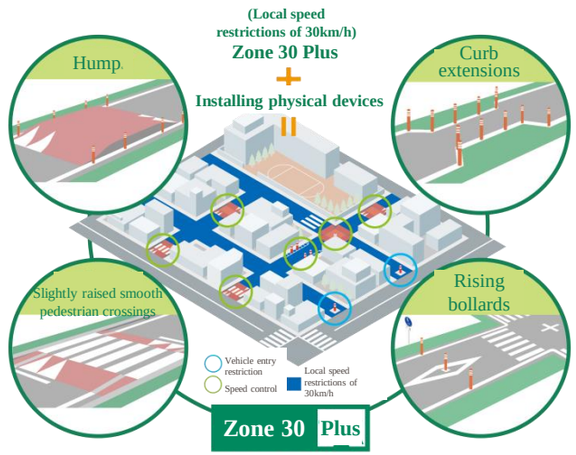


The number of pedestrian fatalities

Improving the road traffic environment

Promoting traffic safety measures on community roads

- **Developing "Zone 30" and " Zone 30 Plus"**
- **Reducing the statutory speed limit on community roads to 30 km/h**



Developing traffic safety facilities, etc.

- **Developing barrier-free traffic signals (pedestrian-vehicle separation signals, pedestrian signals with countdown indicators, etc.)**
- **Brighter road signs and road markings**
- **Traffic safety measures for the elderly, such as sensor-equipped spotlights and two-stage pedestrian crossing facilities**



Sensor-equipped spotlights



Two-stage pedestrian crossing facilities

Promoting effective traffic safety education, etc.

Promoting traffic safety education

- **Promoting traffic safety education based on participation, experience, and practice**
- **Raise awareness among drivers of the need to protect pedestrians and cyclists**



Traffic safety education based on participation, experience, and practice

Promoting publicity and awareness-raising activities as well as guidance and enforcement

- **Promoting the wider use of reflective materials and equipment**
- **Raising awareness of high-beam use**
- **Traffic guidance and enforcement focusing on highly malicious, dangerous, and troublesome violations, such as driving without a license and drunk driving**
- **Promoting traffic guidance and enforcement on community roads, including the use of portable automated speed enforcement devices**



Enforcement using portable automated speed enforcement devices

Developing walking spaces

- **Constructing wide sidewalks, improving sidewalks in terms of steps, inclines and levels, eliminating utility poles, etc.**
- **Developing bicycle paths and bicycle-only lanes, etc.**

Data-driven traffic safety measures

- **Implementing effective traffic safety measures using traffic accident data, ETC 2.0 probe data and other data**
- **Supporting traffic safety measures using data held by local governments**

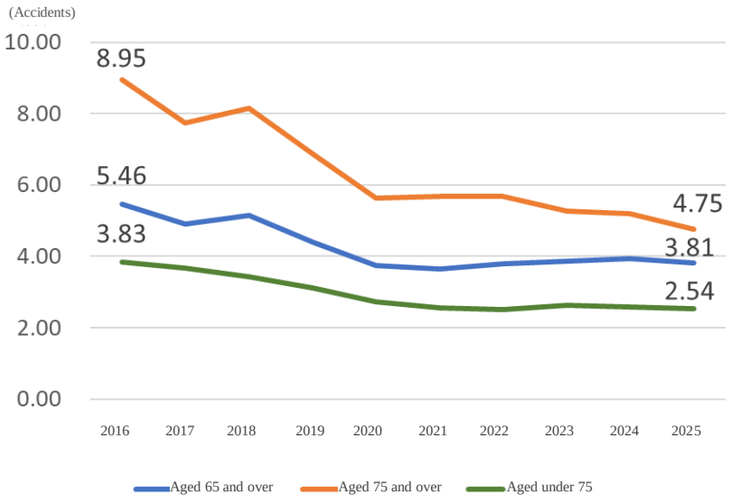
Traffic safety measures for school routes

- **Support for ongoing efforts to conduct regular joint inspections based on the "School Route Traffic Safety Program," etc.**
- **Carrying out necessary measures, both infrastructural and otherwise, in cooperation with schools, boards of education, police forces, road administrators and other relevant organizations**

Measures for elderly drivers (perspectives (1) and (8))

Current situation

●**Elderly drivers are more likely to cause fatal traffic accidents**



The number of traffic accident fatalities per 100,000 licensed drivers

Note 1. The number of driving license holders used for the calculation is as of the end of December of each year.
2. Fatal accidents in which the primary party was riding or driving a general motorized bicycle or larger vehicle were counted.

Measures to support safe driving by the elderly

Education for elderly drivers, etc.

●**Implementing training courses for elderly drivers, cognitive function tests, and <u>driving skills tests</u>, and expanding the capacity to provide these courses and tests**

●**Promoting awareness of the driving history certificate system, etc. to create an environment where it is easy for elderly drivers to surrender their driver's licenses**



Driving skills test task: Driving over a curb

Promoting the widespread use of advanced safety technologies

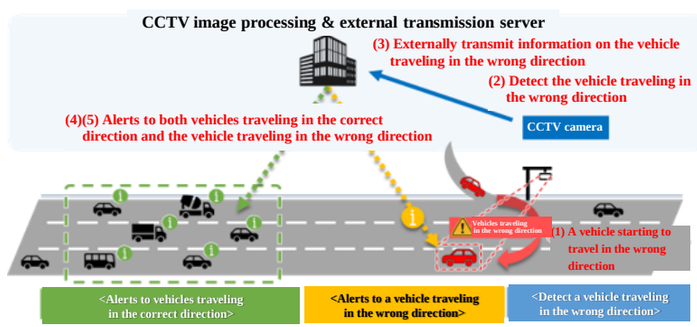
- **Improving the functionality and promoting the widespread use of pedal misapplication acceleration suppression devices, collision damage mitigation brakes, and an <u>emergency driving stop system (EDSS)</u>, etc.**
- **Creating opportunities to have hands-on experience with the advanced safety technologies installed in safe driving support vehicles ("Supocar").**

Promoting measures against driving in the wrong direction on expressways

- **<u>Implementing physical measures, such protrusions installed on the road surface that act on vehicles traveling in the wrong direction to alert drivers</u>**
- **<u>Developing technologies that detect a vehicle traveling in the wrong direction and provide alerts to both the vehicle and surrounding vehicles traveling in the correct direction</u>**



Physical measures: Road-surface embedded blades



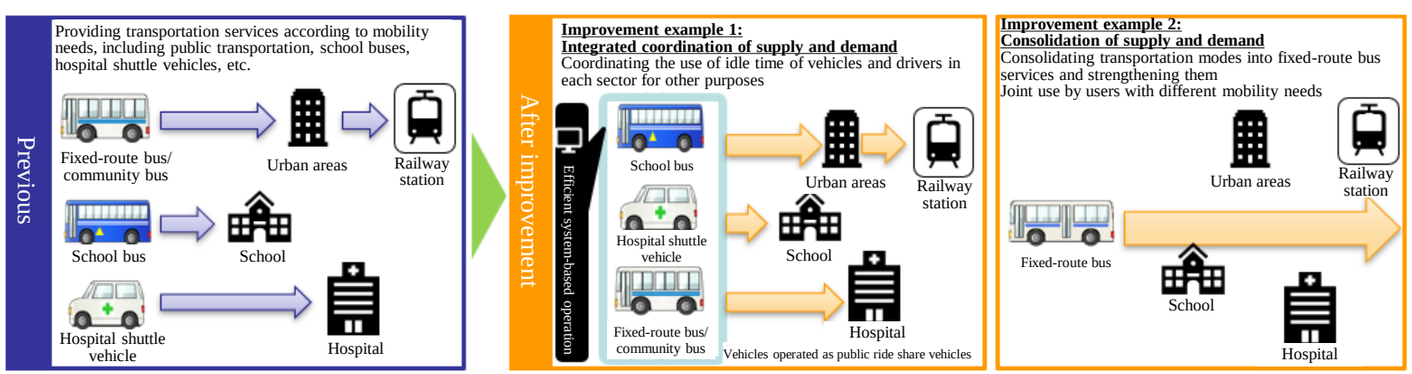
Overview of technology for detecting and alerting vehicles traveling in the wrong direction using road management cameras

Measures to support the daily lives of the elderly with mobility

●**<u>Promoting coordination and collaboration initiatives toward the full-fledged redesign of local transportation to secure means of transportation for local residents and to eliminate transit deserts.</u>**

●**<u>Promoting the widespread use of public ride-sharing and Japan's ride-sharing system, the full utilization of local transportation resources, and initiatives for joint operations and collaboration</u>**

●**<u>To support the realization of automated driving, which will contribute to securing transportation for the elderly, promoting infrastructure coordination that helps enhance the safety and smooth operation of automated vehicles</u>**

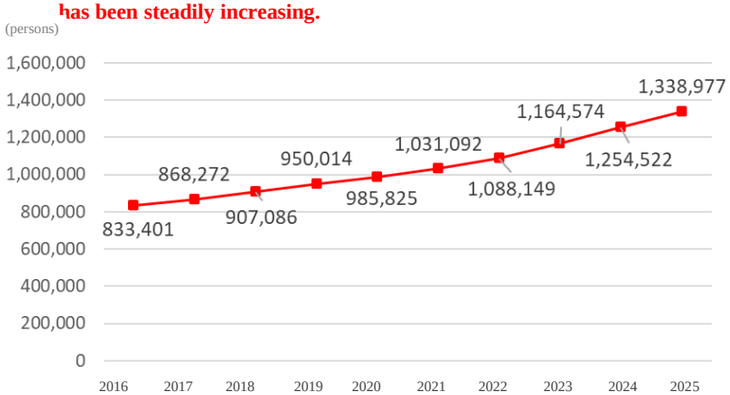


Examples of various coordination and collaboration initiatives toward the redesign of local transportation
(Full utilization of local transportation resources through coordination between transportation and other fields such as healthcare, welfare, and education

Promoting traffic safety measures for foreign nationals (perspective (5))

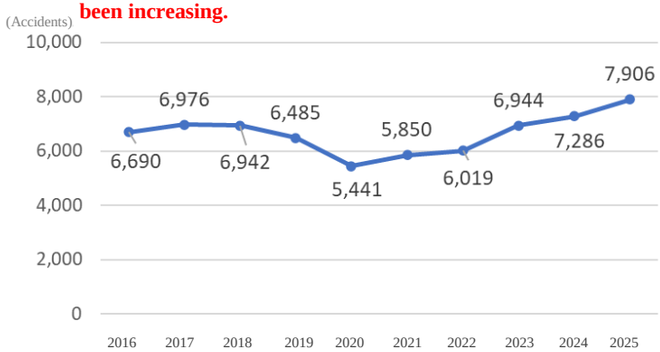
Current situation

●The number of foreign nationals holding Japanese driver's licenses has been steadily increasing.



The number of foreign nationals holding Japanese driver's licenses

●The number of traffic accidents caused by foreign drivers has been increasing.



The number of traffic accidents caused by foreign drivers

Note 1 Traffic accidents in which the primary party was a foreign driver riding or driving a general motorized bicycle or larger vehicle were recorded.
2 "Foreign nationals" refers to persons other than Japanese nationals, including stateless persons and persons whose nationality is unknown.

Promoting effective traffic safety education, etc.

Traffic safety education for foreign residents

- **Promoting understanding of and compliance with Japanese traffic rules in light of differences from traffic rules in their home countries**
- **Promoting traffic safety education in foreign communities, Japanese language schools, etc.**
- **Promoting traffic safety education for foreign drivers by their employers**
- **Enhancement of traffic safety measures for foreign drivers under the Specified Skilled Worker System, etc. by employers and relevant organizations**



Traffic safety education at Japanese language schools

Awareness-raising activities for foreign visitors to Japan

- **Promoting activities to familiarize foreign visitors to Japan, including tourists, with Japan's traffic rules through multilingual guidebooks and websites, etc.**
- **To ensure compliance with traffic rules by foreign nationals, including foreign visitors to Japan, promoting multilingual publicity and awareness-raising activities in cooperation with rental car operators, sharing service operators for specified small motorized bicycles, etc.**



Foreign-language leaflets describing Japan's traffic rules and measures to be taken in the event of an accident

Strictly implementing the so-called "foreign driver's license conversion" system, etc.

- **Strictly implementing the "foreign driver's license conversion" system revised in October 2025**
- **Enhancing traffic safety education for foreign drivers through the use of multilingual teaching materials when licenses are renewed**
- **In response to the expected increase in foreign drivers under the Specified Skilled Worker System and other programs, strengthening the system for accepting foreign drivers to ensure that driver's license-related procedures can be carried out smoothly**

Promoting traffic guidance and enforcement, etc.

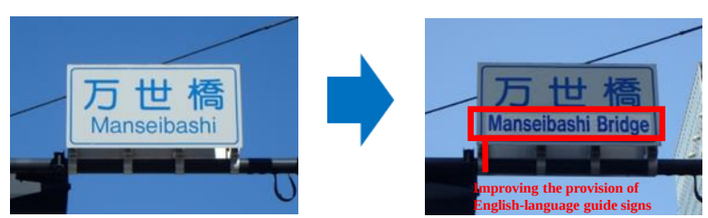
- **Promoting traffic guidance and enforcement focusing on highly malicious, dangerous, and troublesome violations, such as driving without a license**
- **Pursuing underlying liability for employers in cases involving driving without a license and other violations**
- **Strengthening coordination with the Immigration Services Agency in handling traffic accidents and traffic violations involving foreign drivers**

Ensuring an easy-to-understand road traffic environment

- **Addressing internationalization by installing guide signs with route numbers, improving the provision of English-language guide signs, promoting the provision of traffic regulatory signs that display both Japanese and English, and providing alerts using road markings**



Traffic regulatory signs that display both Japanese and English

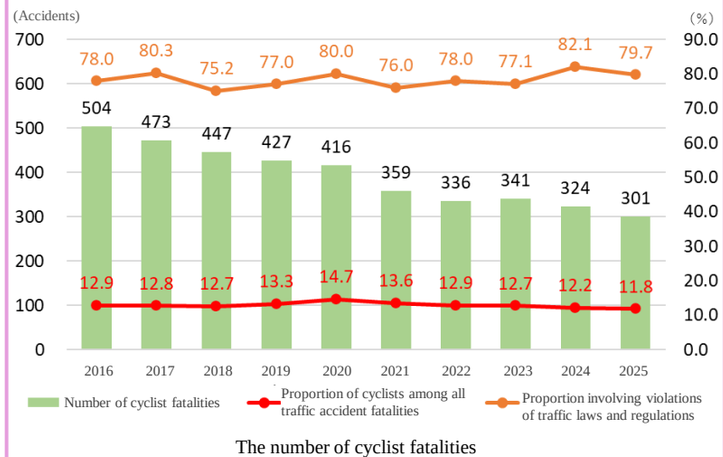


Improving the provision of English-language guide signs

Ensuring bicycle safety (perspective (4))

Current situation

- **The proportion of cyclists among all traffic accident fatalities has remained at around 13%.**
- **Among these cases, the proportion involving violations of traffic laws and regulations has remained high at around 80%.**



The number of cyclist fatalities

Note. Cases involving the primary or secondary party were counted.

Promoting traffic safety education

- **Promoting traffic safety education to enhance awareness of pedestrian priority**
- **<u>Promoting traffic safety education by diverse educational providers based on the “Bicycle Traffic Safety Guidelines"</u>**
- **Deterring traffic violations by properly administering a training system for cyclists**

Promoting publicity and awareness-raising activities

- **Promoting publicity and awareness-raising activities on traffic rules, including the wearing of bicycle helmets, through dissemination of the “Five Rules for Safe Bicycle Riding”**
- **<u>Promoting publicity and awareness-raising activities on the strengthened penalties for smartphone-related distracted driving and the expansion of penalties to include riding under the influence of alcohol</u>**
- **Guidance and awareness-raising activities for bicycle delivery staff**
- **<u>Publicity and awareness-raising activities on the upcoming traffic violation notification system (so-called "Blue ticket" system)</u> and enforcement against malicious and dangerous traffic violations**



Developing the bicycle use environment

- **Systematically developing bicycle traffic spaces where pedestrians, bicycles and automobiles are appropriately separated**
- **In sections of road where bicycle-only lanes have been set up or there is mixed use of bicycles and automobiles, imposing no-parking or no-stopping regulations in light of roadside conditions**
- **<u>Traffic safety measures for junior high and high school students commuting to school by bicycle, including the installation of sensor-equipped warning signs</u>**



Developing bicycle-only lanes



Providing warnings using sensors

Ensuring the safety of bicycles, etc.

- **Publicizing and properly operating the type approval system for bicycles with drive assist devices (electrically assisted bicycles) and ordinary bicycles**
- **Promoting enrollment in liability insurance, etc.**

Safety measures for specified small motorized bicycles and pedal-assisted electric motorcycles (perspective (6))

Promoting publicity and awareness-raising activities

- **<u>Further promoting traffic safety measures to be implemented by related businesses based on the guidelines</u>**
- **<u>Strengthening awareness-raising and safety education for users of specified small motorized bicycles on traffic rules and the effectiveness of wearing helmets</u>**
- **<u>Promoting awareness-raising on traffic rule compliance, including the driver's license requirement for pedal-assisted electric motorcycles, in cooperation with sellers, etc.</u>**



Measures against malicious and dangerous traffic violators

- **<u>Further strengthening traffic guidance and enforcement for specified small motorized bicycles</u>**
- **<u>Encouraging sharing service operators for specified small motorized bicycles to introduce measures such as suspending service use for malicious and dangerous users</u>**
- **<u>Strengthening traffic guidance and enforcement for pedal-assisted electric motorcycles and cracking down on illegal sellers who misrepresent them as electrically assisted bicycles</u>**



Measures for vehicles

- **<u>Considering further effective measures based on the status of traffic accidents and traffic violations, including strengthening efforts to encourage sharing service operators for specified small motorized bicycles to take additional measures using new technologies</u>**