

Section 3: Measures for Road Traffic Safety

I. Viewpoints in Considering Future Measures for Road Traffic Safety

In view of the recent decreasing trend of road traffic accident fatalities, it can be judged that the measures implemented so far in accordance with previous Fundamental Traffic Safety Programs have been successful to a certain degree. Therefore, based on existing traffic safety measures, the government will work toward making them more effective and introducing new measures expected to be effective by taking into account changes in socioeconomic and traffic-related conditions, and collecting and analyzing information on traffic accidents that actually occurred.

In the implementation of traffic safety measures, it is necessary to set specific objectives for each measure as far as possible, evaluate their actual effect after implementation, and make improvements as appropriate.

From this viewpoint, the following eight pillars have been selected for the implementation of traffic safety measures; 1) improving the road traffic environment, 2) comprehensively implementing traffic safety awareness initiatives, 3) securing safe driving, 4) ensuring vehicle safety, 5) maintaining road traffic order, 6) enhancing rescue and emergency services systems, 7) promoting victim support, including the appropriate compensation system, and 8) enhancing R&D and study activities.

In light of the current and future socioeconomic conditions and traffic situations, the government should implement these measures, particularly focusing on the following viewpoints.

1. Ensuring the safety of the elderly and children

Considering that in Japan, elderly people account for a larger share in road traffic fatalities compared with other countries, and that the Japanese population is expected to continue to rapidly age in the future, it is necessary to create a traffic society where elderly people will be able to go out or travel safely and without anxiety.

To this end, the government should implement detailed and comprehensive traffic safety measures based on the diverse characteristics of elderly people. In addition, measures should be developed focusing on the difference in the modes of transportation used by elderly people, i.e. when they travel by foot or by bicycle and when they travel by car. The understanding of the features of each case should be incorporated in the measures. In particular, regarding the last case, since the number of senior drivers is expected to significantly increase in the future, it is an urgent task to strengthen measures to prevent elderly people from causing accidents.

Also, in order to assist elderly people in participating in traffic society comfortably, regardless of changes in their physical strength and functions due to aging, it is important to form a barrier-free road traffic environment under the policy to design urban areas and a living environment friendly to diverse people of all age groups.

For ensuring traffic safety for the elderly, safety activities should be introduced in cooperation with medical and welfare facilities, etc. that are frequently used by elderly people, and should also be closely associated with their local community life, since traffic accidents involving the elderly often occur in neighborhood areas of their residences.

In addition to progress in the aging of society, the declining birthrate should also be taken into consideration. In order to realize a society where people can give birth and raise children without anxiety, further measures are required from the perspective of protecting children not only from crimes but also from traffic accidents.

Therefore, for securing safety for children, it is also necessary to actively develop or expand walkways for school routes, etc.

2. Securing safety for pedestrians and bicyclists

For three consecutive years starting from the year 2008, the traffic fatalities for pedestrians have been higher than the number of traffic fatalities for vehicles. In Japan, more than 30% of traffic accident fatalities are pedestrians. This percentage is relatively higher than that in the United

States and European countries. Specifically, pedestrian accidents account for about 50% of elderly fatalities and about 40% of juvenile fatalities (aged 15 or under).

In order to achieve a safe and secure society, it is absolutely necessary to secure safety for pedestrians who are vulnerable in relation to cars. Safety on the roads used daily by elderly people and children needs to be increased, in particular.

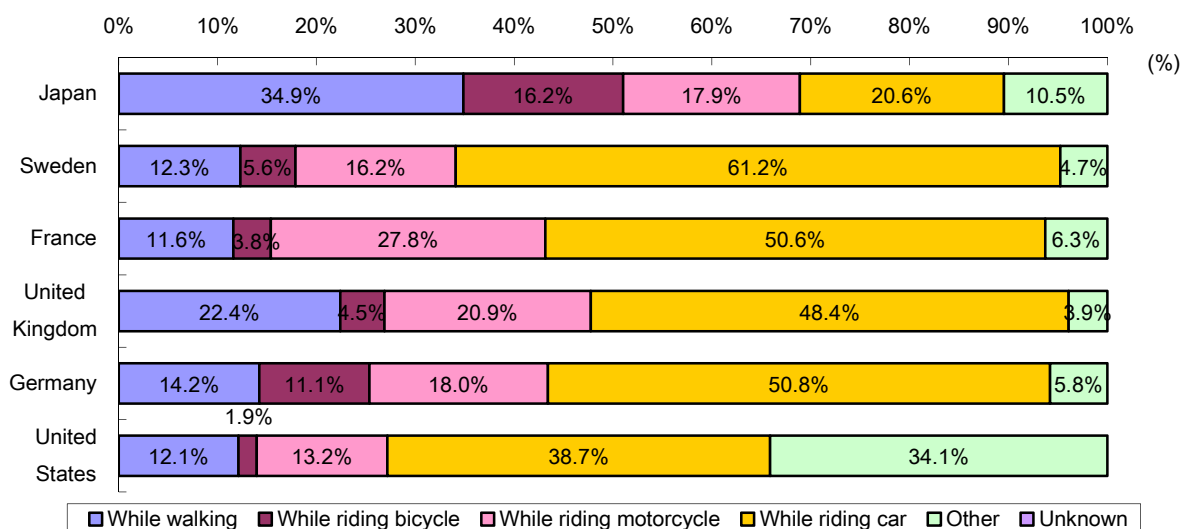
Given such circumstances, it is required to promote measures to secure safety for pedestrians in accordance with the principle of people first by further developing pedestrian walkways for school routes, community roads, and thoroughfares in urban areas, and so forth.

Also, the configuration ratio of the number of deaths for cycling in Japan is higher compared to Western countries. Regarding bicycles, when collided with a car bicycles are the damaged side, and in the event of a collision with a pedestrian they are the perpetrator, therefore measures must be taken, respectively. In order to promote the safe use of bicycles, on the residential roads and city roads, in order to achieve the coexistence of automobile, pedestrian and bicycle use, it is necessary to be actively engaged in ensuring the providing of the bicycle space, in particular, when promoting the security of cycling zones in urban areas, including the nature of sharing between the various modes of transport and cycling, there is a need to consider the point of view of town planning.

In addition, due to insufficient understanding of the rules of bicycle traffic causing many actions that violate the rules and manners, it is also necessary to promote the enhancement of road safety and education for bicycle users.

Furthermore, since abandoned bicycles on the sidewalks of downtown and city stations are becoming a problem, it is necessary to promote measures such as the development of bicycle parking locations.

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



Notes: 1. Source: IRTAD

2. Numeric value is based on the component rate by condition

3. All figures are based on the data of 30-day fatalities (number of persons who died within 30 days after an accident).

3. Ensuring the safety residential roads and highways

With regard to trends in the number of traffic fatal accidents on roads with carriageway width of less than 5.5 m, it has become a slow decline compared to the downward trend in the number of all fatal accidents, while the percentage of all deaths in the number of accidents is increasing. In addition, the proportion of the number of deaths among the number of casualties remained high for pedestrian and bicycle users. Given this situation, in the future, in order to control the speed of the cars on residential roads, to improve road traffic environment, to strengthen

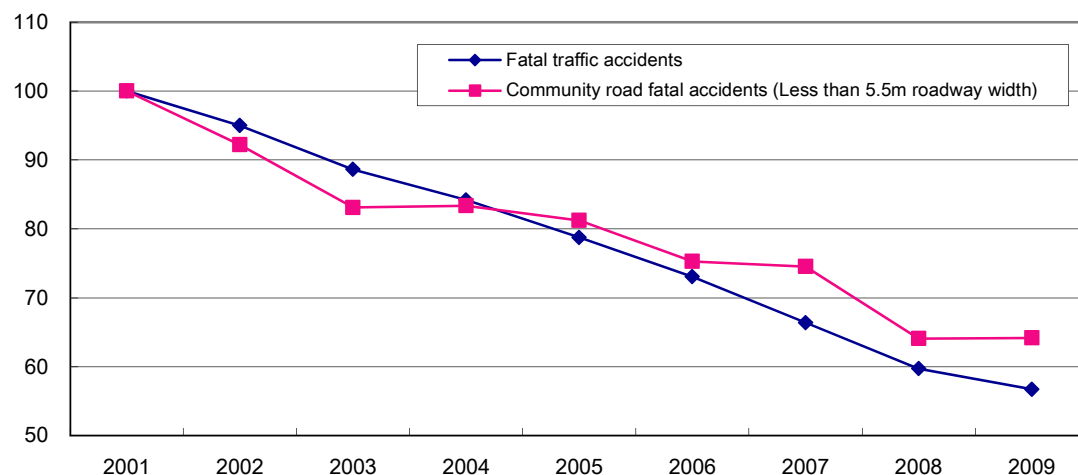
enforcement of traffic guidance, to widespread safe driving with measures, such as the promotion of smooth traffic flow on highways and traffic safety measures in order to prevent the car flow from the highways crowding the residential roads.

There is a need to further promote urban development in comprehensive measures to ensure the safety of traffic on residential roads. For this purpose, efforts and proactive participation of local people are essential, municipalities become an important issue in the development of human resources also play a central role in the formation of the agreement between the parties and consideration of measures.

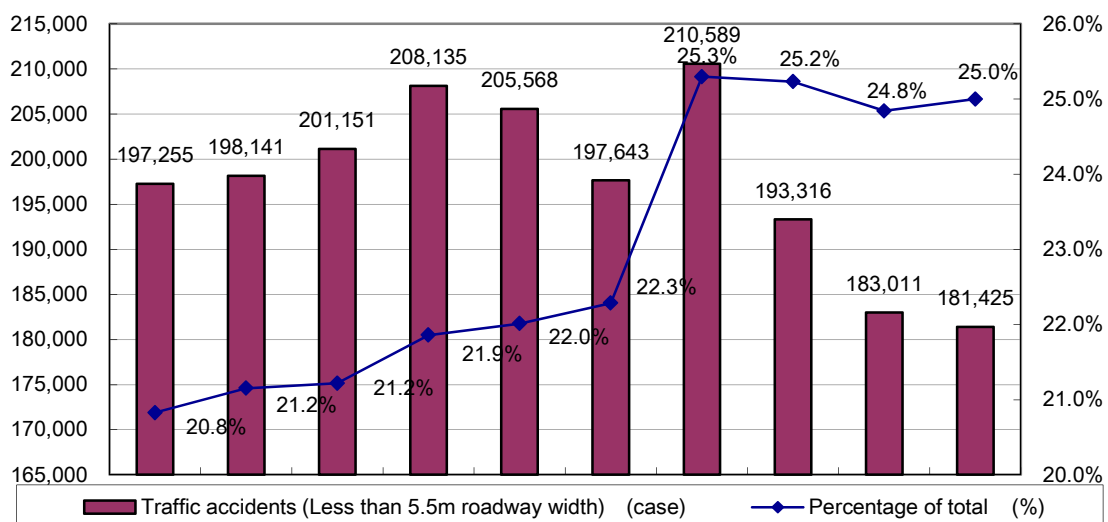
Also, continuously, for the measures concerning the highways, which account for two-thirds of traffic fatalities, based on various data the "result improvement management" was introduced and addressed the need to further improve the effectiveness of road safety measures, with the new "zero accident plan (emphasizing strategies to eliminate danger zone accidents) " as follows:

- 1) To clarify the specific section at high risk of accidents local governments should take measures intensively due to accident data and information pointed out by the local residents.
- 2) Planning and implementation of effective measures that meet the accident factors and inform the local residents.
- 3) Evaluating the effect of measures after completion, reflected in the new study of the following measures evaluation results.

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



Changes in the number of road traffic accidents in community road
(less than 5.5m roadway width)



II. Measures to Be Taken

1. Improving the road traffic environment

Until now, as the concerned institutions such as the Ministry of Land Infrastructure and Transport and the National Police Agency, have been working together for the improvement of the traffic environment and promoting the measures for both residential roads and highways, a certain deterrent effect have been identified concerning the highways accidents. However, in addition to about half of all casualty accidents, accidents on highways accounting for approximately 70% of the total number of deaths, the ratio of the number of deaths while walking or riding a bicycle in Japan is about 2-3 times higher in comparison with other countries; these casualty bicycle-pedestrian related accidents occur twice as often on residential roads rather than on highways. From this situation, while continuing to promote safety measures on highways, it is necessary to promote further safety measures on residential roads that tend to increase in the proportion of accident occurrence; when considering the development of the traffic environment in the future, and based on the following two basic strategies, we will continue to promote the effective and efficient efforts.

○ Pursuit of measures performance

In order to promote effective measures in the current severe financial situation, it is necessary to maximize the efficiency of investment in measures for traffic accidents within a limited budget. For this reason, effective and efficient efforts are considered on the basis of scientific data and the needs that became obvious in the regional areas, after implementing sufficient analysis in regard of the effective measures and accident factors, taking into account the local circumstances, concerning traffic accident measures for both highways and residential roads.

○ Emphasizing the independence of regions and residents

In order to promote the effective and efficient improvement of traffic environment, starting from the importance of positive awareness, such as the willingness of the regions and local residents to build a safe and secure transportation society themselves, it is important to create a mechanism, such as participation, to cooperate actively in the planning and implementation of projects, and to promote efforts to emphasize the independence of residents and regions in the improvement traffic environment.

In addition, as the tendency of declining birthrate and aging has progressed further, from the viewpoint of creating a traffic society that protects children from accidents, and allows the elderly and disabled people to go out with confidence and safety, we shall continue to strengthen the development of traffic environment that prioritizes humans and ensures a safe and secure pedestrian space.

Furthermore, in order to contribute to traffic safety by making road traffic smoother, the government will comprehensively promote the Transportation Demand Management (TDM) scheme that intends to devise ways to use roads and improve transport efficiency and promote time-wise or space-wise leveling of traffic volume, as well as the development and wide utilization of Intelligent Transport Systems (ITS) that aim to drastically improve the safety of road traffic through the utilization of information technologies to integrate people, roads and vehicles into one system.

[Priority measures and newly-introduced measures in the Ninth Program]

- Development of safe and secure pedestrian spaces on residential roads that prioritize people ((1))
- Promoting the traffic safety measures for to create "Safe Pedestrian Areas" ((1) A)
- Promoting the development of walkways for school routes, etc. ((1) B)
- Development of pedestrian space to contribute to the safety of the elderly and people with disabilities ((1) C)
- Promoting the traffic safety measures on highways ((2))
- Promoting the zero accident plan (a strategy that emphasizes the elimination of danger zone accidents) ((2) A)
- Achieving a safe and comfortable road traffic environment by promoting IT usage ((3) D)
- Comprehensively improving the environment for the use of bicycles ((5))
- Utilizing Intelligent Transport Systems((6))
- Developing a disaster-resistant road traffic environment ((8))
- Promoting comprehensive parking measures ((9))
- Improving information on road traffic ((10))

(1) Development of safe and secure pedestrian spaces on residential roads that prioritize people

Traditional traffic safety measures that have been implemented were designed mainly from the viewpoint of automobiles, and have so far produced mostly satisfactory results. Road improvements and traffic safety measures designed from the viewpoint of pedestrians are not yet sufficient, and the amount of traffic on residential roads is still a problem. Meanwhile, the number of accidents on residential roads increases and pedestrian fatalities make up about 30% of total traffic fatalities.

It is necessary to promote people-oriented traffic safety measures and it should be done with the cooperation of local communities. For example, there is a need for the proactive development of walkways along school routes, community roads, and thoroughfares in urban areas, etc. To ensure necessary traffic safety, improvements should be made to traffic safety features. This includes: sidewalks, controlling the speed of automobiles through measures of accident prevention and the promotion of detailed, effective traffic control, and creating a safe environment by separating the different transportation methods: automobiles, bicycles, and pedestrians.

A. Promoting traffic safety measures for residential roads

"Safe Pedestrian Areas" are areas located on residential roads with high rates of pedestrian and bicycle casualties. Under the proactive participation of local residents, the road administrators and Prefectural Public Safety Commission should cooperate to implement the clear and comprehensive accident deterrence measures in the Safe Pedestrian Areas. These measures include: sidewalk maintenance, vehicle speed control through traffic control, etc. Local residents should also participate in the initial planning stages and try to recognize problems in their own local communities through workshops. They should select the appropriate measures from the menu's various measures and commit to their implementation, all the while taking into account the local circumstances.

Prefectural Public Safety Commissions will promote traffic safety measures in order to carefully integrate traffic regulations, traffic control, safety guidance, and control violations. Specifically, they will implement safety measures, such as the introduction of LEDs(1) signal lights, the use of brighter road signs and marks, and the installation or widening of side strips. They will mainly target community roads within the Safe Pedestrian Areas. They will also implement measures to smooth the flow of traffic and mainly target circumferential thoroughfares. These measures include the introduction of intelligent traffic signals or real-time traffic information services with the use of near-infrared beacons, road information boards, etc. In addition, the government will primarily target those roads that make up the designated routes under the Act for

Promoting Easily Accessible Public Transportation Infrastructure for the Aged and the Disabled (Act No.91 of 2005; hereinafter referred to as “Transportation Accessibility Improvement Act”). On these roads, the government will promote the installation of barrier-free traffic signals, such as audio traffic signals, senior-friendly traffic signals, pedestrian-detecting traffic signals, etc., and the introduction of traffic signals meant to separate pedestrians and vehicles. These traffic signals are designed to prevent vehicles from hitting pedestrians by staggering the time between the signals for pedestrians and vehicles.

Measures to be implemented by road management agencies include: “route measures,” which aim to provide pedestrians with networks of safe spaces to walk through by improving walkways and installing barrier-free walkways, “zone measures,” which aim to form priority zones for pedestrians and bicycles through the utilization of vehicle speed-controlling road structures such as humps, cranks, etc., and “circumferential road measures,” which aim to ensure smooth traffic on circumferential thoroughfares and stop vehicles from entering into Safe Pedestrian Areas by improving intersections, etc.

Also, for the purpose of stopping vehicles from entering these areas, and thereby ensuring the safety of pedestrians and improving the living environment, the government will improve community roads (which are equipped with a safe, comfortable walk zone and with a structure to separate pedestrians from vehicles and control vehicle speed through the installation of cranks, humps, etc.) and other roads (which cannot afford a walkway but instead have a structure to control vehicle speed with the combined installation of humps, narrowed zones, etc., to ensure safe road use for pedestrians). This allows the areas to be safely shared by pedestrians and vehicles. Also, road signs and markers will be improved so they are both readable and clearly visible. This will be done by introducing brighter, larger, and/or changeable messages, or self-luminous road signs/marks, using information boards, combining road signs/marks, seeking better locations for road signs/marks, etc. (hereinafter collectively referred to as “introduction of brighter road signs/marks, etc.”).

B. Promoting the development of walkways for school routes, etc.

In order to secure the safety of grade school and preschool children walking to elementary schools, kindergartens, day nurseries, community centers for children, etc., the government will vigorously promote the development of walkways along school routes, etc. In certain cases, such as urban areas that have developmental difficulties, walkways should be developed to promote the creation of a safe and secure pedestrian space through simpler methods, such as installing fences or painting the pavement on shoulders. In addition, they will enhance safety improvements for routes to schools or kindergartens, through the installation and development of push-button traffic signals, streetlights for pedestrians, grade-separated crossing facilities, pedestrian crossings, etc.

C. Development of pedestrian space to contribute to the safety of the elderly and people with disabilities

(a) In order to realize a society, in which all people can securely and easily participate in activities, including the elderly and disabled people, the government will actively provide flat, wide walkways around such areas as stations, public facilities, welfare facilities, hospitals, and etc. In addition, they will provide barrier-free traffic signals, traffic signals with countdown timers, no lips on curbs and functional slopes and grades on crossing facilities not equipped with an elevator or wheelchair lift, resting facilities for pedestrians, parking spaces for bicycles, and parking lots with handicap spaces. The elimination of wire poles will also be promoted, primarily with road rebuilding projects. In order to ensure that roads are safe and smooth for elderly or disabled people and address the increasing population of elderly drivers, the government will promote the introduction of LED lights in signals and brighter road signs/marks, etc.

Also, in station squares, where various kinds of traffic meet, safe, comfortable, and attractive walk spaces that are friendly to pedestrians will be secured. This will be done through

the installation of elevators, ramps instead of stairs, no lips on curbs and functional slopes and grades on crossing facilities with direct access to buildings and station squares, etc.

Especially in those areas around railway stations, which are designated as priority improvement zones under the Transportation Accessibility Improvement Act, the government will promote the installation of wide walkways that are friendly to all pedestrians, in cooperation with the transport industry. They will also introduce barrier-free traffic signals equipped with intelligent functions to protect pedestrians when they are crossing roads. This will ensure that such barrier-free efforts will cover all target areas, as to create barrier-free networks.

The government will also promote the development of Pedestrian Information and Communication Systems (PICS), which aim to support elderly and disabled people in safely traveling. Specifically, PICS will provide them with necessary traffic information and prolong the time of green lights on pedestrian signals by utilizing two-way signal transmission between communication equipment installed at intersections and portable terminals carried by these pedestrians.

Furthermore, for the sake of having effective barrier-free walking spaces, studded paving blocks to aid visually handicapped people, road signs or guidance for pedestrians, and maps of barrier-free streets will be actively introduced, to ensure that elderly people and other pedestrians can easily find the locations of public facilities and use barrier-free routes to access these facilities.

- (b) The government will strengthen its crackdown on illegal parking near pedestrian crossings or bus stops, which is highly malicious, dangerous, and troublesome. They will also promote the aggressive enforcement of parking laws to stop illegal parking on walkways and tactile paving that aids visually handicapped people. This kind of illegal parking hinders the elderly and disabled from traveling smoothly. In addition, they will remove abandoned bicycles, etc., in cooperation with municipal governments.

D. Promotion of utility pole elimination

To ensure the safety of pedestrians, sidewalks will be widened in accordance with the guidelines relating to the elimination of utility poles. The government will promote the elimination of utility poles on roads that actively contribute to the community by using various methods depending on the local circumstances. This will be done to ensure a safe and comfortable space, for the formation of a good living environment and landscape, for disaster prevention, due to the improvement of the reliability of information and communications networks, for the preservation of historic streets, and for the promotion of tourism and local culture. In particular, on many roads used by the elderly and people with disabilities, the elimination of utility poles is being actively promoted in conjunction with renovation projects, etc.

(2) Promoting traffic safety measures on highways

In order to maximize the efficiency of the investment to combat traffic accidents, a successful management program was introduced, selected, and focused for the development of projects that contribute to highway traffic safety. The government is working on the new "Zero Accidents Plan" (a strategy that emphasizes the elimination of danger zone accidents). This is being done to thoroughly and intensively eradicate traffic accidents, with the cooperation and participation of the citizens. Also, in order to ensure basic road safety, road development should be promoted to strengthen cooperation with other transportation agencies. In addition, the systematic development of roads should be promoted so that the function is properly shared by the network of residential roads leading to high-standard highways. (These roads are necessary for the purpose of ensuring the security of high-speed traffic for automobiles and private automobile roads, which configure the nationwide automobile transportation network with national expressway highways consisting of general highways and automobile-limited highways.) In addition, the development of roads, which strengthens connections to other means of transportation, is to be promoted. Finally, the government will promote the use of high-standard highways, which are safer than general roads.

A. Promotion of "Zero Accidents Plan"(a strategy that emphasizes the elimination of danger zone accidents)

Through the implementation of road development projects that contribute to road safety, while scientifically testing the results and applying the management cycle, the government will promote the "Zero Accidents Plan." This will be done so the implemented efforts are efficient and effective and to gain the maximum effect with a small budget.

The government will promote the "Zero Accidents Plan" through the following steps:

- (a) Given that fatalities and casualties tend to be concentrated in specific danger zones on prefectural roads and national highways throughout the country, select the zones and areas with high amounts of serious injuries or fatalities and reference the opinions of a third party, in order to reflect the realities of traffic safety in these regional zones.
- (b) Plan and implement the effective measures with the relevant accident factors, in order to give attention to the zones that hold the most danger for local residents, in accordance with the accident data. Also, clarify the unsurpassed accident types and the dominant accident factors and utilize the data to determine the future effects of the measures.
- (c) After completing the measures, analyze and evaluate the effectiveness of measures, if necessary, conduct additional measures, and utilize the results of the evaluation to determine any following, new measures.

B. Promoting countermeasures against black spots

The prefectural Public Safety Commissions and road management agencies will jointly promote intensive accident countermeasures, by targeting designated "black spots" (locations with high rates of traffic accidents resulting in casualties, especially on highways). The countermeasures include: the installation or upgrade of traffic signals, use of traffic signals whose function it is to separate pedestrians and vehicles, the introduction of brighter traffic signs/marks, etc., the improvement of walkways, etc., the improvement of intersections, sight distance, and auxiliary traffic lanes, the installation of median strips and bus stop zones, the improvement of guardrails, road lines, and markings on bus routes, and the installation of street lamps and delineators, etc.

C. Implementing traffic regulation on highways

In order to secure traffic safety and ensure smooth traffic on thoroughfares, the government will review and make any necessary correction on existing restrictions, including speed limits, the rule to prohibit crossing the lane line for passing on the right, etc., by taking into account the road structure, status of traffic safety facilities and traffic conditions.

For newly opened expressways, the government will introduce appropriate traffic regulation to secure traffic safety and ensure smooth traffic, taking into consideration the road structure, status of traffic safety facilities, etc. Also, they will promote review of traffic regulations being applied to existing expressways to ensure their compatibility with actual traffic conditions, through comprehensive examination of any change of traffic flow, any status of improvement of road structures, the status of traffic safety facilities, trend of traffic accidents, etc. Especially for the sections with many traffic accidents, necessary safety measures will be introduced, including lane restrictions for large-sized trucks, the rule to prohibit crossing the lane line for passing on the right, and speed limits, etc. In the event of a traffic accident, extraordinary weather conditions, or any other traffic disorder, special traffic regulations will be implemented swiftly and adequately to address the situation, to prevent secondary disorder.

D. Preventing recurrence of serious accidents

On the occurrence of any serious traffic accident that would make a significant impact on society, the government will swiftly investigate the road traffic environment around the site and any other possible contributing factors to the accident. Then they will promptly implement any necessary countermeasures, in order to respond to the identified factors and prevent similar accidents from occurring in the future.

E. Improving road networks for appropriate role sharing

- (a) The government will vigorously develop networks, consisting of various roads, in a systematic way to facilitate the separation of automobiles, bicycles, pedestrians, etc. and refine traffic flow. The roads will range from high-standard thoroughfares to local residential streets, and also include walkways and bicycle lanes.
- (b) The government will promote the improvement of high-standard thoroughfares and regional high-standard highways, which are safer and have lower death and injury rates when compared to general roads. When more vehicles are sent to those high-standard roads, it will improve the safety level of the entire road network.
- (c) The government will promote the development of bypasses, loop roads, etc., to restrain the entry of through traffic and disperse traffic effectively; with the ultimate objective of preventing excessive traffic congestion and the frequent occurrence of traffic accidents in urban areas.
- (d) In residential zones surrounded by a thoroughfare, or commercial zones that have a large volume of pedestrians, the government will attempt to redesign the traffic flow to send as much through traffic as possible to thoroughfares, for the purpose of improving the living environment in these zones. To this end, they will comprehensively implement the systematic improvement of auxiliary thoroughfares, local access roads, and streets for the exclusive use of pedestrians; as well as improve traffic along community roads, roads shared by pedestrians and vehicles, and local access roads.
- (e) With the aim of establishing efficient transport systems that meet the needs of citizens and forming a desirable traffic environment with smooth traffic flow and minimal road congestion, the government will promote a “multi-modal” scheme that seeks to coordinate multiple transportation systems, including road, railway, ocean, and air transports. They will also construct access roads to airports, harbors, railway stations, and any other place where various public transports meet.

F. Promoting measures to prevent accidents on expressways

The government will promote the systematic improvement of traffic safety facilities on expressways, from the viewpoint of comprehensively implementing urgently needed traffic safety measures. Also, they will vigorously promote appropriate road maintenance services, road rebuilding projects to expand road width, etc. for those road sections affected by congested traffic, and provisions of road traffic information to maintain or improve safety levels.

- (a) In order to secure safe and smooth traffic in those “black spots” in urgent need of safety improvements, the government will conduct detailed analysis on factors that could trigger accidents; specifically, rainy days or night time. Based on the findings from this analysis, they will selectively make improvements to traffic safety; including the installation of road lamps, self-luminous delineators, high-function pavement, high-visibility road lines, guardrails to reinforce median strips, etc. Also, in those two-lane sections that have no structural partition to physically divide a lane from the opposite lane (temporary sections), it is necessary to reinforce measures for preventing critical accidents caused by those vehicles jutting out to the opposite lane. To this end, the government will introduce visual guidance for drivers, such as high-visibility traffic cones or lane markings, projected pavement markings, sophisticated portable partitions or median strips, etc. In addition, in order to prevent vehicles from going into the wrong lane, they will promote comprehensive accident prevention measures by improving road signs, markings, etc. Furthermore, together with these measures, they will provide emergency workspaces on expressways to facilitate rescue and emergency services after an accident, and support rescue and emergency service activities by helicopters.
- (b) In order to prevent driver fatigue or irritation and secure a better driving environment that assists in safe and comfortable driving, the government will promote congestion prevention measures. These measures include the expansion of traffic lanes, the improvement of interchanges, and the swift removal of broken-down vehicles due to accidents or mechanical failure. They will also improve the convenience of expressway buses and introduce measures to correct excessive

crowdedness at rest facilities. In addition, in order to respond to the diversified needs of road users, they will promote the improvement of traffic information services through the utilization of widely-used information/communications technologies, such as facsimiles and the internet, etc. This will allow expressway users to instantly obtain necessary traffic information.

- (c) The government will promote the introduction and improvement of the Vehicle Information and Communication System (VICS), the Intelligent Transport Systems (ITS) Spot and other systems to satisfy the diverse needs of expressway users and enable them to obtain necessary traffic information, expanding the information available through the internet to mitigate traffic congestion and improve the level of service for expressway users.

G. Improving the road traffic environment through road rebuilding

In order to prevent frequent occurrence of traffic accidents, and to ensure safe, smooth, and comfortable traffic, road-rebuilding projects will be promoted under the below-mentioned strategies.

- (a) In order to enhance the safety of pedestrians and bicycle users, and to improve the living environment, the government will vigorously promote road-rebuilding projects that would contribute to road traffic safety. Those projects include the expansion of existing roads for the purpose of installing walkways, etc., redistribution of road spaces, together with construction of small-scale bypasses, and the installation of bicycle lanes to separate bicycles from pedestrians or vehicles.
- (b) In order to prevent traffic accidents and reduce traffic congestion at and around intersections, the government will promote the downsizing of intersections the construction of overpass crossings.
- (c) Matching the functions of each road with the actual status of road use, including the conditions of roadside zones, would contribute to ensuring traffic safety. With this in mind, the government will promote the installation of service roads that would offer better access from roadside zones, the establishment of green zones, the implementation of countermeasures against illegal on-street parking, etc., taking into consideration the actual status of traffic flow.
- (d) With the aim to secure safe and comfortable spaces for pedestrians and bicycle users in commercial districts, etc., the government will promote the installation of wide walkways, bicycle lanes and community roads, the improvement of those roads shared by pedestrians and vehicles.
- (e) In downtown districts and areas surrounding railway stations, etc., where traffic congestion is heavy, the government will comprehensively promote improvement of neighbor thoroughfares, installation of pedestrian decks and the construction of open spaces adjacent to public transport; the purpose being to expand walking spaces and physically divide pedestrians and vehicles in a systematic way.
- (f) In those areas that are historic, such as traditional streets or historic sites, local traffic should be appropriately separated from through traffic and the traffic of tourists. For this reason, the government will systematically promote the improvement of guide paths to provide access to historical districts, community roads within the areas, and historic trails, etc.

H. Improving traffic safety facilities

- (a) By targeting high-risk spots considered as susceptible to traffic accidents, the government will introduce traffic signals by taking into consideration the road structure and actual traffic conditions. They will also promote sophistication of existing traffic signals to ensure their ability to rationally respond to traffic fluctuations. Such sophistication includes introduction of centralized traffic control systems, coordinated systems, a speed detection function, use of multiple marks, a right-turn detection function, etc. Especially for those thoroughfares where traffic volume tends to be significantly reduced during certain periods of time such as night, they will promote the introduction of an off-time mode to activate vehicle/pedestrian detection or a push-button function to traffic signals. They will also introduce a bus detection system where necessary.

- (b) In order to secure traffic safety in a way that addresses characteristics of the road's structure and traffic conditions, the government will promote the introduction of traffic safety facilities, such as brighter road signs/marks, etc. They will also introduce any measures necessary to facilitate the easy detection of an accident location, as well as swift and accurate accident investigations or site cleaning. Additionally, they will promote the installation of "kilometer posts", which allow drivers to easily confirm their current position, as well as the distance to a destination. Furthermore, they will promote the installation of "oncoming vehicle detection systems," which make drivers aware of any oncoming vehicle at a curve that has an obstructed view.

(3) Promoting improvement projects for traffic safety facilities

In order to target those roads in urgent need of safety improvements, Prefectural Public Safety Commissions and road management agencies will jointly promote projects to improve walkways and other traffic safety facilities in accordance with the Priority Plan for Social Infrastructure Development (approved in the Cabinet meeting on March 31, 2009), which covers the period between FY2008 and FY2012. The purpose will be to improve the traffic environment, and thereby preventing traffic accidents and making traffic smoother. Those projects will be implemented systematically and selectively, along with fact-finding investigations and analysis on traffic accidents, based on the below-mentioned strategies.

Even in and after FY2013, the comprehensive and systematic improvement of walkways and other traffic safety facilities development will continue to be promoted, taking into consideration the latest trends of traffic accidents.

A. Securing safe residential roads for pedestrians, cyclists, and etc.

The government will designate zones, exhibiting a high rate of traffic accidents resulting in casualties, as "Safe Pedestrian Areas," and introduce area-wide comprehensive measures for accident prevention; including the improvement of walkways in particular, with the aim to reduce traffic accidents resulting in casualties within these areas. Also, on those roads constituting designated routes under the Transportation Accessibility Improvement Act, they will promote barrier-free walking spaces by introducing barrier-free traffic signals and reforming steps and steep slopes.

In addition, the government will take measures to address safety concerns, such as the development of bicycle friendly environments and the promotion of utility pole elimination, in order to ensure safe travel spaces for cyclists and pedestrians at street crossings.

B. Promoting measures on thoroughfares

Due to the frequent occurrence of traffic accidents in specific areas on thoroughfares, the government will implement traffic accident countermeasures focusing on accident-prone locations, such as sections with high percentage of accidents. In certain cases, based on the validity of the accident data and the objective analysis of accident causes, the government will implement advanced measures, such as traffic signals and intersection improvements.

C. Promoting measures to smooth traffic

In order to contribute to road safety, the government will promote smoother traffic and the suppression of carbon dioxide emissions from automobiles. They will smooth traffic by implementing measures against illegal parking, to expand the traffic capacity. In addition they will promote the advancement of traffic signals, the installation of walkway overpasses, and the elimination of rail crossings that do not open often enough for traffic.

D. Achieving a safe and comfortable road traffic environment by promoting IT usage

- (a) The government will improve and upgrade traffic control systems through expanding control areas, etc. for the purpose of promoting the collection, analysis and distribution of traffic information and the operation of traffic signals, road signs/marks and other road traffic

regulations in a wide area and comprehensive way.

- (b) The government will accurately understand actual traffic flow patterns on each thoroughfare, and utilize such understanding for the efficient operation of traffic signals. Specifically, intelligent functions of traffic signals will be introduced based on predicted traffic flow patterns, such as coordinated systems, an off-time mode to activate the push-button function or vehicle/pedestrian detection, use of multiple marks, a right-turn detection function, etc. Also, they will promote sophisticated traffic control systems that enable traffic signals to respond to delicate fluctuations of traffic flow.
- (c) The government will work to achieve a safe and comfortable road environment by using state-of-the-art IT, expanding the installation of near-infrared beacons promoting the Universal Traffic Measurement Systems (UTMS) by the sophistication of the traffic control center, and promote enrichment of road traffic information services through expansion and improvement of the environment to collect and provide information.

E. Promoting participation of local citizens in improvement of the road traffic environment

It is important to have the views of actual road users applied to the improvements made to the road traffic environment. Therefore, the government will vigorously promote traffic safety comprehensive reviews, in which local citizens and road users participate and check traffic safety facilities. Road users will be able to give their opinions by using “Sign Boxes” and “Signal Boxes”, which collect drivers’ opinions on road signs, signals, etc. via postcards, the internet, etc., and “Road Consultation Windows”. This will allow their opinions to be reflected in the improvements made to the road traffic environment.

In addition, the government will release as much information as possible to the public, on the progress and effects of these projects, in order to obtain the understanding and cooperation of local citizens.

F. Utilization of liaison meetings

Prefectural police agencies and road administrators have set up the "Liaison Conference for Promoting Safe Road Traffic Environment" and the "Advisors’ Meeting" installed under its supervision, in order to accurately and steadily attain safe traffic environment, by planning and evaluating measures, while being advised by experts, discussing progress in relation to management, and etc.

(4) Promoting effective traffic regulations

The government will attempt to further rationalize traffic regulations by preventing risks on roads, making an effort to secure safe and smooth traffic, and reviewing existing traffic regulations within the entire road network to ensure their compatibility with the actual conditions of respective roads, including their social functions, road structure, status of traffic safety facilities, conditions of traffic flow and volume, etc. Also, they will promote the development of a database, with information on traffic regulations created by Prefectural Public Safety Commissions, to ensure effective traffic control.

A. Implementing traffic regulation tailored to local conditions

For thoroughfares, the government will enhance traffic regulations designed to ensure orderly traffic flow by prohibiting stopping, parking, and U-turns, and restricting directions drivers can go or allotting traffic lanes for specific directions drivers can go.

For residential roads, they will enhance traffic regulations through efforts to restrain the entry of through traffic by introducing one-way streets together with restrictions on directions drivers can go. In addition, by utilizing zone regulations, they will set the speed limit at 30 kilometers per hour as a general rule on roads that require a speed limit, and ensure the safety of pedestrians and bicyclists by introducing streets for pedestrians only, prohibiting vehicle entry, installing or expanding side strips, etc.

B. Implementing traffic regulation to secure safe functional urban traffic environments

In order to secure safe functional urban traffic, the government will promote systematic traffic regulations in urban areas and attempt the appropriate distribution of traffic flow and volume. Also, they will promote traffic regulations that secure the safety of mass public transport systems, such as buses and trams, in order to prioritize them.

C. Promotion for more rational traffic regulation

In order to achieve more rational traffic regulations, actual road traffic conditions will be examined and analyzed, to compare to the types of traffic regulations enforced by the prefectural police on those roads. When a traffic regulation that has been implemented is considered no longer suitable for the traffic environment, the government will change or terminate the regulation, explain the reasons for the regulation to road users, ask road administrator to improve, or ask local governments and private businesses to develop off-street facilities.

More specifically, based on the new maximum speed regulation, which was entirely revised in 2010 and 2009, the government will promote and review the regulations to see whether they appropriately fit the flow of traffic.

In addition, regarding parking regulations, they will promote the inspection and review of parking restrictions, including parking regulations for the unavoidable drop-off or delivery of goods by freight vehicles, taxis waiting for customers, and parking for motorcycles, shopping districts (shoppers), and parking at train stations.

Furthermore, regarding signal control, they will promote the inspection and review of “ "Improved signal high latency pedestrian push buttons" and "Reducing waiting time for pedestrians to cross the narrow road width intervals" from the perspective of pedestrians and bicyclists.”

(5) Comprehensively improving the environment for the use of bicycles

A. The creation of a safe and comfortable environment bicycle users

For the realization of clean energy-efficient sustainable urban transportation system, the role and positioning of bicycles needs to be clarified and the transformation from passenger cars to bicycles to be promoted. For this purpose, the government will implement countermeasures for the increasing pedestrian and bicycle accidents, and as such, depending on the actual traffic volume of pedestrians, bicycles and vehicles, while aiming at adequate separation of pedestrians, bicycles and vehicles. Due to the need to create a safe and comfortable environment for bicycle users, the government will promote the development of the bicycle running space network by designating bicycle paths, bicycle traffic zones, specifying the lanes for bicycle and pedestrian traffic on the sidewalks, specifying the portion of sidewalk to be usually used for bicycle traffic, and etc. In addition, the government will actively promote measures to promote the common use of bicycles, such as community cycles, and soft measures, such as educational activities concerning the rules or manners.

B. Promotion of measures for bicycle parking

Regarding the measures for bicycle parking, the setting up of regional Bicycle Parking Policy Council, and the establishment of comprehensive plans will be promoted. Also, for the purpose of promoting the construction of roadside or off-road parking facilities for bicycles, especially in those areas already having high parking demand or a high potential for significantly growing demand, the government will promote bicycle parking improvement programs. In addition, they will promote establishment of a local government ordinance to oblige developers of those buildings, which are expected to generate high parking demand for bicycles to build a bicycle parking facility. Furthermore, they will work to nurture bicycle parking improvement projects of the Bicycle Parking Improvement Centers. Also, the national government will support parking facilities developed by private sectors, together with local governments, to further promote measures for bicycle parking.

In order to address problems caused by unattended bicycles near railway stations, etc., local public organizations, road management agencies, prefectural police and railway companies will maintain appropriate cooperative relationship by promoting efficient and comprehensive improvement of bicycle parking, and removal of illegally parked bicycles in station squares or on roads through the establishment of municipal ordinances, etc., in accordance with local conditions.

Especially on those roads constituting designated routes within priority improvement zones selected by municipal governments under the Transportation Accessibility Improvement Act, they will selectively promote strengthening of control over illegally parked bicycles, publicity or educational activities for the prevention of illegal parking, as well as construction of bicycle parking facilities, with the aim to ensure smooth travel for elderly or disabled people.

C. Development of large-scale bicycle lanes

The government will promote construction of large-scale bicycle lanes, which would provide citizens with the opportunity to appreciate history and nature, to secure traffic safety and accommodate the increasing leisure demand of people.

(6) Utilizing Intelligent Transport Systems

The government will continue to promote improvement of Intelligent Transport Systems (ITS), which aim to enhance traffic safety, transport efficiency and the comfortable use of roads by building an integral system that links people, roads and vehicles, with the utilization of state-of-the-art information technologies, and also contributes to environmental conservation through the achievement of smooth traffic including reduction of traffic congestion, etc. Based on standardization of ITS and the New Information and Communication Technology Strategy, established in May 2010, public organizations and academic institutions will work together with industry to further promote research and development activities, field tests, improvement of infrastructures, and projects for popularization. Also, international cooperation will be vigorously promoted through information exchanges at the ITS World Congress, etc. and international standardization of ITS.

A. Improving Vehicle Information and Communication System

In order to secure safe and smooth road traffic, the government will promote the introduction and improvement of the Vehicle Information and Communication System (VICS), which provides road traffic information such as real-time information on the state of traffic congestion, estimated travel time to a destination, information on traffic regulations, etc. The government will also make efforts to increase a variety of available information and diffuse vehicle-mountable VICS units.

In addition, with the aim to improve precision and accuracy of information to be collected and provided, the government will promote installation of infrastructures, such as infrared beacons, ITS spots, etc. At the same time, under industry-government-academia collaboration, the government will work to promote "Green ITS" that will make it possible to collect real-time information from VICS-equipped vehicles (probe information) to complement information collected from infrastructure.

B. Promotion of New Traffic Management System

The government will implement promotion of measures, focusing on the deploying advanced traffic control centers and utilizing near-infrared beacons that enable the centers to make two-way communication with individual vehicles, and thus have active, comprehensive control of traffic flow and volume, providing high-level traffic information, ensuring vehicle operation management as well as the right of way for public transport, reducing traffic pollution, assisting drivers for their safe driving and secure the safety of pedestrians, based on the concept of UTMS trying to ensure the safety and comfort of transportation, the enhancement of the system and implementation of measures such as improvement of near-infrared beacons, which are a key

technology to support the UTMS.

C. Promoting driver support systems to prevent traffic accidents

With the aim of enhancing traffic safety through advanced ITS, industry-government-academia collaboration will be promoted for research and development of driver support systems which utilize road-to-vehicle, vehicle-to-vehicle and road-to-vehicle communication technologies to prevent those traffic accidents which are usually cannot be avoided through the effort of the driver alone.

Also, improvement of Driving Safety Support Systems (DSSS) will be promoted to send the information regarding traffic conditions in neighbor areas to a driver through a car navigation system with the aim to warn the driver of any existing risk elements by using the infrastructure of the traffic control system.

The development and dissemination of shared-vehicles and vehicle equipment will also be carried out; along with promoting the introduction and development of Driving Safety Support Systems (DSSS) that provide information for drivers.

D. Promoting the Smart Way

The government will continue to deploy public and private sectors working together to promote the Smart Way by utilizing ITS spots, which are based on ETC communication technology. Through the use of ITS spots in addition to the ETC, support services for safe driving are realized, such as a dynamic route guidance, which makes it possible to select routes adjusting to a wide range of traffic congestion data and provide advance warnings to eliminate close calls during driving.

E. Promoting the utilization of advanced information technologies in the road transport industry

For the purpose of materializing environment-friendly, safe and smooth traffic of vehicles, the government will encourage the utilization of ITS in the road transport industry, with the aim to promote the use of public transports and improve efficiency of commodity distribution. Specifically, they will promote improvement of Public Transportation Priority Systems (PTPS) and Mobile Operation Control Systems (MOCS).

(7) Promoting Transportation Demand Management

In order to mitigate the current, severe situation of road traffic congestion and make road traffic smoother, the government will promote measures to expand traffic capacity through the development of bypasses and loop roads and improvement of intersections, etc. These measures including upgrades to traffic control, and the introduction of special efforts for the efficient use of roads, such as promotion of “park and ride” services, the improvement of information services, the promotion of car sharing, the introduction of staggered working hours/school hours or a flextime system, etc. Also, they will introduce public relation or educational activities to facilitate the wide use of TDM measures to improve transport efficiency and achieve time-wise and space-wise balancing of traffic volume.

A. Promoting public transportation usage

The government will target those roads severely affected by traffic congestion and promote measures to increase bus use, including the introduction of bus-only lanes or bus-priority lanes, high-grade bus stops, bus-detecting traffic signals, Public Transportation Priority Systems (PTPS), “park and ride” practices, community buses, etc. At the same time, they will promote the “Omnibus Town Project”, through which relevant ministries and agencies of the government will jointly work on comprehensively implementing the measures mentioned above.

The government will also assist in the development of public transportation, such as trams, monorails, etc., to shift part of the road traffic to public transportation, including railways and buses, with the aim to smooth road traffic.

In addition, “seamless” public transport systems will be created by encouraging railway companies or bus companies to optimize their frequency and hours of operation for better transfers, so as to improve user convenience. Also, in order to secure access to railway stations or bus stops, the government will promote the development of parking facilities for “park and ride” drivers, bicycle lanes, and station squares with the aim to strengthen connections between transportation systems.

B. Improving efficiency in the use of vehicles

With the aim to promote the efficient use of vehicles by increasing the average number of passengers sharing a car or the average freight loading ratio for trucks, the government will promote practices of car sharing or shared delivery and work to increase MOCS to improve efficiency in distribution systems.

(8) Developing disaster-resistant road traffic environment

A. Improving the disaster-resistance of roads

The government will make efforts to create a disaster-resistant road environment to maintain safe, secure living even at the time of disasters, such as floods, heavy snow, earthquakes, tsunamis, etc.

In order to ensure a reliable road network where emergency activities can be implemented quickly and safely in the event of an earthquake, they will upgrade earthquake-resistant structures on girder bridges that are part of emergency transportation routes.

Also, during heavy snow, heavy rain, etc., to ensure reliable road network safety and security, they will promote the development of alternative roads and the avoidance of slopes with no disaster prevention measures and road sections where there is a possibility of danger.

As for countermeasures against tsunamis, the government will improve the information system to dispatch warnings to road users, and promote improvement of evacuation routes to minimize human casualties. They will also develop high-standard thoroughfares away from potential flood areas, so that emergency transportation routes can be secured even in the occurrence of tsunamis.

Also, they will promote the utilization of “road stations” as shelters during disasters, such as earthquakes or tsunamis.

B. Improving the disaster-resistance of traffic safety facilities

In order to secure safe road traffic, in the event of disasters such as earthquakes, floods, heavy snow, etc., the government will promote the improvement of traffic safety facilities, such as traffic control centers, traffic monitoring cameras, vehicle sensors, traffic information boards, etc. They will also promote the development and introduction of road monitoring systems, so that any necessary traffic controls, such as a road closure, can be implemented swiftly and effectively at the time of a disaster. They will promote the improvement of traffic control tools and equipment, and the introduction of backup power with the function of automatically recovering signals. This will be done in order to prevent any chaotic situation caused by an unexpected shutdown of traffic signals due to a blackout during a disaster.

Furthermore, the National Police Agency will ensure the accurate operation of area-wide traffic control systems. This would allow the Agency to receive real-time, detailed traffic information on-line from regional traffic control centers managed by prefectural police, and utilize such information for area-wide traffic control in the event of disaster.

C. Implementing traffic control in the event of disaster

In order to minimize confusion in the event of disaster by securing emergency traffic routes as necessary, the government will implement swift and accurate traffic control including restriction of the entry of vehicles into disaster-affected areas.

Also, with the aim to ensure accurate, swift traffic control such as road closures, etc. in

accordance with the Disaster Measures Basic Act (Act No. 223 of 1961), they will restrain the entry of vehicles into disaster-affected areas through control of traffic signals. They will also improve traffic information boards and other information services so that all necessary information, including information on the status of the disaster and traffic control, etc. can be given to the public widely and visually.

D. Improving information services in case of a disaster

The government will promote improvement of seismometers, traffic monitoring cameras, vehicle sensors, road traffic information dispatch equipment, communication facilities and road management information systems, etc. in order to ensure swift, accurate collection, analysis and dispatch of information on road damages, traffic conditions, and facility restoration, to secure emergency routes for traffic or transportation, and provide better information services for road users during a disaster. Also, they will improve IT-utilized services to provide information on roads and traffic conditions, using the Internet, etc., at the time of disaster.

(9) Promoting comprehensive parking measures

In order to enhance road traffic safety and smoothness, and contribute to maintenance and improvement of urban functions, the government will promote comprehensive measures for car parking, based on local traffic conditions and regional needs.

A. Promoting orderly parking

With the aim to establish better-organized parking practices to meet the road environment, traffic conditions, parking demand, etc., the government will conduct review of current parking regulations bilaterally from a time-conscious viewpoint focusing on hourly, weekly and seasonal changes of traffic flow and volume, etc., and from a location-conscious viewpoint focusing on characteristics of the traffic environment and road structure in each section of the roads. Based on such review, they will implement meticulously-designed parking regulations to satisfy the needs of the respective times and locations, paying sufficient attention to the utility of parking.

B. Implementing measures against illegal parking

- (a) The government will promote the enforcement activity guidelines in accordance with the actual situation in the regions, as well as the enforcement of keen crackdowns, while placing emphasis on the control of pernicious, dangerous or highly-troublesome illegal parking. Also, if it is deemed necessary in order to respond appropriately, depending on the actual situation, such as traffic environment, the enforcement activity guidelines can be revised.
- (b) As for those illegally-parked vehicles whose drivers cannot be identified and thus cannot be directly ticketed, order for penalty payment to the registered users of the vehicles and order for vehicle use restrictions to the registered users who have received the order for penalty payment repeatedly will be actively utilized, to strongly pursue registered users' responsibility. At the same time, as for those violations resulting in a traffic accident or habitual offenses, the responsibility of drivers concerned will be strictly sought.

C. Improving parking facilities

In order to eliminate illegal parking on roads and secure safe, smooth road traffic, the government will promote the following measures to develop and effectively use parking facilities; in addition they will promote parking regulations and control illegal parking.

- (a) The government will conduct surveys necessary for the planning of parking improvement programs, and promote designation of parking improvement zones, especially in those areas affected by heavy traffic congestion. Also, they will promote the establishment of parking improvement plans that implement systematic, comprehensive parking measures in those designated zones.
- (b) The government will promote establishment of local government ordinances to oblige

developers of large-sized buildings to have them equipped with a parking facility. They will also assist private sector's development of parking facilities through the utilization of various subsidies, loan programs, tax incentives, etc.

Especially in those areas in need of intensive improvement of parking facilities, in order to maintain or improve their urban function or to connect to public transportation, they will vigorously promote the development of public parking facilities, utilizing traffic safety facility improvement projects, etc.

- (c) In order to enhance effective utilization of existing parking facilities, the government will improve or upgrade information services on available parking lots and vehicle guiding systems for parking. Also, with the aim to restrain excessive inflow of vehicles from suburban areas to urban areas, and to prevent traffic congestion, they will promote improvement of the "park and ride" services by increasing parking lots, etc.

D. Raising people's awareness and motivation toward elimination of illegal parking

The government will conduct publicity and educational activities regarding elimination of illegal parking and securing parking spaces for vehicles, seek close cooperation with relevant public and private organizations, and work to improve people's attitudes and motivation toward the elimination of illegal parking through active utilization of volunteers promoting regional traffic safety activities.

E. Developing integrated tangible and intangible measures to cope with the parking issue

Focusing on those areas where parking is not sufficient, in response to the compelling parking demand, the regional parking management plans will be reviewed, the inspection and improvement of parking regulations that adequately take into account the needs of local opinion local shopping areas, the promotion of voluntary initiatives of road users and related businesses, outreach for development of the off-street disposal of goods parking space by local governments and road administrators, and crackdown on illegal parking, active publicity and awareness-raising activities, will be promoted by comprehensive parking policies through integration of tangible and intangible measures.

(10) Improving information on road traffic

In order to ensure safe and smooth road traffic, it is important to provide detailed, easy-to-understand and accurate traffic information to drivers. For this reason, it will be necessary to take advantage of information technologies to enhance road traffic information in order to meet the needs of the citizens for more advanced and diverse traffic information and provide them with the appropriate information at the appropriate time.

A. Enhancement of collecting information and distributing structure

Conventional equipment for collecting and distributing road information, such as traffic monitoring cameras, roadside communication systems, vehicle sensors, traffic information boards, road information service devices, etc., will be upgraded and combined with new information technologies such as fiber-optic networks, in order to provide the traffic information needed by road users in response to their diversifying needs. A national database of information on traffic regulations will also be compiled.

B. Utilizing ITS to advance road traffic information

As a part of ITS development, by establishing and actively expanding VICS and ITS spots, which provide drivers with road traffic information such as congestion conditions, traffic volume will be dispersed to mitigate traffic congestion and promote safer, smoother traffic flows.

Also, the government will promote the overall enhancement of UTMS and the improvement of the near-infrared beacon, which is a key infrastructural component of the system. The aim is to secure traffic safety and comfortable road use with the deployment of advanced traffic control centers and

the utilization of near-infrared beacons, which enable the centers to have two-way communication with individual vehicles. Specifically, this would make it possible to provide high-level traffic information, ensure vehicle operation management, as well as the right of way for public transports, reduce traffic pollution, assist drivers with driving safely, and secure the safety of pedestrians.

In addition, the safe driving support system will be promoted to warn the drivers against potential dangers by providing information about the surrounding traffic situation, along with the enhancement of road traffic information by utilizing real-time information from vehicles (probe information).

C. Promotion of appropriate road traffic information service providers

The government will promote guidance for, and supervision of, traffic information service providers in accordance with the Road Traffic Act (Act No.105 of 1960) and the Guidelines for the Provision of Traffic Information (National Public Safety Commission Notice No.12 of 2002). The former stipulates the notification system for traffic forecast service providers and the government actions that urge necessary rectification on providers who give out any inaccurate or inappropriate traffic forecasts, etc. The latter stipulates the rules with which traffic information service providers have to comply. Through that guidance and supervision, the government will ensure appropriate business practices by all traffic information service providers, and then promote the provision of accurate and appropriate traffic information by private companies, utilizing information collected from police and road management agencies.

D. Ensuring easy-to-understand traffic environment

To ensure the effectiveness of traffic regulation by time and types of vehicles, the government will promote the development of large fixed signs and adjustable roadside signs of excellent visibility and durability, the development of easy-to-understand signposts that meet the needs of users, and the development of a central line transition system.

In addition, they will promote the establishment of signposts with the route numbers in the vicinity of intersections and on the intersections of major highways. They will also strive for the implementation of multi-language notations and maps, in order to respond to the internationalization of the country.

(11) Developing the road traffic environment that would contribute to traffic safety

A. Correcting any undesirable road use or occupancy

(a) Correcting any undesirable road use or occupancy

When giving approval to any use or occupancy of a road by a construction object or for construction work, road management agencies will make sure it is appropriate in relation to conserving the road structure and maintaining safe and smooth road traffic. Also, they will provide instructions on road users' responsibilities to satisfy approval requisites and conduct appropriate maintenance and management of the object or construction work.

(b) Removing illegal road occupancy

As for any illegal road occupancy that obstructs smooth road traffic, road management agencies will examine the actual conditions of such illegal occupancy, and give strict instructions or orders for its removal. Especially in urban districts, removal will be promoted intensively. Since local citizens living in roadside residences or road users are important to the process of eradicating all illegal road occupancy, the government will actively conduct educational activities for those citizens to prevent illegal road occupancy. For instance, they will establish "road care month" to widely encourage the protection of roads. With the aim to ensure effective coordination of road construction projects, the government will also gradually expand the utilization of a "computer mapping system" that uses digital maps for data processing.

(c) Regulating road digging

As for road digging construction work, the timing and method will be carefully selected in order to prevent any chaotic construction or traffic accidents/congestion caused by the

construction work. Also, the government will promote utilization of joint-use underground ducts as a drastic measure to avoid road-digging work.

B. Promotion of construction of rest facilities, etc.

In response to the increasing number of traffic accidents caused by long-distance drivers (drowsy driving), as well as the recent trend of increasing elderly drivers, the government will promote, where it is possible, the installation of a passing lane on those general roads connecting urban districts. They will also vigorously increase rest facilities for drivers, including “road stations”.

C. Securing playgrounds for children

In order to develop playgrounds and reduce those traffic accidents involving children playing on the streets, and to create a desirable living environment in urban areas, the government will promote construction of basic parks for community use and city wide use along with other parks in accordance with the Priority Plan for Social Infrastructure Development.

Furthermore, targeting downtown areas, residential districts with densely-populated small houses, areas affected by heavy traffic, or their neighborhood areas, which suffer from a shortage of playgrounds for children, they will promote construction of community centers for children or kids’ parks designed mainly for preschool children and lower grades of elementary school children. They will also make schoolyards or gymnasiums of public elementary, junior or junior high schools, as well as gardens of social welfare facilities available for local children when possible.

D. Prohibiting or restricting passing based on the Road Act

In order to conserve road structures and protect road users from danger, road administrators will implement passage prohibition or restriction in a swift and accurate way in accordance with the Road Act (Act No. 180 of 1952). This will be done when any potential traffic danger is recognized due to the existence of road damages, road collapse or extraordinary weather conditions, or when a passage prohibition or restriction is considered necessary because of construction work. In addition, they will introduce any necessary regulations or laws on vehicles carrying dangerous objects in underwater tunnels, in order to prevent safety violations. They will also put height and weight limits on vehicles where it is necessary.

E. Implementing safety measures that accommodate local needs

In order to secure safe road traffic during winter, in designated cold snowy regions, the government will promote measures to keep road surfaces free of snow and ice; such as snow-clearing or antifreeze spray procedures that should be conducted timely and properly, and the installation of snow melting procedures at intersections, snow overflow gutters, and workspaces to put on snow-chains.

Also, for road traffic safety, the government will promote improvement of road information service devices, by which collected information on the weather and road surface conditions will be provided to road users.

2. Comprehensively implementing traffic safety awareness initiatives

Traffic safety education is important to make citizens aware of their responsibilities as members of “traffic society,” to improve the level of their understanding of traffic safety and their etiquette and behavior on roads, and to train people to be good citizens who can respect other people and contribute to the safety of neighbors and communities, under the principle of respect for human life. In order to raise the level of people’s traffic safety awareness and improve their traffic etiquette, it is necessary to provide life-long learning opportunities and learning programs for each age group, and inspire people to realize that traffic safety is something to be achieved by their own efforts. It is also necessary to enhance knowledge about and care for the weak including elderly and disabled people, to understand the pain of others, and develop an attitude toward accident prevention under the principle of people first.

In this light, the Traffic Safety Education Policy (National Public Safety Commission Notice No.15 of 1998) should be effectively used, to provide traffic safety education systematically and step by step for all generations from children to adults in a way to respond to their mental and physical development and needs at their respective life stages. Also, in response to the growing population of elderly people, the government will improve education designed for the elderly to improve their traffic safety awareness. At the same time, they will strengthen awareness-raising and guidance for the purpose of encouraging other generations to learn about characteristics of the elderly, and motivating them to protect and give consideration to the elderly. In addition, the government will strengthen traffic safety training for school children and junior high and high school students, who use bicycles frequently, by teaching them how to use bicycles safely, as preparatory education for future car drivers.

At schools, the region and morality related subjects, based on the curriculum guidelines, comprehensive learning time as special activities and independent activities for students, the guidance in daily life safety and activities, such as going to school, aiming to organized guidance and educational activities to be implemented according to the Plan for School Safety School Health and Safety Act. For students with disabilities, friendly guidance on road safety will be provided in special schools, based on the characteristics of the disability.

In promoting traffic safety education and publicity activities, the government will actively promote citizens’ hands-on participation, direct experience and practical training. Also, they will promote improvement of educational materials. For instance, the Internet will be actively utilized to promote interlinking among various educational programs. The government will ensure that necessary information is made available to the public in the form of easy-to-understand contents, to make it possible for people to understand and practice safe behavior on roads.

In the course of implementing traffic safety education and publicity activities, the national and local governments, police, schools, relevant private organizations, local communities and households will jointly promote community-wide activities through mutual assistance using their respective strengths. Especially, those officials of local public organizations and school teachers, who are in charge of traffic safety education will be encouraged to improve their leadership, and leaders in private sectors and community leaders will also be developed, so that regional voluntary activities to address local needs can be promoted.

Also, in order to effectively promote community-wide traffic education and publicity activities, exchanges among three generations, the elderly, parents and children, will be promoted so that all generations share opinions on traffic safety and develop mutual understanding, where the elderly will play the central role.

In addition, the government will develop reliable evaluation or assessment methods with regard to expectable effects or results of education and publicity activities, evaluate or verify these activities, and work to effectively implement further activities. Furthermore, using those verification and evaluation results, they will make efforts to improve relevant parties’ understanding of the significance and importance of the activities.

[Priority measures and newly-introduced measures in the Ninth Program]

- Promoting traffic safety activities focused on citizens' participation, hands-on experience and practical implementation ((1) F, (2), (3) A, B, E (5))
- Promoting traffic safety education for elderly people ((1) F)
- Promoting safe bicycle riding ((3) B)
- Promoting the use of seat-belts by backseat passengers ((3) C)
- Promoting the use of reflective materials ((3) E)
- Establishment of normative consciousness toward eradicating drunk driving ((3) F)
- Promoting traffic safety initiatives by private organizations ((4))
- Promoting citizens' participation and collaboration ((5))

(1) Promoting systematic and step-by-step traffic safety education

A. Promoting traffic safety education for preschool children

Traffic safety education for preschool children aims to teach basic traffic rules and develop an attitude to observe the rules and practice traffic etiquette as required according to their physical and mental development as well as regional needs, and also to teach the basic skills and knowledge necessary for the safe use of roads in their daily living.

At kindergartens and nurseries, traffic safety education should be given systematically and constantly by using every possible opportunity during their daily education and care activities, in cooperation with children's families, relevant organizations, and groups, etc. In order to make educational programs effective and easy to understand, visual aids such as picture-story shows, etc. will be utilized, and home education by parents or guardians will be promoted. Also, the government will promote improvement of educational materials or teaching aids as well as training skills of teachers.

At children's halls and playgrounds, traffic safety education will be promoted as part of play programs designed especially for small children. Parents, etc. will be encouraged to organize groups to support such educational activities.

Relevant organizations will assist kindergartens, nurseries, etc. in promoting traffic safety education, by providing them with various teaching materials, teaching aids and information that satisfy regional needs and are designed to meet the respective stages of children's mental and physical development. Also, the government will promote educational programs for children's guardians, such as lectures or seminars, so that they can be a model of a good road user to give appropriate traffic safety guidance to their children at home or on the road. In addition, they will promote the activities of volunteer traffic attendants (trained volunteers engaged in assistance for people's safe road use), such as giving children tips on the safe use of roads around their kindergartens, nurseries, etc. and also holding traffic safety seminars for their guardians.

B. Promoting traffic safety education for school children

Traffic safety education for school children aims to teach the skills and necessary knowledge as a pedestrian or bicycle user in a way so as to meet their physical and mental development and regional needs, and also train children to improve their attitudes and ability to be well-prepared for any possible danger on roads and to avoid danger by judging the road and traffic conditions.

Elementary schools will carry out traffic safety education in cooperation with children's families, relevant organizations, groups, etc., in a way so as to introduce it throughout all school education programs, mainly during physical exercise classes, moral classes, homeroom activities, school council activities, special activities of school events, and hours for comprehensive studies, etc. Focus areas of education include rules to observe as a pedestrian, tips on the safe use of bicycles, the safe use of public transports, methods to predict and avoid danger on roads, and the significance and necessity of traffic rules, etc.

For the systematic, effective implementation of traffic safety education at elementary schools, reference materials necessary for guidance will be prepared and distributed. Also, as part of

the efforts to seek appropriate traffic safety education and desirable methods, surveys and research will be conducted, and seminars for teachers will be carried out.

Relevant organizations will assist elementary schools in promoting traffic safety education, and also implement supplementary educational programs for children. Also, lectures or seminars designed for children's guardians will be provided, so that they can be a model of well-behaving citizens in their daily living and give appropriate on-site guidance to their children on the road as a pedestrian or bicycle user, including basic traffic rules and traffic etiquette.

In addition, the government will promote the activities of volunteer traffic attendants such as giving children safety tips on their school routes and holding traffic safety seminars for their guardians.

C. Promoting traffic safety education for junior high school students

Traffic safety education for junior high school students aims to train them to master overall safety skills and traffic knowledge necessary in their daily living, especially when using a bicycle, and also educate them to care for others on the roads by paying attention not only to one's own safety but also to the safety of other people.

Junior high schools will carry out traffic safety education in cooperation with students' families, relevant organizations, groups, etc., in a way so as to introduce it throughout all school education programs, mainly during classes of health education and physical exercise, moral classes, homeroom activities, student council activities, special activities of school events and hours for comprehensive studies, etc. Focus areas of education include rules to observe as a pedestrian, tips on the safe use of bicycles, characteristics of automobiles, etc, the methods to predict and avoid danger on the roads, meanings of road signs and marks, first aid methods, etc.

For the systematic, effective implementation of traffic safety education at junior high schools, reference materials necessary for guidance will be prepared and distributed. Also, as part of the efforts to seek appropriate traffic safety education and desirable methods, surveys and research will be conducted, and seminars and lectures for teachers, including those on CPR (cardiopulmonary resuscitation), will be carried out.

Relevant organizations will assist junior high schools in implementing traffic safety education smoothly, by sending instructors or providing necessary information. Also, lectures or seminars designed for students' guardians as well as supplementary educational programs for students will be promoted and carried out in their communities.

D. Promoting traffic safety education for high school students

Traffic safety education for high school students aims to train them to master overall safety skills and traffic knowledge necessary in their daily living, especially when using a motorcycle or bicycle, and also to educate them to practice responsible behavior, as a member of traffic society and a good citizen, by observing traffic rules with an attitude of respect for their own life as well as of other people.

High schools will carry out traffic safety education in cooperation with students' families, relevant organizations, groups, etc., in a way so as to introduce it throughout all school education programs, mainly during classes of health education and physical exercise, homeroom activities, school council activities, special activities of school events, and hours for comprehensive studies, etc. Focus areas of education include tips of the safe use of bicycles, characteristics of motorcycles and automobiles, the methods to predict and avoid danger on the roads, drivers' responsibilities, first aid methods, etc. In addition, as it is expected that many students will obtain driver's licenses in the near future, preparatory education for future drivers will be provided. Especially, guidance for motorcycle and vehicle safety will be designed according to the actual needs of students and their communities, in cooperation with relevant organizations, the PTA, etc., with the aim to improve students' awareness of safe driving and their practical skills through training programs and practical lessons.

For the systematic, effective implementation of traffic safety education at high schools,

reference materials necessary for guidance will be prepared and distributed. Also, as part of the efforts to seek appropriate traffic safety education and desirable methods, surveys and research will be conducted, and seminars and lectures for teachers, including those on CPR, as well as regional projects for promoting traffic safety education, will be carried out.

Relevant organizations will assist high schools in implementing traffic safety education smoothly, by sending instructors or providing necessary information. Also, supplementary educational programs for local high schools students or young people of corresponding age will be carried out. In addition, exchange programs between high schools and junior high schools or elementary schools will be promoted for the purpose of raising their sense of responsibility as a high school student and encouraging active participation of high school students in traffic safety activities.

E. Promoting traffic safety education for adults

Traffic safety education for adults from the viewpoint of the security of safe driving will be directed mainly to those who are going to acquire a driver's license and driver's license holders. Besides this, traffic safety education for university/college students and adults will be enhanced.

Further improvement of the quality of education at driving schools will be promoted, since driver's education mostly takes place at driving schools.

Education for driver's license holders aims at the improvement of their awareness of drivers' social responsibilities, driving skills necessary for safe driving, the capability to predict any danger and avoid it, understanding of the psychological damage of traffic accident victims and miseries of traffic accidents, traffic safety awareness and traffic etiquette. Adult traffic education will consist mainly of various lectures and classes organized by the prefectural public safety commissions, a customized driver's education program provided by driving schools or private institutions for traffic safety education, and traffic safety education for professional drivers provided by safe driving administrators and operation administrators as part of in-house educational programs to ensure safe driving or safe operation of transport.

Registered vehicle users will make efforts for invigoration of voluntary safe driving management, by sending their safe driving administrators and operation administrators to statutory traffic safety lectures or seminars for managers, etc. Also, training facilities such as the Central Driving Safety Training Center of the Japan Safe Driving Center will be utilized to train professional instructors for drivers to acquire high-level driving skills and instruction methods. In addition, the government will promote improvement of those institutions or facilities for traffic safety education.

Also, they will promote traffic safety activities at community halls or social education facilities, including traffic safety seminars or lectures for adults. In addition, those activities operated by relevant organizations or volunteer traffic attendants will be promoted.

Traffic safety education for university/college students will be enriched in cooperation with relevant organizations, groups, etc. in accordance with their actual use of cars and motorcycles.

F. Promoting traffic safety education for elderly people

Traffic safety education for elderly people aims to help them understand the influence of their aging and deteriorated physical function on their capability as a pedestrian or driver, and also acquire practical skills or knowledge about traffic rules necessary for the safe use of roads according to road and traffic conditions.

In order to promote traffic safety education for elderly people, the national and local governments will improve the education scheme designed for the elderly, through development of traffic safety instructors for the elderly and the development of teaching materials or tools. Also, they will vigorously promote the participation, experience and practice-based traffic safety education program for senior leaders (senior instructors in charge of traffic safety education for the elderly). Also, traffic safety seminars for the elderly will be held in cooperation with relevant organizations, volunteer traffic attendants, medical institutions, welfare facilities, etc., and various

events including social education activities and welfare programs will also be utilized to increase opportunities for traffic safety education for the elderly. In addition, targeting those elderly people who have never had a chance to participate in traffic safety education programs, community-based activities will be promoted so that those elderly people can learn safety tips from an instructor who visits them at home or from people around them in their daily life. When promoting these activities, it is necessary to invite the spontaneous participation of elderly people, and also provide them with practical guidance based on past data of elderly-involved traffic accidents. In addition, effective utilization of traffic safety equipment, such as reflective materials will be promoted.

Also, education for elderly drivers will also be promoted, by carrying out and making improvements on lectures for elderly drivers or classes for less elderly drivers to be taken at the time of renewal of a driver's license. In addition, private driving lessons will be provided in cooperation with relevant organizations, driving schools, etc., in order to increase opportunities for elderly people to take such lessons and encourage their spontaneous participation.

For those elderly users of electric wheelchairs, the government will work together with industrial organizations including electric wheelchair manufacturers to make sure that instructions and guidance necessary for safe use are given at the time of purchase, and also promote traffic safety education for the safe use of electric wheelchairs.

Furthermore, for the purpose of vitalizing community-based activities to ensure the safe driving of elderly drivers, they will carry out training programs for local senior leaders.

In addition, traffic safety activities operated by mothers for local communities as well as exchanges of different generations will be promoted to create more opportunities for children or the young generation to discuss traffic safety issues with elderly people or their parents and acquire appropriate guidance from them at home or at community events, etc.

G. Promoting traffic safety education for disabled people.

In order for disabled people to acquire the skills and knowledge necessary for their traffic safety, local welfare activities, etc. will be used to provide well-designed traffic safety education for disabled people according to the degree of their disability, using sign language interpreters, subtitled videos, etc. Also, the government will work to provide education opportunities at accessible places, and promote the development of effective teaching materials.

For the sake of those people who are unable to walk by themselves without assistance, lectures for their attendants including caregivers and volunteer traffic attendants will be held.

H. Promoting traffic safety education for foreign people

The government will promote traffic safety education for foreign people with the aim to improve their understanding of traffic rules in this country. In view of the recent growing internationalization, teaching materials for foreign people will be improved to ensure effective education. Also, the government will ask for the cooperation of employers of foreign people to promote their participation in traffic safety seminars, etc.

I. Improving education for traffic offenders

Education for traffic offenders including juveniles shall be further improved by focusing on respect for human life and law-abiding spirits with due consideration to victim's viewpoints, addressing individual problems and taking individuals' future plans into consideration.

In particular, further improvement shall be made by increasing inmates' opportunities to directly listen to the voices of victims or victims' organizations as guest speakers to the correctional institutions, developing effective teaching materials and standardized education programs in order to understand victims' emotions based on the results of the study group on "education from the victims' viewpoint."

Personality assessment for juveniles shall also be improved by promoting experts' research on more accurate assessment of the characteristics of juveniles and adequate assessment measures, and by using driving aptitude tests including those developed by the Ministry of Justice.

J. Improving probation for traffic offenders

The government will promote improvement of the competence of probation officers and volunteer probation officers to take care of individual or group traffic offenders, and implement effective treatment of people on probation depending on their individual problems, while focusing on programs for prevention of drunk driving.

(2) Promoting effective traffic safety education

In implementing traffic safety education programs, the government will introduce practical training allowing for hands-on experience as much as possible, so that participants can not only acquire skills and knowledge necessary for the safe use of roads but also understand the significance of those skills and knowledge.

Educational organizations for traffic safety will share information, and cooperate with each other by lending teaching materials and equipment for education, sending teachers and providing information each other upon request, to promote traffic safety education.

Also, the government will work to train and retain traffic safety instructors depending on the age distribution and road-use pattern of lecture students, improve teaching materials, and develop and introduce effective education methods.

In addition, they will review the effects of education and make any necessary change to or improvement of the education methods or teaching materials, to provide effective traffic safety education consistently.

(3) Promoting education activities to raise people's traffic safety awareness

A. Promoting traffic safety campaigns

Traffic safety campaigns will be promoted systematically and constantly through mutual cooperation among the government agencies and national associations organizing campaigns, organizations constituting regional Traffic Policy Councils, etc. of local governments, for the purpose of raising each one's traffic safety awareness to prompt them to observe traffic rules and traffic etiquette in their daily life, and also encouraging a national movement to improve the road traffic environment by citizens themselves.

Focus areas of traffic safety campaigns will be chosen from those issues common to overall cities nationwide, such as the prevention of traffic accidents involving elderly people and children, education for the correct use of seat-belts and child seats, prevention of nighttime accidents (especially at twilight), promotion of the safe use of motorcycles and bicycles, elimination of illegal parking, etc. In addition to those primary focus areas, other regional targets will be introduced as necessary in order to make campaigns effective for solving local problems.

Before actually carrying out a campaign, prior publicity towards local citizens will be made to obtain their understanding of the aims, terms, focus areas, action plan, etc. of the campaign, so that campaigns based on the hands-on participation of citizens can be enhanced. Also, campaign organizers will try to design and carry out campaigns based on the trend of traffic accidents in the target regions and the needs of local citizens and traffic accident victims, so that citizen-oriented campaigns can be developed.

Besides, organizers will promote participation of civic groups or volunteer traffic attendants to campaigns who can undertake community-based and finely-tuned activities and also promote traffic safety activities that lead citizens to understand that traffic accidents could happen to them, even today, through traffic safety classes based on hands-on participation, direct experience and practical training.

In addition, they will give sufficient consideration to make future campaigns more effective through verification and evaluation of the effects of traffic safety campaign after implementation.

B. Promoting safe bicycle riding

The government will work to establish an understanding that bicycles are categorized as "vehicles," and need to observe traffic rules and etiquette on roads as such.

In order to prevent traffic accidents or bad behavior of on-the-road bicyclists, by utilizing the "Five Rules for Bicycle Safety" Act (decision on July 10, 2007 by the Transportation Countermeasures Headquarters Central Traffic Safety Measures Council) the government will step up efforts to spread knowledge about safe bicycle riding and necessary attention toward pedestrians and other vehicles. Especially, they will make efforts for bicycle users to comprehend and follow the rules on the use of bicycles on walkways. The government will promote the responsible consciousness in bicyclists, such as adequate understanding that in the event of a collision with a pedestrian the bicycle is the perpetrator side, and acceptance of the responsibilities as being a part of transportation.

In view of the frequent occurrence of bicycle-involved traffic accidents at twilight or during the night, the government will strictly require bicycle users to turn on bicycle lights at night, and promote installation of reflective materials on the sides of bicycles.

In order to ensure safety for cases of riding a bicycle with an infant, the government will carry out traffic safety education, hands-on participation activities, that enable the guardians to actually feel the impact given by infant passengers, as well as promoting the usage of bicycles adapted for rides with two young children passengers for higher level of safety.

In addition, the government will promote publicity activities about the potential danger of a bicycle carrying a child or infant and actual accidents in the past, and also vigorously promote the use of a bicycle helmet for a child or infant.

C. Promoting the use of seat-belts by backseat passengers

The government will work to deepen people's understanding of the effectiveness and proper way of wearing seat-belts, and promote correct seat-belt usage in every seat. (As of October 2010, the use rate of seat-belts on general roads is 97.3% for the driver's seat, 92.2% for the passenger seat and 33.1% for rear seats, according to the survey conducted jointly by the National Police Agency and Japan Automobile Federation.)

To this end, educational activities will be vigorously promoted using all possible opportunities and diverse media through mutual cooperation among the national and local governments, relevant organizations and groups.

D. Promoting the proper use of child seats

To widely promote proper use of child seats, the government will effectively provide guardians of infants and small children with information and guidance about the effectiveness and proper usage of child seats, by using a symbol character for promotion activities of child-seat use, in cooperation with kindergartens, nurseries, hospitals, etc. In particular, education toward guardians of upper-age-group children will be strengthened (As of April 2010, the use rate of child seats is 56.8% for children under 6 years old and 32.8% for 5-year-old children, according to the survey conducted jointly by the National Police Agency and Japan Automobile Federation.)

Also, various assistance programs of local governments or private organizations will be utilized to create an environment that facilitates the use of child seats.

In addition, the government will encourage manufacturers of child seats and automobiles to enhance their efforts to make public a table indicating the compatibility between child seats and vehicle seats, release comparative data on the reliability of each product, and prepare easy-to-understand instruction manuals. Guidance and advice for customers at retail shops as to the proper use of child seats will also be promoted.

E. Promoting the use of reflective materials

In order to promote the use of reflective materials, which are expected to be effective for preventing traffic accidents involving pedestrians or bicyclists at night, the government will vigorously promote education and publicity activities through various media. Also, for the purpose of raising people's understanding of the visibility-enhancement effect and proper use of reflective materials, they will carry out various educational events based on citizens' hands-on participation,

direct experience and practical instruction and hold exhibits of reflective materials in cooperation with relevant organizations and groups.

The popularization of reflective materials will be targeting all age groups, and especially for the elderly that account to the high proportion of the number of traffic fatalities during walking, popularization will be promoted. In addition, the government will encourage incorporating reflective materials in personal belongings such as clothes, shoes, bags, etc., and release information on reliable products with appropriate reflective performance to the public as much as possible.

F. Establishment of normative consciousness toward eradicating drunk driving

While continuing to promote road safety awareness education and publicity in order to make well-known the reality of traffic accidents caused by drunk driving and the dangers of drinking and driving, the government will make further efforts to eradicate drunk driving regionally and occupationally, to raise awareness of the handle-keeper movement in cooperation with the parties concerned, such as traffic volunteers and safe driving administrators, manufacturers and distributors of alcoholic beverages, restaurants offering alcoholic beverages, parking facilities and etc., and will strive to establish the "Do not drink and drive, do not let drink and drive!" as a normative consciousness for the people.

G. Implementing effective publicity

The government will conduct publicity activities for traffic safety promotion selectively and intensively, by using various media such as TV, radio, newspaper, the internet, etc., by sending specific, highly-appealing messages, including information on actual accidents, information closely connected with daily living and voices of traffic accident victims. Effective implementation of the activities will be sought under the following strategies.

- (a) With the objectives to prevent traffic accidents involving elderly people, improve people's proper use of seat-belts and child seats, eliminate drunk driving and illegal parking, etc., the government will carry out wide-area campaigns based on the combined efforts of households, schools, workplaces and communities, as well as intensive campaigns through joint efforts of the public and private sectors using multiple media.
- (b) Since the role of households is quite significant in promoting traffic safety, the government will work to enhance more elaborative publicity that penetrates into households by fully utilizing family-targeted media and promoting information releases via local public organizations or community groups, to effectively help protect children and elderly people from traffic accidents and eliminate reckless driving and drunk driving, etc.
- (c) For the purpose of assisting private organizations in promoting publicity activities, the national and local governments will make available as much relevant material and information on traffic safety as possible, and ask for the cooperation of news media to create nationwide momentum toward traffic safety promotion.

H. Promoting other education and publicity activities

- (a) For enhanced safety of elderly people, the government will promote the wide use of a mark designed to invite people's attention to the protection of the elderly from traffic accidents. Also, they will promote publicity activities using scientific data on how the deteriorated physical functions of the elderly would affect their behavior on roads. Furthermore, the government will put efforts into making other generations understand characteristics of the elderly and raising the awareness that other drivers need to pay enhanced attention to those vehicles with the "senior driver" mark.
- (b) In view of the frequent occurrence of critical accidents at twilight and during the night, the government will provide information on the major causes of those nighttime accidents, such as speeding drunk driving, etc. to the public, to help them understand how those violations cause serious accidents and how dangerous those illegal acts are, for the purpose of preventing those violations.

Also, they will encourage drivers to turn on their headlights earlier in response to weather change, a change of season and regional conditions, using traffic information boards, etc.

- (c) For the purpose of allowing citizens to understand the actual situations of how traffic accidents occur and improve their attitude toward accident prevention, the government will promote information services through the Internet to provide data on accidents and “black spots”.
- (d) The government will collect comprehensive safety information, such as vehicle assessment data provided by JNCAP (Japan New Car Assessment Program), data on the effectiveness of safety devices, information on the proper use of automobiles, information on vehicle inspection and maintenance, general information on traffic accidents, etc., and send such information from time to time to vehicle users, road transport companies, car manufacturers, etc. timely and properly, for the purpose of raising their traffic safety awareness.
- (e) The government will hold traffic safety symposiums for the purpose of introducing new views and knowledge to traffic safety activities, through discussions with intellectuals, and raising people’s traffic safety awareness.

(4) Promoting traffic safety initiatives by private organizations

The government will promote voluntary efforts and activities of those private organizations working for traffic safety improvement by assisting them in carrying out various projects and events including training programs of traffic safety instructors and also providing them with information and data necessary for their activities. Furthermore, they will encourage community groups, car manufacturers, car dealers, associations of car users, etc. , through various opportunities such as the Nationwide Traffic Safety Campaign, to effectively and actively implement traffic safety activities corresponding to each one’s field of activity in the context of regional needs and conditions. To this end, liaison meetings will be held on a regular basis between the government and private organizations as well as among private organizations to develop nationwide activities for traffic safety.

As for those traffic instructors or volunteer traffic attendants who do not belong to any organization, assistance in improving their qualities and capabilities will be provided to promote their independent activities and establishment of a framework for communication and mutual cooperation.

Especially for promotion of those traffic safety education programs or publicity activities initiated by private organizations or volunteer traffic attendants, efforts will be made to establish training schemes and curricula to develop traffic safety instructors.

(5) Promoting citizens’ participation and collaboration

Since traffic safety is supported by the safety awareness of local citizens, voluntary efforts of citizens to improve their traffic safety awareness are important.

Therefore, in the process of thoroughly spreading awareness for traffic safety, the government will promote accessible activities that satisfy the needs of each community on the basis of close cooperation between citizens and the government, private organizations, businesses, etc., and actively pursue the participation and collaboration of citizens.

From said viewpoints, the government will promote community based traffic safety measures with the aim to form safe secure communities. Those measures include supporting the creation of "community maps of high-risk spots" by citizens and road users, designing a framework in which citizens can actively participate in traffic safety activities, such as traffic safety comprehensive reviews, and setting specific objectives to address local needs in their activities.

3. Securing safe driving

In order to secure safe driving, it is necessary to improve capabilities and aptitude of drivers. To this end, the government will promote driver's education not only for driver's license holders but also for future drivers. In particular, education for elderly drivers will be enhanced, in view of expected rapid growth of elderly population. Also, the current driver's license system will be reviewed for any necessary improvement by taking into consideration the recent traffic conditions.

In addition, in view of expected future changes of the road transport industry, the government will emphasize the important role and responsibilities of the companies in traffic safety, work to promote the companies' voluntary efforts for appropriate safe driving management and to improve safety measures for the road transport industry, and make efforts to prevent traffic accidents at work.

Furthermore, the government will improve comprehensive information services on road traffic by utilizing information technologies, in order to satisfy people's needs and demands for upgraded diverse road traffic information systems, and provide accurate, timely information on meteorological conditions that would affect road traffic significantly.

[Priority measures and newly-introduced measures in the Ninth Program]

- Enhancing measures focused on elderly drivers ((1) D)
- Promoting safe driving management ((3))
- Widespread use of video recording type drive recorders ((3), (4) B)
- Improving the supervision of motor carrier businesses ((4) A)
- Enhancement of dissemination and utilization measures of equipment to help ensure safe driving ((4) B)
- Implementation of the factor analysis of traffic accidents related to auto transport companies ((4) C)
- Promoting the Trucking Business Safety Assessment Program ((4) E)
- Safety measures applied to land transportation of international maritime containers((6) B)

(1) Improving driver's education

With the aim to train people to be good drivers with the necessary knowledge, skills and capabilities for safe driving, traffic safety education will be promoted to foster safety awareness among people even before they obtain a driver's license. For those who are going to acquire a driver's license and driver's license holders, the government will promote education to improve their skills useful for safe driving in real situation.

Driver's education should not be limited to the lessons for the acquisition of knowledge and skills, but will be improved to provide the opportunity for drivers to develop safety awareness and appropriate attitude toward safe driving. To this end, the government will introduce education designed according to psychological and personal characteristics of individuals, seminars for better understanding of the tragedy of traffic accidents with the use of victims' memoirs, and education to make drivers aware of one's own physical and health conditions.

A. Improving education for those who are going to acquire a driver's license

(a) Improving education and training at driving schools

Education standards at driving schools will be improved, taking into consideration the latest traffic accident data and road environment such as traffic conditions, by reviewing current curricula and improving instructors' qualities, contents of lessons and teaching methods.

Also, information on education standards at driving schools will be released to the public.

(b) Improving courses of study for the acquisition of a driver's license

The government will improve courses of study for the acquisition of a driver's license of mopeds under 50 cc, ordinary two-wheel vehicles, large-sized two-wheel vehicles, ordinary motor vehicles, large-sized motor vehicles, extra-large-sized motor vehicles, ordinary

commercial vehicles, large-sized commercial vehicles and extra-large-sized commercial vehicles, respectively.

B. Improving driver's reeducation

For the purpose of ensuring effective implementation of driver's reeducation programs targeted to drivers whose license has been revoked or suspended, traffic offenders, novice drivers, those who are going to renew a license, and elderly drivers, the government will improve training facilities and equipment, enhance the quality of instructors, introduce high-level teaching materials and equipment, and improve contents and methods of education.

In particular, from the viewpoint of preventing drunk driving, an ideal method of reeducation program targeting the drivers, whose license have been revoked due to drunk driving offence, will be reviewed and its contents will be implemented.

Driving schools will promote reeducation programs for license holders and will improve their functions as the center of traffic safety education for local people.

C. Promoting safe driving of motorcycles

Education programs for motorcycle riders, including courses of study for the acquisition of a driver's license and safety seminars for users of two-wheel vehicles or mopeds will be effectively utilized and improved. The government will also improve traffic safety education programs at designated driving schools, for the purpose of reinforcing education for motorcycle riders.

D. Enhancing measures for elderly drivers

(a) Improving education for elderly drivers

The government will promote effective implementation of seminars for elderly drivers and improvement of classes for less elderly drivers at the time of renewal of their driver's license.

In particular, the training programs for the elderly based on training course preliminary examination (cognitive function examination) are committed to detailed education based on the examination results. In addition, the status of implementation of training course preliminary examination (cognitive function examination) is to be investigated, and whether the criterion of examination is appropriate or not is to be verified.

(b) Improving aptitude tests

Through the opportunities of training course preliminary examination (cognitive function examination), the government will strive to successfully implement aptitude tests, to identify drivers who are suspected of dementia, and to take administrative measures to cancel their driver's license, when those drivers are judged to be incapable of driving safely.

In addition, the government will investigate the status of implementation of pre-inspection training, and validate the inspection criteria to determine whether it is appropriate or not.

(c) Improvement of Driving Background Certificate

The government will strive to enhance the function of using the driving background certificate as identification, and to support persons who have voluntarily returned their driver's license.

(d) Utilizing the "elderly driver" mark

In order to raise the level of safety awareness of elderly drivers, the government will promote active utilization of the "elderly driver" mark.

E. Promoting the proper use of seat-belts, child seats and helmets

In order to ensure people's proper use of seat-belts, child seats and helmets, campaign will be conducted vigorously to publicize the effects of the proper use, in cooperation with relevant organizations, using every possible opportunity including seminars and traffic safety campaigns. The government will also strengthen on-the-road control over illegal nonuse of seat-belts, child seats and helmets.

F. Improving functions of the Japan Safe Driving Center

By using various training facilities at the Central Training Academy for Safe Driving of the Japan Safe Driving Center, education programs with hands-on participation, direct experience and practical training will be promoted for occupational drivers, juvenile drivers, and safe-driving instructors who need high-level driving skills and special knowledge. The Center will also improve other works, such as the issuance of notification or certificates and the implementation of surveys and researches.

G. Enhancing guidance for driving service agencies

The government will conduct on-the-spot inspections on driving service agencies to secure their appropriate business operation and traffic safety practices, and protect users of their services. Illegal conduct such as uncertified business operation, noncompliance with the obligation to buy liability insurance, and driving without a license will be strictly controlled.

H. Improving aptitude tests for occupational drivers of the road transport industry

As for aptitude tests for occupational drivers of the road transport industry, aptitude judgment methods, judgment equipment and overall test environment will be improved to encourage more occupational drivers to take the test.

I. Early elimination of incompetent dangerous drivers

The government will attempt to eliminate incompetent dangerous drivers at an early stage through the elimination of long-term non-practicing drivers by the appropriate and effective administrative penalty system.

(2) Improving the driver's license system

The government will review the current driver's license system by taking into consideration the recent trend of traffic accidents and traffic conditions. In particular, an investigation aimed at the increase of vehicle types that can be operated by the hearing impaired people.

In addition, the current license examination programs will also be reviewed and improved as necessary, verifying their function to accurately assess applicants' ability in real traffic environments.

Also, with the aim to operate from the standpoint of the general public, simplification of the renewal procedures will be promoted to alleviate the burden of license renewal. In particular, based on the situation after the introduction of the training course preliminary examination (cognitive function examination), from the perspective of reducing the burden for the participants, towards the rationalization of the content of training for the elderly will be examined.

Also, the facilities, equipment and driving aptitude consultation services for disabled people at license testing centers will be improved.

(3) Promoting safe driving management

By enhancing training for safe driving administrators and deputy safe driving administrators (Hereinafter referred to as "safe driving administrators"), the government aims to raise the awareness of quality and safety of these persons, to guide the safe driving administrators so that the traffic safety education based on road safety education guidelines is carried out properly at business establishments.

In addition, government will take measures to clean out the non-appointed establishments of safe driving administrators, enhance and strengthen the management system within the enterprises, and ensure thorough safe driving administrative work.

Also, the reporting system, under which any violation of the Road Traffic Act committed in course of business activities is supposed to be reported to employers, will be further utilized and the responsibility of employers and safety managers who order or tacitly permit illegal acts by their workers will be thoroughly investigated to realize appropriate driving management.

In order to further promote the prevention of traffic accidents in the course of business activities, the government will strive to promote the wide use of vehicle-mountable equipment to assist safe driving, such as a video-recording drive recorders, digitally operated recorders and etc., (Further referred to as "drive recorders"), along with promoting the publicity of the utilization of the accident information obtained by such drive recorders for safe driving management and road safety education.

(4) Improving safety measures for motor carrier businesses

A. Improving the guidance and supervision of motor carrier businesses

The government will promote audits of those business entities that have caused serious traffic accidents or newcomers of the road transport industry for the purpose of ensuring appropriate management of in-house driving operations and observance of the Labor Standards Act and other relevant acts and ordinances. Also, they will promote strict administrative disposition of badly-behaved companies by implementing joint audits and supervision in cooperation with relevant organizations. To this end, the appropriate audit system will be established and audit implementation structure will be strengthened to ensure effective, efficient audit.

Also, through the utilization of liaison meetings held among relevant administrative organs, as well as the mutual reporting system of supervision results, the government will adequately operate the reporting system of any traffic accident caused by an overworked driver, etc., strengthen guidance for the road transport industry, and also work to give guidance through industrial associations and relevant organizations as well. Especially for road freight transport companies, organizations engaged in road freight transport improvement works will enhance guidance to ensure operational safety, such as prevention of drivers' overwork and overload of vehicles.

Also, road transport companies will be encouraged to establish an organization-wide safety management scheme through concerted efforts of all members from executives to field drivers, to raise the level of safety awareness and improve the level of safety standards at all workplaces. At the same time, the government will introduce the "safety management evaluation system" by which they assess safety management schemes of those companies.

In addition, by mandating the use of alcohol detector at the time of motor carrier businesses roll-call held on April 1, 2011, aiming for zero count drunk driving for motor carrier businesses.

B. Enhancement of utilization measures and promotion of equipment that contributes to ensure safe driving

The government strives to promote the wide spread of equipment that contributes to ensuring safe driving drive recorders, while understanding and sharing the risk information among transportation business operators crew, to easily research and formulate measures to prevent the recurrence of accidents caused by operation managers and administrators, and in order to implement efficiently and effectively the procedures for making the use of video recording type drive recorders well-known.

C. Implementing multilateral analysis of accident information of commercial vehicles

In order to improve information on traffic accidents of commercial vehicles, the government will not only collect and analyze accident information in accordance with the Regulation on Motor Vehicle Accidents Report (Ministry of Transport Ordinance No.104 of 1951), but also enhance collection and analysis of information and data contributive to the root cause analysis of traffic accidents involving road transport service vehicles, and then promote multilateral analysis on those accident information and data.

D. Improving training of transport operation managers

For training guidance for operation managers, the government will promote private sector participation and strive to improve the course environment.

G.Promotion of “Freight Vehicles Transportation Business Safety Evaluation Program”

Regarding nationwide freight vehicles transport optimization business implementation institutions, the government will promote “Freight Vehicles Transportation Business Safety Assessment Program” (commonly known as G-mark project), conducted by nationwide organizations engaged in road freight transport improvement works with the aim to assist users of road freight transport services in selecting reliable safety-conscious companies.

When the national or local governments or private organizations use road freight transport services, the government will encourage them to actively select certified “companies of excellence in safety” (commonly known as G-mark recognized companies) in view of the number of certified companies, seeking the understanding of relevant parties, from the viewpoint of contributing to the promotion of road traffic safety through their respective work.

F. Support for the implementation of corporate safety education

To promote the internal safety training, implementation consulting support to carry out accident prevention through the use of external experts, in order to enhance the safety training within the company.

(5) Preventing traffic accidents at work, etc.

A. Preventing traffic accidents at work

By instructing business entities to fully observe the guidelines for the prevention of traffic accidents at work, the government will promote establishment of safety management scheme at workplaces, management of appropriate work hours, appropriate driving schedule control, education for drivers, their health management and improvement of attitudes toward the prevention of traffic accidents at work.

Furthermore, through cooperation with relevant organizations to ensure effective implementation of those measures, the government will give instructions to business entities to appoint a manager in charge of transport labor responsible for the prevention of traffic accidents at work, and promote education for the managers and drivers in accordance with the guidelines, implementing guidance at individual workplaces.

B. Improving working conditions of drivers

In order to improve working conditions for occupational drivers, including conditions of work hours, holidays, overtime pay, wage structure, etc., the government will supervise employers to ensure their compliance with all relevant labor acts, including the Labor Standard Act (Act No.49 of 1947) and the Standard for Improving Work Hours and Other Conditions of Occupational Drivers (Ministry of Labor Notice No.7 of 1989).

Also, liaison meetings among relevant administrative organs will be held and mutual reporting of audit/supervision results will be utilized, while joint audit/supervision with relevant administrative organs will be implemented when necessary.

(6) Improving information on road traffic

A. Ensuring access to necessary information on dangerous materials being transported

For the purpose of preventing large-scale accidents during the transportation of dangerous materials and ensuring access to information which helps minimize damages caused by such accidents, the government will more strongly instruct companies that transport dangerous materials to observe relevant acts and ordinances, implement driver education, and carry the “yellow card” (which is the emergency contact card that holds the necessary information in case of an accident, such as descriptions on characteristics of the hazardous materials, the treatment agent, its suppliers, etc.).

Also, in order to take safe, prompt counter-accident actions at the time of a traffic accident that causes a dangerous material spill, the government will work to prepare the database on dangerous materials, as well as prepare materials and equipment needed for handling these spills.

B. Safety measures in accordance with international maritime container transportation by land

For the purpose of ensuring the safety of international maritime container transportation by land, for the concerned parties, the government aims to disseminate the "Guidelines for safe land transport of international marine containers," which was established in 2005, whose content is secure implementation of container locking, the transmission of information regarding the weight of the container cargo, and etc.

In addition the submission to parliament of the "draft of Law on the Safety of Transportation of International Integrated Land and Sea Container Transport Vehicles" is considered.

C. Improving meteorological information

The government will stay aware of any weather conditions or natural phenomena which could affect road traffic, and make efforts to improve qualities of meteorological information, including alerts, warnings, and forecasts of bad weather (tsunamis, typhoons, floods, earthquakes, volcanic eruptions, etc.), and to ensure timely announcements and the swift provision of such information. They will also promote collection of information on road snow conditions and surface conditions, etc., and improve equipment used for providing road users with timely road information.

Furthermore, facilities for observing weather conditions, earthquake, tsunami and volcanic activities will be constructed as necessary, and the maintenance and improvement of those facilities will be promoted. At the same time, the government will promote information sharing with disaster prevention organizations, and strengthen IT-utilized observation or monitoring systems. Improvement of people's knowledge about meteorological phenomena will also be promoted by way of publicity activities, seminars, etc.

4. Ensuring vehicle safety

Motor vehicle technology has advanced significantly over recent years, particularly through the increasing use of electronics technology in motor vehicles. As a result, there is an expanding range of technology that can be effectively applied to improve vehicle safety. In view of this, it is necessary to strengthen measures for vehicle safety.

Recognizing this point, while the government will take measures to prevent accidents attributable to vehicle structure, they will also try to prevent accidents attributable mainly to human factors, such as driving errors, by taking all possible measures on vehicle structure.

At the same time, the government will enhance measures on vehicle structures to minimize the harm and damage resulting from traffic accidents that unfortunately occur. As part of this effort, measures aimed at preventing vehicles from catching fire and making it easier for occupants to escape from vehicles after an accident will be promoted.

Particularly, considering the seriousness of residual disabilities and the fact that the number of accidents, deaths and injuries still remains high, the government must evolve and mature the existing policies, which have worked well to reduce harm until now, and at the same time, further improve the vehicle safety measures for preventing accidents by utilizing advanced technologies. In promoting vehicle safety measures, the government must aptly implement not only improvement and strengthening of the safety-related standards but also policies for encouraging vehicle manufacturers and research organizations to develop safer vehicles and those for encouraging drivers to select safer vehicles, at respective stages from basic research to commercialization and dissemination, to make regulations and inductive measures coordinated with each other.

Furthermore, to ensure safety of motor vehicles in use, the government must promote appropriate maintenance of motor vehicles. This is because many motor vehicle parts and components such as brake pads and tires deteriorate and wear out when used and some parts such as brake oil and rubber parts such as belts deteriorate over time even when the vehicle is not used. Thus, if vehicles are not properly maintained, there is a growing risk that defective performance will eventually result in an accident.

The maintenance of a motor vehicle is primarily the responsibility of the vehicle user. However, since the risk of traffic accidents endangers not only the lives of the vehicle driver but also those of third parties, motor vehicle inspection will be conducted to ensure the safety of each vehicle.

[Priority measures and newly-introduced measures in the Ninth Program]

- Developing and promoting Advanced Safety Vehicles ((1) A, B)
- Improving Japanese Industrial Standards relating to vehicle safety ((1) C)
- Improving motor vehicle check and maintenance ((3) C)
- Improving and reinforcing the recall system ((4))

(1) Improving vehicle safety-related standards

A. Strengthening safety regulations for road transport vehicles

(a) Promoting vehicle safety measures

Vehicle safety measures will be carried out based on the results of the Council of Transport Policy Land Transport Subcommittee of Road Transport Division held in 2010.

More specifically, focusing on the Revision Committee in which the industry, government, and academia sections participated in, the vehicle safety measures will be promoted by implementing the continuous flow series and examination of the specific content of the measures, such as: i) Understanding and analysis of real accidents, ii) Policies regarding the safety measures, iii) Pre-effect evaluation and post- effect evaluation.

In particular, efforts contributing to further promotion of the accidental injury generation mechanism, allowing the possibility of detailed understanding of passengers injury situation, that can be investigated through detailed understanding and analysis of the actual situation of the accidents, while combining the usage of information from EDR and drive recorders with the

cooperation of medical institutions, will be discussed.

In addition, the government will also draw up and carry out concrete safety policies by taking into account changes in the use of motor vehicles, new technological developments, and overseas trends in motor vehicle safety policies.

With regard to protective safety measures to prevent accidents, as a part of the efforts to improve vehicle safety measures, promoting the development and dissemination of Advanced Safety Vehicle (ASV) in order to expand and strengthen the previous safety standards, in which there is a need to deepen cooperation and effective provision of information and comprehensive Car Assessment for the users, striving for further cooperation in the future.

(b) Expanding and strengthening the safety standards for road transport vehicles

The safety regulations for road vehicles stipulate safety requirements of vehicle structure and equipment, which form the basis of safety policies. The government will work to appropriately improve and strengthen safety regulations, based on the results of studies mentioned above, in areas of preventive safety technologies to prevent accidents through precautionary measures; damage mitigating technologies to protect passengers and pedestrians in the event of an accident; and post-collision damage minimizing technologies to preventing the occurrence of secondary accidents, e.g. fires and explosions following a traffic accident.

For expanding and strengthening safety standards, constructively considering the future, the government will continue to strive to ensure the safety of road traffic in particular for the following matters:

- 1) By implementing the measures to prevent various collision forms, measures to protect the pedestrians and the elderly that make up the highest percentage of deaths, through performing the further development of the technology to prevent traffic accidents, the vehicle safety development is to be promoted.
- 2) By implementing the low-noise measures of hybrid and electric vehicles, safety measures related to lithium ion batteries to be mounted on electric vehicles, and safety measures of ultra-small cars, it is possible to ensure the safety relevant to these new vehicles.

In improving safety regulations, deliberations will be carried forward with international cooperation so as to keep the regulations from hindering global distribution of vehicles.

B. Developing and promoting Advanced Safety Vehicles (ASV)

The government will promote Advanced Safety Vehicles (ASV) equipped with systems that support safe driving of the users by implementing the advanced technology, under the Study Group for Promotion of ASV, a cooperative framework among industry, government and academia.

Although the responsibility of safe driving lays uniquely on the driver, in the future, along with the progress of driving technology, there is a risk of accidents caused by overconfidence in new technology, for systems that support safe driving, overconfidence measures for drivers should be considered.

In addition, the government will also continue to promote autonomic ASV technologies that are ready for practical application, such as ASV collision mitigation brake, subsidy system expansion, and development of technical guidelines.

C. Improving Japanese Industrial Standards relating to vehicle safety

The government has been working to improve the hardware-related vehicle safety standards of Japanese Industrial Standards (JIS), which was established based on the Industrial Standardization Act (Act No. 185 of 1949). The government is also working to make improvements from the aspects of i) vehicle control, ii) sensing external information, and iii) man-machine interface with drivers, based on recent technical advances.

Technology to alert and control for supporting the driving of vehicles is one of the areas where Japan is leading the world in practical application. Relevant government agencies will work together to establish the Japanese Industrial Standards related to reducing the operating duty of drivers, improving user-friendliness, calling attention to danger, avoiding accidents and reducing

damage, including i) adaptive cruise control system, ii) forward vehicle collision warning device, iii) vehicle side obstacle warning, and iv) lane departure warning system.

Furthermore, the government will make efforts to establish Japanese Industrial Standards through the Japanese Industrial Standards Committee, which is Japan's representative organization for the ISO, in order to contribute to preventing traffic accidents in harmony with international standards.

(2) Providing motor vehicle assessment information

Automobile assessment businesses providing summarized comparative information to automobile users on regular basis with fair and neutral standpoint on the safety of every car model, along with the general information regarding the correct use of vehicle safety equipment and the equipment situation, are to be promoted. In addition, public understanding of the advanced technology of automobile safety technology, such as ASV, will be promoted. Through these measures, following the choices of automobile users, the government will promote the widespread use of safer vehicles, and at the same time promote the automobile makers' research and development of safer cars.

In addition, in regard of child safety seats, the government will provide comparative information to the users about car safety for each product aiming to expand the use of safer child seats through the selection.

(3) Improving motor vehicle inspection, check and maintenance

A. Improving motor vehicle inspection

The government will ensure a steady implementation of initial inspections and other motor vehicle inspections based on the Road Vehicle Act (Act No. 185 of 1951). For example, they will promote upgrading of vehicle inspections by developing inspection machines which enable malfunction diagnosis of computerized safety devices, and utilizing vehicle inspection information through the introduction of IT, in response to developing automobile technology which keeps pace with the improvements of safety regulations for road vehicles. Meanwhile, in order to prevent illegal modification, on-site inspections of motor vehicle users will be carried out accordingly, and roadside inspections will be improved and strengthened to exclude poorly maintained vehicles including illegally modified and nonconforming vehicles.

In addition, they will strengthen supervision of designated maintenance garages to ensure proper operation and utilization of the designation system for motor vehicle maintenance garages. They will also encourage the Light Motor Vehicle Inspection Organization, the organization authorized to conduct inspections of light motor vehicles, to improve the efficiency of their inspection procedures and reinforce their inspection system.

B. Improving Type Designation System

In order to prevent accidents caused by vehicle structure, the examination system on the safety of new model vehicles will be enhanced through the Motor Vehicle Type Designation System.

C. Improving motor vehicle check and maintenance

(a) Promoting motor vehicle check and maintenance

The government will implement a national Motor Vehicle Check and Maintenance Promotion Campaign in cooperation with relevant parties to raise awareness about vehicle check and maintenance amongst vehicle users and promote steady implementation of vehicle check and maintenance, for the purpose of vigorously promoting maintenance by vehicle users.

In addition, to improve the safety of commercial vehicles operated by road transport companies, the government will make use of all possible opportunities such as audits of those companies and seminars to maintenance managers to give guidance on vehicle maintenance and promote proper implementation.

Furthermore, the government will investigate the causes of accidents caused by vehicle defects and provide drivers with information concerning maintenance methods to prevent similar accidents in the future.

(b) Eliminating illegally modified vehicles

Illegally modified vehicles of motorcycle gangs and vehicles illegally modified to increase loading capacity present a significant road traffic danger and have become a serious social problem. In order to eliminate those vehicles and improve vehicle safety, the government will work with the support and cooperation of motor vehicle-related organizations to implement “a campaign to eliminate illegally modified vehicles” nationwide. Through publicity activities, providing guidance to relevant parties and implementing more extensive roadside inspections, the government will raise awareness about illegally modified vehicles amongst motorists and motor vehicle-related companies.

In addition, prohibition of illegal modification, and a strengthened ordering system of vehicle maintenance for illegally modified vehicles will be applied appropriately.

(c) Rationalizing and modernizing certified maintenance garages

Certified maintenance garages will be instructed to promote the rationalization of maintenance charges and maintenance contents to gain the understanding and trust of motor vehicle users concerning check and maintenance. The government will support the modernization of facilities in certified maintenance garages, and the improvement of their business management.

(d) Improving maintenance skills by responding to new automotive technology, etc.

As new automotive technologies come to be adopted and widespread and the environment of motorized society changes, a need arises for automotive maintenance service businesses to respond to such changes to offer proper maintenance services. The government will grasp the current conditions of the automotive maintenance service businesses through fact-finding surveys, and also promote the advancement of technology for automotive maintenance service businesses to cope with new automotive technology and diversifying needs of the users.

The government will also improve the technology of maintenance engineers by implementing seminars on new technology for maintenance managers. They also promote the utilization of the first class auto mechanic system to respond to such needs as the maintenance of motor vehicles that adopt new technology and explanation on the correct use of motor vehicles for users.

(e) Strengthening measures against illegal cases such as forged vehicle inspection

Although the designation system of motor vehicle maintenance garages was established for the purpose of utilizing capabilities of the private sector, illegal cases such as a designated garage issuing forged certification without actually conducting required inspection has increased recently. Considering this situation, the government will strengthen the supervision of designated garages to secure the proper operation and utilization of the system.

(4) Improving and Reinforcing Recall System

For steady implementation and quick recall of automobiles, the government will make efforts to collect information from the users and automobile makers, and conducting audits to the cars manufacturers and etc., in addition to carrying out the technical validation and confirmation by National Traffic Safety and Environment Laboratory of the vehicles that have doubtful safety or environmental performance.

Furthermore, in order to strengthen the research analysis system and information gathering system for quick and steady implementation of the recall following the point of view of the users, the following measures will be taken:

- Strengthening of information gathering

Regarding the information about defects and recall information, in order to strengthen information gathering, the expansion of information about defects that is collected from

automobile producers, by strengthening cooperation with international organizations, is aimed for.

- Strengthening of research analysis system

Regarding the collected information about defects, in order to further strengthen technology of verification system in National Traffic Safety and Environment Laboratory, along with the implementation of accurate screening, the enhancement of the research and analysis system is aimed for.

Also, recall related information should be provided for users for raising the awareness concerning defects of vehicles.

(5) Ensuring safety of bicycles

The government will utilize the type approval system for motorized bicycles (those using a motor to support cycling) and ordinary motor vehicles to promote safer use of bicycles and prevention of bicycle-related accidents. At the same time, they will encourage bicycle riders to get their bicycles checked, and educate them on using their bicycles properly. Taking into consideration the fact, that in recent years, the number of accidents harming pedestrians caused by bicycles users tends to increase, in order to secure funds for payment of compensation of such responsibilities, the government promotes various insurances that compensate victims for harm and damage caused by such accidents. Furthermore, to prevent traffic accidents at night, the government will work to improve visibility of bicycles by promoting use of headlights and reflective materials.

5. Maintaining road traffic order

To reduce the increasing number of traffic accidents caused by a failure to observe traffic regulations, it is necessary to target the maintenance of road traffic order through the enforcement of traffic guidance, investigation of traffic accidents and incidents and keeping control of motorcycle gangs.

To do this, more accurate evaluation and analysis of traffic accidents and stricter traffic guidance and control will be promoted, focusing on the malicious, dangerous and annoying traffic violations that are most likely to cause fatal and serious accidents.

Also, in response to the growing public awareness of thorough investigation of the causes of accidents, in order to analyze traffic offenses and traffic accident cases more quickly and effectively, the investigation system and equipment will be enhanced and strengthened.

Furthermore, in order to promote tougher measures against motorcycle gangs, all relevant bodies and organizations will cooperate to strengthen the resolve among citizens to eliminate such gangs from their communities and to promote the creation of an environment that does not tolerate such gangs' reckless driving, and to improve the system, equipment and materials for stricter controls.

[Priority measures and newly-introduced measures in the Ninth Program]

- Tightening traffic rule enforcement focusing on incompetent, dangerous, and annoying traffic offenses ((1) A (a))
- Identifying the true locus of responsibility for the accident ((1) A (b))
- Promoting guidance and control for bicycle riders ((1) A (c))
- Strengthening the investigation systems for traffic crimes and traffic accidents ((2))
- Strengthening countermeasures against motorcycle gangs ((3))

(1) Strengthening traffic guidance and control

A. Strengthening effective guidance and control on general roads

The government will promote more effective traffic guidance and control on general roads, focusing on the prevention of accidents involving pedestrians and bicycle users, and prevention of serious accidents on high-accident routes.

(a) Tightening traffic rule enforcement focusing on incompetent, dangerous and annoying traffic offenses

The government will improve guidance and control systems, promote traffic controls to protect children, elderly people, and disabled people, enhance guidance activities on high-accident routes, in addition to implementing strict controls on malicious, dangerous and annoying traffic violations such as driving without a license, drunk driving, extreme speeding, intersection related offences, and etc.

In particular, regarding drunk driving, the government will promote efforts towards the eradication of drunk driving, such as excluding the habitual offenders from the field of road traffic through strict measures, as well as implementing thoroughgoing investigations concerning the drivers, conducting and accepting drunk driving in their vicinities.

(b) Identifying the true locus of responsibility for the accident

In order to tackle commercial vehicle violations, such as vehicle overloading and use of overworked drivers, the government will vigorously administrate the responsibilities of registered vehicle users, and will impose restrictions on the use of vehicles or order freight owners to prevent reoccurrence, as needed. If it is found out that the employer is responsible for a violation, the government will provide them with guidance and supervision to ensure that they do not repeat such violations.

(c) Promoting guidance and control for bicycle riders

The government will actively guide and alert violations that may cause harm to pedestrians such as cycling without headlights, cycling by two, ignoring traffic lights, and not observing

stop signs. They will also promote measures to crackdown malicious and dangerous bicycle riders who do not follow such guidance and alert.

B. Strengthening guidance and control on Expressways

On expressways, not only serious violations but also even minor violations of traffic regulations can lead to serious accidents. With this fact in mind, traffic guidance and control on expressways will be improved and effective mobile patrols will be implemented according to local traffic flow conditions and traffic accident frequency, in order to prevent traffic violations and regulate traffic flow.

The government will focus their traffic guidance and control measures on highly malicious, dangerous and annoying traffic violations, in particular, such as extreme speeding, drunk driving, tailgating, and misuse of traffic lanes.

C. Promoting scientific guidance and control

The government will promote the use of scientific guidance and control methods that take into account traffic accident conditions more effectively. This will be done by improving traffic accident analysis system, researching and developing systems that analyze traffic accident incidence status and the status of guidance and control, improving equipment for traffic control, implementing R&D responding to the advancement of technology, and promoting the installation of speed control cameras.

(2) Strengthening investigation systems for traffic crimes and traffic accidents

In order to carry out faster and more effective investigations of traffic accidents and serious traffic offenses, investigation procedures and equipment will be improved through following measures:

A. Enhancing investigation system by full-time personnel

The government will work to organize the investigation system by full-time personnel for significant cases, raise the level of investigative skills of full-time investigators and improve investigation procedures, with the aim of strengthening the investigation system for traffic offenses and traffic accident cases.

B. Enhancing initial and scientific investigation systems

The government will promote the maintenance of traffic accident investigation support systems, including accident processing vehicles and other type of vehicles, and traffic accident automatic recording devices.

(3) Strengthening countermeasures against Motorcycle Gangs

To prevent increasingly serious cases of flagrant traffic violations by motorcycle gangs, protect traffic order, and contribute to the sound upbringing of young people, relevant bodies and organizations will cooperate to vigorously promote the following countermeasures against motorcycle gangs:

A. Strengthening communities' resolve to eliminate motorcycle gangs and improving guidance to youth at home and schools

To strengthen communities' resolve to eliminate motorcycle gangs, the government will offer cooperation to local governments to enact and operate bylaws aimed at eliminating motorcycle gangs. They will also actively carry out publicity activities to accurately show the reality of increasingly serious problems of motorcycle gangs, by providing the media with information. In addition, they will promote efforts to provide guidance to youth at home, schools, work places and communities, and promote guidance by holding "Class on Preventing Affiliation with Motorcycle Gangs," etc. The government will establish a system of motorcycle gang consultants in

collaboration with relevant organizations to ensure disintegration of motorcycle gangs, prevention of participation in motorcycle gangs, and support and guidance for withdrawing from motorcycle gangs. As issues of motorcycle gangs are closely connected to problematic behaviors such as juvenile delinquency, the government will work together with youth organizations to implement measures aimed for the sound upbringing of juveniles.

B. Creating environments that prevent motorcycle gangs gatherings

Relevant bodies and organizations in local communities will work together to create road traffic environments that do not allow motorcycle gangs to gather and disturb the peace. For example, the government will ask for cooperation from the managers of facilities where motorcycle gangs and their spectators tend to congregate, in order to promote the creation of an environment that discourages the gangs from assembling there.

They will also try to obtain information in advance. When a possible event is heard about, preparatory measures should be taken, such as trying to isolate the gang from their spectators.

C. Improving guidance and control of motorcycle gangs

In addition to the enhancement of the guidance and control system for motorcycle gangs and the development of equipment, the government will strengthen guidance and control of motorcycle gangs by tightening enforcement, applying various provisions such as a ban on collective dangerous acts, etc. for malicious offenses such as reckless riding sprees by groups and deliberately generating obnoxious levels of noise. Furthermore, the government will actively guide them to disintegrate gang groups.

The government will also conduct “campaigns to eliminate illegally modified vehicles” to control and seize illegally modified vehicles through roadside inspections, and urge judicial authorities to take measures to impound such illegal vehicles, in order to separate motorcycle gangs from vehicles. They will also identify the true locus of responsibility for actions that promote gang behavior including illegal modification of vehicles.

In addition, in conjunction with the concerned institutions in order to promptly and efficiently tackle gangs that are active in multiple prefectures, and for thorough gathering of information about the illegal vehicle modification and businesses that committed illegal modification, the prefectural police forces will cooperate with each other in carrying out investigations in addition to fundamental measures, such as strengthening the enforcement.

D. Preventing repeat offenses by motorcycle gang members

In carrying out investigations into offenses by motorcycle gangs, the government will strive to prevent convicted motorcycle gang members from repeating offenses by urging them to disintegrate their group or by getting them to leave their group. The government will clarify not only respective criminal facts but also the situation of the groups and various circumstances of the suspects, such as the background of their delinquency, personality, and environment. They will also understand the reality of those who have links with gangsters or organized crime groups, and guide them to break away from the group in question.

Regarding the motorcycle gang members who are put on probation, the government will strive for the implementation of treatment that focuses on the prevention of re-offence, such as cultivating their sense of conformity, adjusting the home environment, giving guidance on improving relationship with friends and withdrawal from the gang organizations.

In addition, the administrative penalties relating to licenses of motorcycle gang members will be carried out particularly quickly and strictly.

Furthermore, considering that motorcycle gangs are issues that are deeply associated with local communities, the government will promote establishments, such as the “Motorcycle Gang Prevention Executive Meeting,” which consist of representatives from agencies and organizations involved in promoting measures against motorcycle gangs, under the “Motorcycle Gang Response Meeting” established in prefectures and municipalities.

E. Preventing illegally modification of vehicles

To stop illegal vehicle modifications that may encourage road rampages, and prevent parts that do not conform to safety standards from being used for illegal modification, the government will actively promote national publicity campaigns and provide guidance for companies and related organizations through “Campaigns to Eliminate Illegally Modified Vehicles.”

In addition, if necessary, on-the-spot inspections will be carried out at offices, targeting not only the vehicle users, but also those who performed the illegal vehicle modifications.

Furthermore, the information related to thoroughly understanding of the situation for old vehicles and bikes that were illegally modified by illegal activities of Kyushayakai (a group of persons who operate old type motorcycles that were converted to match gangs motorcycle style) is to be shared among the prefectures in order to strengthen the enforcement to promote appropriate measures against illegal modification.

6. Enhancing rescue and emergency services systems

The government will improve rescue and emergency services systems and emergency medical care services by promoting closer liaison and cooperation with emergency-related organizations such as emergency medical facilities and fire fighting organizations. The improved systems will be designed to deal with road traffic accidents, including accidents on national expressways, to save the lives of people injured in traffic accidents and to minimize the harm and damage caused by accidents. To further improve the life-saving rate and the effectiveness of life-saving treatment, the government will focus particular attention on providing emergency medical care and emergency treatment to injured people by doctors, nurses, emergency life-saving technicians or ambulance attendants, as soon as possible at emergency scenes and on the way to medical facilities. At the same time, they will promote improved reporting of emergencies from the scenes of traffic emergencies and provide more widespread training on bystander's (persons who were present at the scene) first aid procedures.

[Priority measures and newly-introduced measures in the Ninth Program]

- Promoting and educating first-aid measures including cardiopulmonary resuscitation with the use of an Automated External Defibrillator (AED) ((1) C)
- Promoting the development and deployment of emergency life-saving technicians ((1) D)
- Development of Fast Emergency Vehicle Preemption Systems (FAST) ((1) I)
- Development of Help system for Emergency Life saving and Public safety (HELP) ((1) J)
- Promoting the “Doctor-helicopter” project ((2) C)

(1) Improving rescue and emergency services systems

A. Improving and expanding rescue systems

In order to deal with the increasing demand for rescue activities for traffic accidents and with the growing complexity and diversity of traffic accidents, the government will improve and expand rescue systems, with the aim of making rescue operations smoother.

B. Improving major rescue and emergency services systems

For dealing with major accidents in which large numbers of people are injured, such as large-scale road traffic accidents, the government will promote development of communication systems, implementation of training aid and utilization of Disaster Medical Assistance Team (DMAT), rescue and collective rescue emergency accident framework.

C. Promoting educational activity for diffusing first aid procedures such as cardiopulmonary resuscitation

Application of first aid by a bystander on site is expected to improve the effectiveness of life-saving treatment. As such, the government will promote the activity of providing education through workshops held by the fire services, etc. on emergency care including the use of AED.

With the view to promote the knowledge and skills of emergency care, such as standards on cardiopulmonary resuscitation established in 2000, relevant organizations such as the fire services, public health centers, medical institutions, the Japanese Red Cross and private organizations will promote the creation and distribution of manuals, and holding of workshops. They will also actively promote publicity or educational activities through such opportunities as First Aid Day and Emergency Medical Care Week. As well as improving the training of first aid instructors, guidance on first aid will be promoted at the time of receiving calls for emergency care. Furthermore, the government will try to spread knowledge on emergency relief through education and training at driving schools, courses of study for the acquisition of a driver's license, and courses of study at the time of renewal of a driver's license, and also try to spread the knowledge to safe driving instructors, safe driving managers, and commercial vehicle drivers who have a high possibility of encountering scenes of traffic accident.

The carrying of first-aid kits such as rubber gloves, tourniquets, and medical dressing will also be promoted mainly for commercial vehicles.

In addition, guidance on emergency care such as how to stop bleeding, the use of medical dressing and cardiopulmonary resuscitation will be provided in “Health and Physical Education” classes at junior high schools and senior high schools. The teaching ability of teachers will be enhanced by holding various workshops including practical training on cardiopulmonary resuscitation and promotion of knowledge on AED.

D. Promoting training and placement of emergency life-saving technicians, and utilization of doctor’s cars

To improve pre-hospital care (emergency treatment given at emergency sites or on the way to medical facilities), the government will work to train emergency life-saving technicians so that they can be assigned to fire-fighting stations nationwide, as well as promote utilization of doctor’s cars (emergency cars with doctors on board). The government will also promote the implementation of workshops and practical training for smoothly administering tracheal intubation and medication, which emergency life-saving technicians have been allowed to do due to the expansion of their range of care. Furthermore, they will improve the medical control system that ensures the quality of emergency treatment administered by emergency service staff such as emergency life-saving technicians under the instruction or guidance and advice of doctors.

E. Promoting the improvement of rescue and emergency equipment

The government will promote the improvement of rescue vehicles and rescue materials and equipment, and also promote the improvement of high-grade ambulances and high-grade emergency care equipment to enable emergency life-saving technicians to carry out sophisticated emergency care. At the same time, they will promote the introduction of communication and command facilities for fire fighting and emergency operations, integrating the abilities to issue emergency instructions, collect information on emergency medical treatment, and do searching and navigation for emergency services.

Furthermore, to improve access to emergency medical facilities, the government will promote the improvement of emergency access points on national expressways.

F. Promoting emergency duties by fire-fighting helicopters

Since helicopters are effective in grasping the situation of accidents and transporting the wounded, the government will promote the deployment of fire-fighting helicopters nationwide, and promote active utilization of helicopters in emergency duties, including a mutually complimentary system with doctor’s helicopters.

G. Improving education and training of rescue workers and ambulance attendants

To deal with the increasingly complex and diverse nature of rescue and emergency situations, the government will strongly promote improved education and training of rescue workers and ambulance attendants to raise their level of knowledge and skills.

H. Improving emergency services on national expressways

As a part of its road traffic management work, the East Nippon Expressway Company, the Central Nippon Expressway Company and the West Nippon Expressway Company (hereunder called Expressway Companies) will provide emergency services on independent section of national expressways. At the same time, the municipalities along national expressways will also be responsible for providing emergency services on the expressways, in line with the Fire Fighting Act (Act No.186 of 1948) both parties will cooperate with each other in carrying out appropriate and effective rescue and emergency services for road users.

To promote this, the relevant municipalities and the Expressway Companies will strengthen their cooperation by improving communication and liaison. The Expressway Companies will also

provide financial support to municipalities with expressway interchanges that are not included in independent emergency service sections of expressways, so that those municipalities can improve their emergency services.

The Honshu-Shikoku Bridge Expressway Company will also provide financial support in a way similar to the relevant municipalities to ensure that they provide emergency services for the road links between the islands of Honshu and Shikoku (Seto-Chuo Expressway and Kobe-Awaji-Naruto Expressway). At the same time, the municipalities will promote the improvement of their emergency services to take every possible measure for their emergency services.

Furthermore the Expressway Companies, the Honshu-Shikoku Bridge Expressway Company and relevant municipalities will promote improvements in facilities necessary for emergency services and implementation of employee education and training.

I. Development of Fast Emergency Vehicle Preemption Systems (FAST)

To reduce the response time between the time an emergency is reported and the time emergency vehicles arrive at the scene, and also to prevent emergency vehicles from causing traffic accidents, the government will promote the introduction of the Fast Emergency Vehicle Preemption Systems (FAST) for controlling traffic lights to give priority to emergency vehicles.

J. Development of Help system for Emergency Life saving and Public safety (HELP)

To rescue the injured as soon as possible and expedite accident processing in case of emergency, such as traffic accidents, the government will promote wide application of the Help system for Emergency Life saving and Public safety (HELP), that enables emergency vehicles such as police, fire department, and etc. to reach the sites of accidents promptly by reporting the location of the accident through an in-car device or cell-phone, utilizing GPS technology that determines the position of a vehicle involved in an accident using satellites.

(2) Improving emergency medical systems

A. Improving emergency medical facilities

With the aim of expanding and improving procedures for initial emergency medical systems, which forms the basis of emergency medical care services, the government will promote the establishment of after-hours emergency medical centers and the systems of on-duty doctors at home. In addition, to ensure prompt treatment of critically injured patients who cannot be treated by initial emergency medical systems, the governments will work to improve secondary emergency medical services. The system for providing secondary medical care will be decided based on the conditions of local medical facilities in each area for which those facilities are responsible. One type of system is that wherein each hospital in the area takes it in turn to remain on duty and provide emergency services. Another type of system is that wherein the facilities of one hospital are shared by other hospitals in the area. The government will also work to upgrade the tertiary emergency medical system, to handle the most serious emergency patients, by increasing the number of Emergency and Critical Care Centers that provide 24-hour service with specialized medical and surgical services in multiple departments. The quality of these kinds of facilities will be enhanced through evaluation.

Furthermore, the government will improve emergency medical information centers that coordinate all these systems and ensure that they operate as effectively as possible, by collecting information on emergency medical facilities and providing emergency medical information.

B. Training doctors and nurses in charge of emergency medical treatment

With the aim of ensuring the participation of more doctors in emergency medical care, the government will improve education and training relating to emergency medical care in the clinical education provided in undergraduate medical study programs. The government will also improve training for doctors working at local Emergency and Critical Care Centers to increase the

life-saving rate in their areas. In all these ways, they will secure the availability of more doctors for work in the field of emergency medical treatment, and raise the standard of their quality.

The government will also work to increase the number of nurses specializing in emergency treatment, by improving the emergency medical care training included in training courses for nurses, both before and after graduation, so that more nurses are available to properly assist doctors in emergency work. The government will also hold lecture classes for instructors of emergency resuscitation techniques, targeting workers in public institutions such as public health centers, to train those who plan and operate promotion measures on emergency resuscitation in communities.

Furthermore, from the viewpoint of improving emergency activities in and out of hospitals, the government will promote training to improve the ability of standard initial response to injuries.

C. Promoting the “Doctor-helicopter” project

The government will aim for nationwide deployment of doctor-helicopters, which have onboard doctors that give emergency medical treatment to injured people during transport. They enable emergency medical treatment to be provided immediately to seriously injured people at the scene of emergencies, transport the injured to emergency medical facilities as quickly as possible, and save as many lives as possible, while minimizing the residual disabilities of the people injured in traffic accidents.

In order for doctor-helicopters to operate smoothly, the government will strengthen efforts to create an operation manual and provide wireless devices with a common frequency. They will do this in cooperation with related organizations and groups, for the purpose of sharing information on areas and places where doctor-helicopters can land safely.

(3) Cultivating the cooperation of emergency-related organizations

To transport critically injured patients to emergency medical facilities quickly and smoothly, the government will promote closer communication and cooperation among related organizations, such as emergency medical facilities and fire fighting organizations, and also work to clarify procedures for accepting emergency patients and contacting between emergency medical facilities.

Also, in order to try and save as many lives as possible, the government will try to make available more doctors and nurses to provide emergency medical care to seriously injured people at the scene of accidents and en route to the hospital by deploying more doctor’s vehicles to medical facilities. The government will also promote the introduction of a system (hot line) that allows ambulance attendants to communicate directly with doctors using car phones installed in ambulances or mobile phones and devices that transmit data on patients’ conditions to medical facilities, so that doctors can directly deliver advice and instructions to emergency scenes. In these ways, they will promote a more effective emergency system featuring closer coordination and cooperation between medical facilities and rescue services such as fire fighting organizations.

To prepare for large scale accidents that result in many victims, the government will promote the utilization of the Disaster Medical Assistance Team (DMAT).

This applies not only to accidents in the road transport sector, but also to large scale accidents in all transport sectors.

7. Promoting victim support, including the appropriate compensation system

Traffic accident victims suffer enormously in many ways. Those victims face serious physical, psychological and financial loss, or even lose their precious lives or their family members'. In recognition of the extreme importance of supporting such traffic accident victims, the government will comprehensively promote measures for traffic accident victims in a well planned manner under such acts as the Basic Act on Crime Victims, etc.

The Automobile Liability Security Act (Act No. 97 of 1955) makes it compulsory for all motor vehicles to be covered by compulsory automobile liability insurance (mutual relief), in order to ensure that the responsible parties in motor vehicle accidents can provide compensation to the accident victims, and to facilitate execution of compensation processes. This act also ensures appropriate insurance (mutual relief) payment by insurance companies (associations), and obligates the government to carry out the Automobile Liability Security Scheme, which guarantees compensation to traffic accident victims of hit and run accidents and accidents caused by uninsured (non-mutual relief) vehicles. Furthermore, the government will implement measures such as the Victim Protection Scheme funded by investment profits of a part of accumulated profits at the time of the abolition of the government reinsurance scheme at the end of FY2001. Through these measures, protection and relief of motor vehicle accident victims has been pursued to this date, and will be improved further in the future. One particular area of concern over recent years is the increase in the number of people suffering from serious physical disabilities after traffic accidents. To address this concern, the government will continue to improve policies to increase the welfare of such accident victims.

In addition, since traffic accident victims also often suffer from serious mental trauma and are not provided with adequate knowledge and information about traffic accidents, the government will actively promote policies aimed at making available more counseling opportunities for such people and informing them better about their traffic accidents and the progress of investigations.

[Priority measures and newly-introduced measures in the Ninth Program]

- Improving support for compensation claims ((2) B)
- Promoting policies to provide more compassionate treatment of traffic accident victims ((3) B)

(1) Improving the Automobile Liability Security System

The national and local governments will continue to improve the Automobile Liability Security System that plays a central role in policies to protect the interests of vehicle accident victims, in accordance with changes in social and economic conditions and the traffic accident situation.

A. Improving compulsory automobile liability insurance (mutual relief)

- (a) The government will promote the obligations of insurance companies to provide information to victims and the proper payment of insurance (mutual relief payment) by the arbitration of disputes related to payment of insurance claim by the Automobile Liability Insurance and Mutual Relief Dispute Settlement Organization through instructions or orders by the Ministry of Land, Infrastructure and Transport.
- (b) The government will work to ensure that accident victims are appropriately compensated for medical treatment expenses incurred as a result of traffic accidents.

B. Improving the Automobile Liability Security Scheme by the government

Through speeding up the insurance payment for victims, the government will improve the Automobile Liability Security Scheme, a system for assisting traffic accident victims who cannot qualify for benefits from compulsory automobile liability insurance (mutual relief liability), e.g. victims of hit and run accidents or accidents involving uninsured (non-mutual relief) vehicles.

C. Fully implementing policies for uninsured (non-mutual relief) vehicles

Through publicity activities, the government will lead the public to understand that they need to be careful to not leave their compulsory automobile liability insurance (mutual relief) expired and to not forget to insure their vehicles. At the same time, they will make every effort to keep uninsured (non-mutual relief) vehicles off the road, by reinforcing guidance and control on streets.

D. Improving optional automobile insurance (automobile mutual relief)

In addition to compulsory automobile liability insurance (mutual relief), optional automobile insurance policies (mutual relief liability) also play an important role in protecting traffic accident victims. With the advent of free market competition, an increasingly diverse range of optional automobile insurance policies in terms of coverage, amount of benefits and the details of service have become available. The government will continue to guide the insurance companies providing these policies to improve their systems and market reach, in order to enhance support for traffic accident victims.

(2) Offering assistance for compensation claims

A. Improving traffic accident counseling activities

Traffic Accident Counseling Centers operated by local governments will be utilized to improve the activity of providing traffic accident counseling in the communities.

- (a) To make the activity of providing counseling smoothly and appropriately at Traffic Accident Counseling Centers, the Centers will liaise and coordinate with the Traffic Accident Consultation Center of the Japan Federation of Bar Associations, the Japan Center for Settlement of Traffic Accident Disputes, and other relevant private organizations such as crime victims support organizations.
- (b) As well as promoting counseling work sympathetic to the feelings of traffic accident victims, the government will work to improve the skills of their counselors by organizing training for them in order to meet the increasingly diverse and complex nature of counseling needs.
- (c) The government will offer opportunities to use counseling services for a wider range of the parties involved in traffic accidents by publicizing these counseling activities extensively through wide-range publicity activities at Traffic Accident Counseling Centers and through local government organizations web-pages and other publications.

B. Improving support for compensation claims

Police will actively inform the public about the support systems available to victims of traffic accidents and offer traffic accident counseling services, aiming at contributing to effective and prompt relief to traffic accident victims. In addition, the legal affairs bureaus, the district legal affairs bureaus and human rights volunteers engage in consultations regarding traffic accidents as a part of their human rights counseling services. At the same time, the government will promote improvement of consultations and support on traffic accident compensation claims provided by the Japan Legal Support Center, the Japan Center for Traffic Accident Dispute Resolution, the Traffic Safety Promotion Center and the Traffic Accident Consultation Center of the Japan Federation of Bar Associations.

(3) Improving support for traffic accident victims

A. Improving policies to support automobile accident victims

The government will carry out regular reviews of the Victim Protection Scheme and enhance activities with a high social necessity.

The government will also support programs for children of traffic accident victims such as the loans for living expense by the National Organization for Automotive Safety & Victims' Aid, financial aid by the Foundation for Orphans from Automobile Accidents, as well as tuition exemption for high school students by prefectural governments.

In addition, to assist those with serious physical disabilities resulting from traffic accidents, the government will improve policies aimed at supporting the National Organization for Automotive Safety & Victims' Aid, which provides nursing care expenses for disabled victims, and establish and operate facilities specializing in providing treatment and nursing care for them.

B. Promoting policies to provide more compassionate treatment of traffic accident victims

To improve support for traffic accident victims, the government will promote measures including support for activities of self-help groups.

Through traffic counselors at police stations, the Traffic Safety Promotion Center and victim support officers at public prosecutors' offices, the government will promote services offering compassionate counseling for traffic accident victims. At the same time, they will cooperate with relevant bodies and organizations to promote such services, and also coordinate with private crime victims support organizations.

The police will provide victims with clear information on the outline of their traffic accidents and the progress of investigation. They will also create and make use of "guidelines for traffic accident victims" that summarizes the flow of procedures involved in criminal cases. They will improve victim liaison procedures to inform victims about suspects' arrest, prosecution and other status of procedures, particularly in hit and run accidents and fatal traffic accidents. They will also provide proper information to victims, responding to their inquiries on the date of hearing related to administrative punishment of the perpetrators and the decision of administrative punishment.

Furthermore, the government will provide police officers in charge of investigating traffic accidents with education and training at police academies, and organize visits to police stations for educational activities, strive to implement organized support by contacting the victims themselves and to promote sympathetic support for victims.

The Public Prosecutor's Office, the penal and probation offices, etc. will work together will provide victims with information on the result of the disposition, the date of trial, the result of criminal trial, and the state of treatment of the perpetrator by the system of notification for victims.

The Public Prosecutor's Office will be committed to the proper operation of the "victim participation system," that came into force in December 2008, according which for certain crimes, including negligence during automobile operation resulting in death or injury, in case of a request for participation made by victims and their families, and as such, after the approval of the court, it is possible to attend to the trial of criminal justice as a "victim participants."

In addition, Public Prosecutor's Office will assign victim support officers to handle various counsels from victims, provide information on the court of justice, accompany them to court proceedings, and help them with various procedures. They will also support victims by introducing them to relevant organizations that offer emotional, practical and financial support according to the circumstances of the victims, to promote measures that are sympathetic towards the feelings of the victims.

District probation offices throughout Japan, in addition to placing a probation officer or a victim officer in charge of each victim for consultations, will promote measures that offer sympathetic support for victims, such as measures of various procedures to help such victims in offenders rehabilitation services, as well as introducing necessary related institutions.

At the same time, they are encouraging prosecution staff involved in investigations and trials to be fully sympathetic to the feelings of the victims through individual instruction from their superiors in their daily duty. To push forward with this, they will work to increase understanding towards the emotional state of victims through various training and lectures by academic experts involved in crime victim support and working with victims.

8. Enhancing R&D and study activities

The causes of traffic accidents have become increasingly complex and diverse, which makes it harder to resolve the problems by simply taking countermeasures against obvious risk factors. To implement effective and appropriate traffic measures in such circumstances, there is a need to promote research and development required as a basis of those measures. Since traffic accidents are caused by a complex combination of the three basic factors of people, roads and vehicles, it is necessary to further implement research and development in relevant areas of these three basic factors, as well as to improve comprehensive study activities with cooperation among those areas.

Moreover, the government needs to carry out initial and ex-post evaluations of traffic safety policies using data based on objective analyses and make use of feedback on the findings of ex-post evaluation to formulate other measures.

For this, the government will promote comprehensive study activities of the causes of road traffic accidents by driving R&D related to road traffic safety and improving the analysis of traffic accidents including fatal accidents as well as accidents that resulted in serious injuries.

In promoting R&D and study activities, the government will expand R&D spending and improve research facilities of national and independent testing and research organizations that share tasks of R&D on traffic safety. They will also improve overall coordination for R&D, and strengthen mutual communication and coordination of testing and research organizations. Furthermore, the government will work on building close ties with universities and private testing and research organizations that carry out R&D on traffic safety.

In addition, they will incorporate the results of R&D in traffic safety policies, and promote dissemination of those results by providing technical guidance and resource materials for the private sector, and technological assistance to the local governments. They will also actively promote international cooperation in research study on traffic safety.

[Priority measures and newly-introduced measures in the Ninth Program]

- Offering support for driving safety ((1) A (b))
- Promoting research to prevent traffic accidents involving elderly people ((1) B)
- Enhancing comprehensive study to investigate the causes of traffic accidents ((2))

(1) Promoting research and development of road traffic safety

The government will systematically promote research and development in each field of people, roads and vehicles, taking into account the growing complexity and diversity of traffic accident causes, increase in the population of the elderly and older drivers, advancement of IT, trends in road traffic accidents and future directions in road traffic safety policies.

Major focal points of research and development are as follows.

A. Promoting the research and development on Intelligent Transport Systems (ITS)

The government will promote research and development work in the below mentioned areas, to significantly improve the safety, efficiency, and convenience of transport by developing a system that intelligently links the basic factors of people, roads, and vehicles using state-of-the-art IT; as well as to contribute to environmental conservation through smoother road traffic, such as reduced congestion.

(a) Upgrading navigation systems

To make driving more convenient for road users by promoting safer and more comfortable travel to destinations, the government will promote research and development directed at upgrading navigation systems, creating a system that collects and distributes more accurate traffic information concerning traffic congestion conditions, travel time to destination, and traffic regulation, etc. in real time.

(b) Offering support for driving safety

To improve traffic safety by promoting ITS, the government will promote research and

development of a system that detects road and traffic conditions and surrounding vehicle conditions using on-road vehicle sensors and other various sensors. Also, as a measure against accidents that cannot be prevented only by improvements on vehicles, industries, governments and academia will carry out R&D to realize a driving support system that utilizes vehicle-to-vehicle and road-to-vehicle communication technologies. In particular, the government will promote 1) demonstration experiment of DSSS, 2) pilot program of AHS and 3) R&D of the ASV project.

(c) Optimizing traffic management

With the aim of improving the safety and convenience of traffic and contributing to environmental conservation through active and comprehensive control of traffic flow and volume, the government will promote research and development of the following areas:

1) Methods for the introduction of efficient signal control at intersections. 2) Systems for providing traffic information to on-board devices to promote dispersed traffic flow. 3) Effective operation of traffic signals that give priority to public transportation. 4) Methods for supporting the more efficient operation of commercial vehicles through vehicle movement tracking. 5) Methods to provide detour information and facilitate traffic signal control with the aim of reducing traffic pollution. 6) Technology to guide drivers to optimum routes, based on forecasts of traffic congestion and calculation of best routes. 7) Methods for utilizing information from vehicles (probe information) to support traffic information provision, signal control, and safe driving.

(d) Making road management more effective

The government will promote research and development into a variety of systems to help prevent road traffic dangers by dealing quickly and accurately with road management problems. Examples include: systems for quickly collecting and distributing information on road and weather conditions, systems for permitting Overweight/Oversize Vehicles, and systems for automatically detecting their actual driving routes.

(e) Offering support for public transport

The government will promote research and development into a variety of systems aimed at improving the convenience and comfort of public transport and making traffic smoother. Examples include: systems for monitoring the operating conditions of public transport and providing this information to public transport operators and their users, and systems to enable smoother operation of public transportation.

(f) Making operation of commercial vehicles more effective

To greatly improve transportation efficiency, to reduce commercial traffic volume and to improve transportation safety, the government will promote research and development into systems that support efficient operation and management of commercial vehicles.

(g) Offering support for pedestrians

With the aim of forming a safe and comfortable road traffic environment where all pedestrians, including elderly and disabled people, can walk around with peace of mind, the government will promote research and development into systems that provide route information to elderly and disabled people, or guide them using technology featuring portable terminals, optical communications, magnetism and voice functions. They will also promote research and development for designing more advanced traffic signals for elderly and disabled people.

The government will also promote R&D of “autonomous mobile support project,” which aims to create an environment where everyone, including the elderly, the disabled and foreign tourists can get around easily and comfortably.

(h) Offering support for emergency vehicle operations

To promote faster and more effective implementation of restoration and rescue activities in the event of disasters or emergencies, the government will collect information on traffic conditions and road damage in real time and then rapidly convey this information to relevant organizations and use it to quickly guide emergency and rescue service vehicles to affected areas.

They will also promote research and development into systems to implement more effective traffic management.

B. Promoting research to prevent traffic accidents involving elderly people

In response to the trend of traffic accident situation with the increase in the population of elderly people and elderly driving license holders, to enable elderly people to move and drive safely and at ease, in order to implement appropriate safety policies, the government will promote research on the effective prevention of traffic accidents involving elderly people and elderly drivers.

C. Promoting research on assurance of driving safety

The government will further promote research and development on driving simulators and other equipment and materials for more effective practice-oriented driver education.

D. Promoting research on vehicle safety

(a) Promoting research on preventive safety technologies

The government will promote research on preventive safety technologies for vehicles, which are necessary to prevent traffic accidents.

(b) Promoting research on damage mitigating technologies

The government will promote research and development on damage mitigating technologies for vehicles, which are necessary to protect passengers and pedestrians from injuries in the event of traffic accidents.

E. Improving evaluation of traffic safety policies and effect prediction method

In order to promote traffic safety policies more efficiently, effectively and intensively, the government will improve the methods of gathering and analyzing data and predicting the effects to effectively conduct objective initial and ex-post evaluations on the effects of various measures in reducing traffic accidents and damage after accidents, such as physical injury.

F. Promoting other research

(a) Improving long-term prediction of traffic accidents

In order to formulate and implement more efficient, effective and intensive traffic safety policies with diversified aspects, the government will analyze traffic accidents from a statistical standpoint, and improve long-term predictions on the trend and characteristics of the occurrence of traffic accidents.

(b) Promoting research on the social and economic costs of traffic accidents

The government will promote research aimed at comprehensively analyzing and understanding all the costs associated with traffic accidents, taking into account the physical damage caused by accidents, as well as all social and economic costs resulting from the accidents.

(c) Promoting research on traffic safety policy from the perspective of traffic accident victims

The government will promote research to examine traffic safety policies from the point of view of traffic accident victims, making use of civil court cases.

(d) Promoting research into mental health recovery of traffic accident victims

The government will promote research into treatment techniques for people who suffer ongoing psychological aftereffects such as severe PTSD. They will also promote research focusing on the recovery of traffic accident victims through the support of activities by self-help groups.

(2) Enhancing comprehensive study to investigate the causes of traffic accidents

To fully and accurately assess the state of road traffic accidents and to use the findings for drawing up more effective traffic safety policies, the government will call on the Institute for Traffic Accident Research and Data Analysis to improve their macro database and strengthen the

implementation of micro studies. In addition, by making active use of the institute, the government will conduct comprehensive analysis of traffic accidents on the basic factors of people, roads and vehicles.

Also, by communicating and cooperating with specialists in the fields of engineering, medicine and psychology, universities and private research institutions, the government will promote comprehensive scientific research and investigations of traffic accidents with the aim of establishing a system for clarifying the mechanism of accident occurrence and developing policies to prevent accidents.

Furthermore, the government will work to raise public awareness about traffic safety by actively publishing information of traffic accident studies and analyses conducted by government and private-sector organizations.