

## Special Feature

### Ninth Fundamental Traffic Safety Program

Traffic safety measures in Japan has been created continuously since fiscal 1971 as a Traffic Safety Program every 5 years, based on which measures in each transport sector land, maritime and air are being promoted. On March 31, 2011, the Central Traffic Safety Measures Council (Chairman: Prime Minister, members: 12 concerned ministers), created the Ninth Fundamental Traffic Safety Program which is the broad outline of road safety measures for the five years from fiscal 2011.

This section describes the configuration of the Ninth Fundamental Traffic Safety Program and its creation history along with introducing the basic principles of the Program and the overview of each transport sector.

#### 1 Creation History of the Program

Prior to the consideration of the Ninth Fundamental Traffic Safety Program, policy evaluation of the Eighth Fundamental Traffic Safety Program was implemented in FY 2009.

In the field of road transport, in order to further clarify the objective of the decrease in the number of casualties and fatalities, and the relationship between the individual measures being implemented to achieve it, the four perspectives that should be particularly emphasized in the implementation of road traffic safety measures and the eight pillars being addressed as measures to be taken based on the Traffic Safety Measures Basic Law configured as "group policy" were evaluated.

Due to the fact that there has been an increase in the proportion of the elderly to total traffic fatalities and in the number of accidents primarily involving the elderly with pedestrian traffic fatalities accounting for a high proportion of about 30% (33.4%) in 2008 and from the fact that there is an increase in the proportion of the number of bicycle-related traffic accidents, (21.2%) in 2008, it was decided that it is important to further promote road safety measures in the future focusing on the elderly pedestrians and bicycle users.

Based on the awareness of these problems, the Specialist Members Council (Chairman: Oota Katsutoshi, professor of Toyo University International Areas Department) consisting of specialist members (20 professionals in the fields of engineering, education, psychology, and etc.) designated by the Central Traffic Safety Measures Council the Ninth Fundamental Traffic Safety Program, has been implementing research for 1 year from February 2010. During that period in October 2010, the Ninth Fundamental Traffic Safety Program (mid-proposal) was publicized and collection of public comments was implemented.

In addition, on October 22nd, a public hearing meeting was held, attempting to consider the views of the majority of citizens, many opinions of the participants were heard.

Based on the investigations described above the Ninth Fundamental Traffic Safety Program was created.



View of the meeting of the Central Traffic Safety Measurements Council Specialist Members Council

## **2 Configuration of the Program**

At first the Ninth Fundamental Traffic Safety Program described the common basic principles in all fields of transportation: land, marine and air, then it describes the "basic concept," "objective," and "countermeasures (measures to be taken and the point of view)" for each field of 1) road traffic, 2) railway transportation, 3) level crossings, 4) marine traffic and 5) air traffic, accordingly.

## **3 The Principles of the Program**

The Basic Principles of the Ninth Fundamental Traffic Safety Program are as follows:

1. Achieving a Society with No Traffic Accidents
  - In order to build a truly prosperous and vibrant society, it is crucial to ensure the safety and security of the people.
  - Based on the principle of respecting human life, as well as the consideration of the significant social and economic losses arising from traffic accidents, we should aim to ultimately achieve a society with no traffic accidents.
2. Traffic Safety Concept of Prioritizing People
  - By showing consideration to the elderly, the disabled, and children, the concept of "prioritizing people" in the traffic safety policy should be implemented in every possible measure.
3. Three Components Forming the Traffic Society
  - This program sets objectives to be attained for the following respective traffic sectors: "road traffic," "railway traffic," "traffic at railway crossings," "maritime traffic," and "air traffic" and clarifies the measures that should be taken for achieving these objectives with respect to the three components of traffic society ("people," "means of transportation" and "traffic environment") formulating various measures, and vigorously promote these measures with the understanding and cooperation of citizens.
4. Utilization of IT
  - Since the use of information and communications technology (IT) counteracts inadvertent human errors, and can be furthermore expected to make a significant contribution to road safety, the usage of Intelligent Transport Systems (ITS) and Automatic Identification Systems (AIS) is being actively promoted.
5. Enhancement of Rescue and Emergency Activities and Victim Assistance
  - It is essential to perform rescue and emergency medical care activities when traffic accidents occur, as well as aim for further improvement of support for victims in the area of traffic safety as well.
6. Promotion of Participation and Collaborative Traffic Safety activities
  - In order to actively promote proactive road safety activities of citizens, it is essential to create a system, in which people can participate from the planning stage according to the characteristics of the local regions
7. Effective and Efficient Implementation of Measures
  - Due to the difficult financial situation, we should be conscious on focusing on measures that strive to achieve the maximum effect while maintaining budget execution efficiency, depending on the actual situation with local traffic.
8. Further ensuring the safety of public transportation
  - We should strive to enhance and strengthen the security check, and transportation safety management evaluation.

## The Future Direction of Road Traffic Safety Measures -From the Ninth Fundamental Traffic Safety Program-

### 1 Basic Concept

Following the principle of respecting human life, we aim to ultimately achieve a society with no traffic accidents.

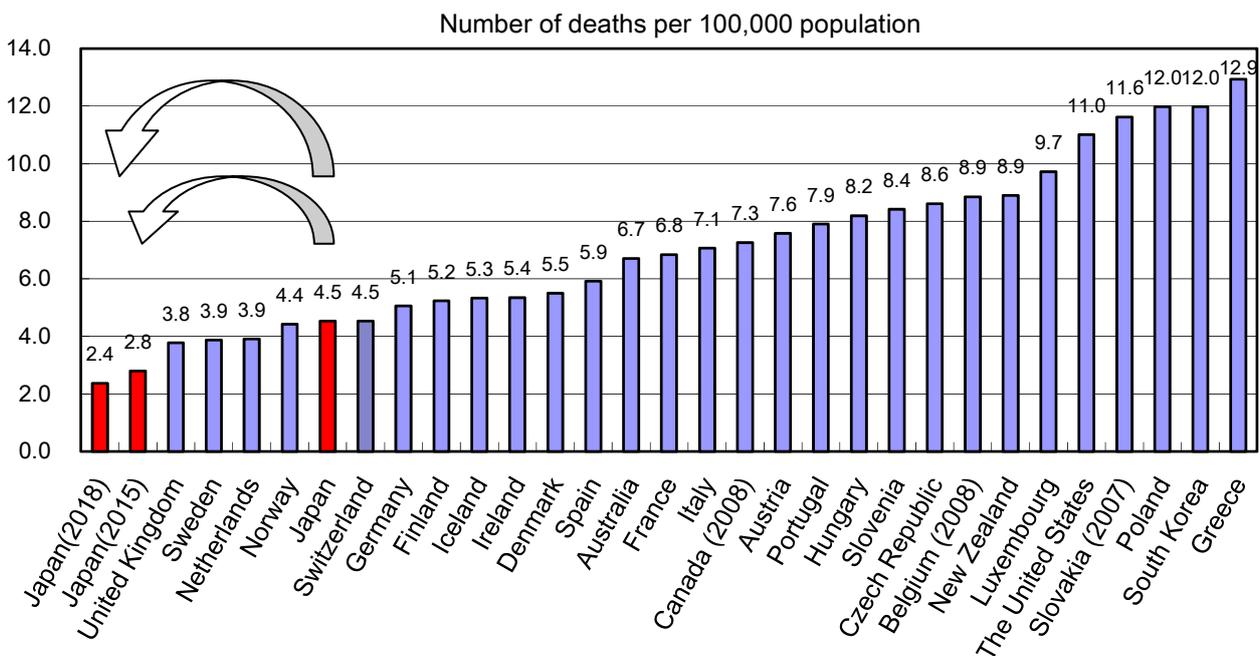
In addition to enhanced efforts for the further decrease of fatalities, it is also necessary to be vigorously committed to the reduction of traffic accidents.

In addition for the effective implementation of traffic safety measures from the perspective of urban development, all parties in the community, e.g. the government, schools, homes, workplaces, organizations, and companies, should reinforce cooperation while bearing their own roles. It will be also particularly effective if citizens actively participate and collaborate in various traffic safety activities in diverse ways.

### 2 Objectives

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

To reduce the annual number of casualties to less than 700,000 persons.



Note 1: Data by IRTAD.

2: Unless there is a bracketed years in the country, it is a number in 2009. (Except as "Japan (2015)" and "Japan (2018)")

3: Numbers are calculated based on the data (who died within 30 days of the accident) all deaths within 30 days.

4: Numerical value of Japan (2015) is that 3,000 persons target of 24 hour Number of deaths for 2015 is a numerical targets in "The 9th Basic Plan Traffic Safety", multiplied by the ratio of the 30 days Number of deaths within the 24 hours Number of deaths for Japan in 2010 estimated 3,540 persons to Number of deaths within 30 days in 2015 in, was calculated using the 125,430 thousand persons (predicted population of Japan in 2015) and this estimated number of deaths. (125,430 thousand persons are data by National Institute of Population and Social Security Research "Total population by 3 age groups and structure coefficients: Estimated median birth (median mortality)" quoted from (December 2006 estimated).)

5: Numerical value of Japan (2018) is estimated that people 2,950 to Number of deaths within 30 days in 2018 by to 2,500 goals Number of deaths for 24 hours of 2018 in Government policies, multiplied by the ratio of the Number of deaths within 30 days and Number of deaths for 24 hours of Japan in 2010, calculated using 125,430 thousand persons (predicted population of Japan in 2015) and the number of deaths this estimate.

(125,430 thousand persons are data by National Institute of Population and Social Security Research "Total population by 3 age groups and structure coefficients: Estimated median birth (median mortality)" quoted from (December 2006 estimated).)

### 3 Measures

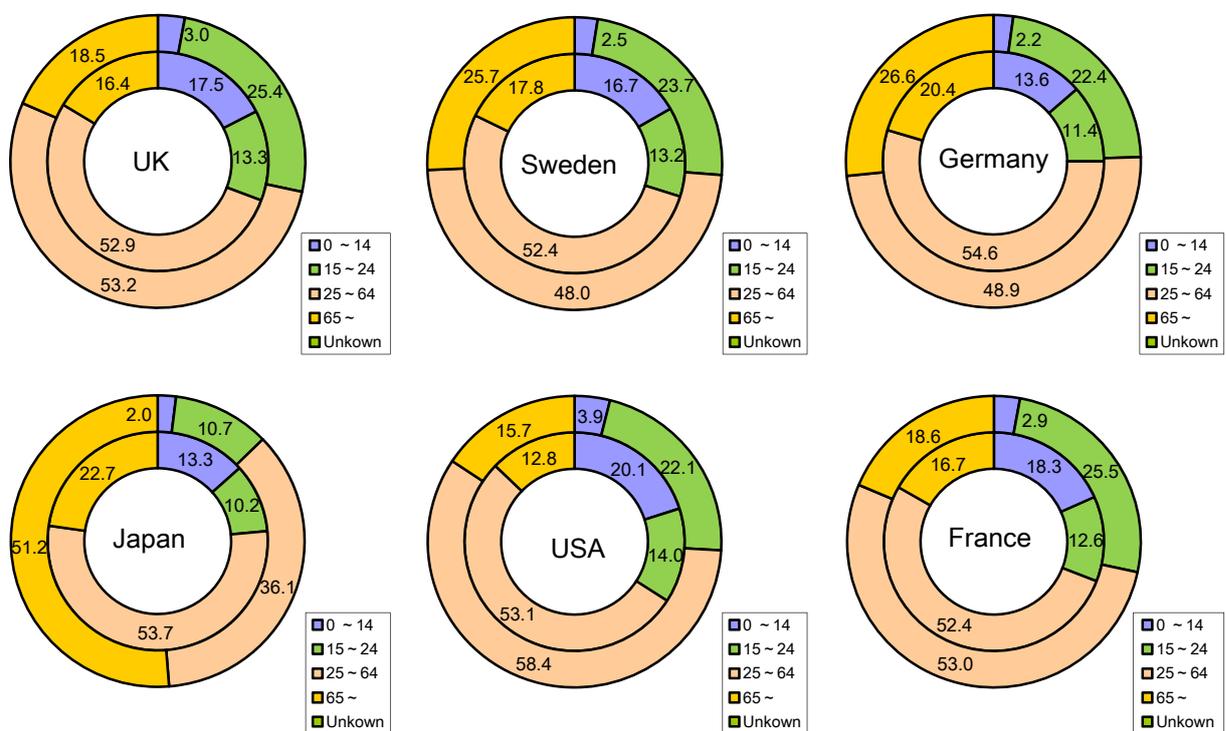
#### 1. Viewpoints

##### 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. In particular, 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.

In addition, 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.

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



- Notes
1. Source: IRTAD
  2. Numeric values are component rates (%)
  3. The inner circle is the population; the outer circle is the number of traffic fatalities
  4. Numeric value of demographic rate for the USA is for 2008

**Compared to western countries, the composition rate of the elderly population is higher, and the proportion of the number of fatalities among the elderly is very high.**

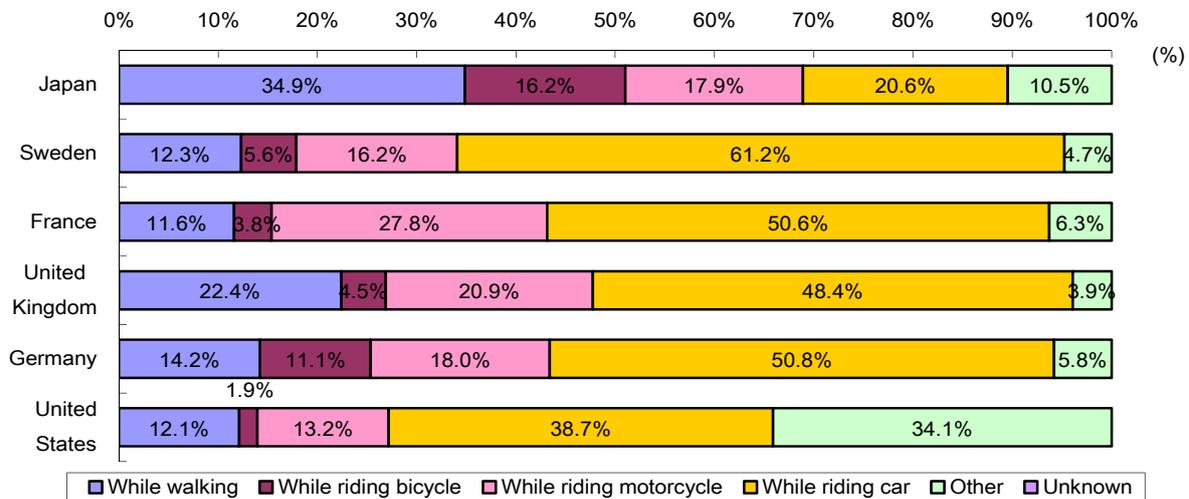
##### 2) Securing safety for pedestrians and bicycles

In Japan, more than 30% of traffic accident fatalities are pedestrians, being relatively higher than that in the Western countries. In order to achieve a safe and secure society, it is absolutely necessary to secure safety for pedestrians who are vulnerable in relation to cars. In accordance with the principle of people first, it is required to promote measures to secure safety for pedestrians by further developing pedestrian walkways for school routes, community roads, and thoroughfares in urban areas, and so forth.

Also, the configuration ratio of the number of deaths for cycling in Japan is higher compared to Western countries. 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.

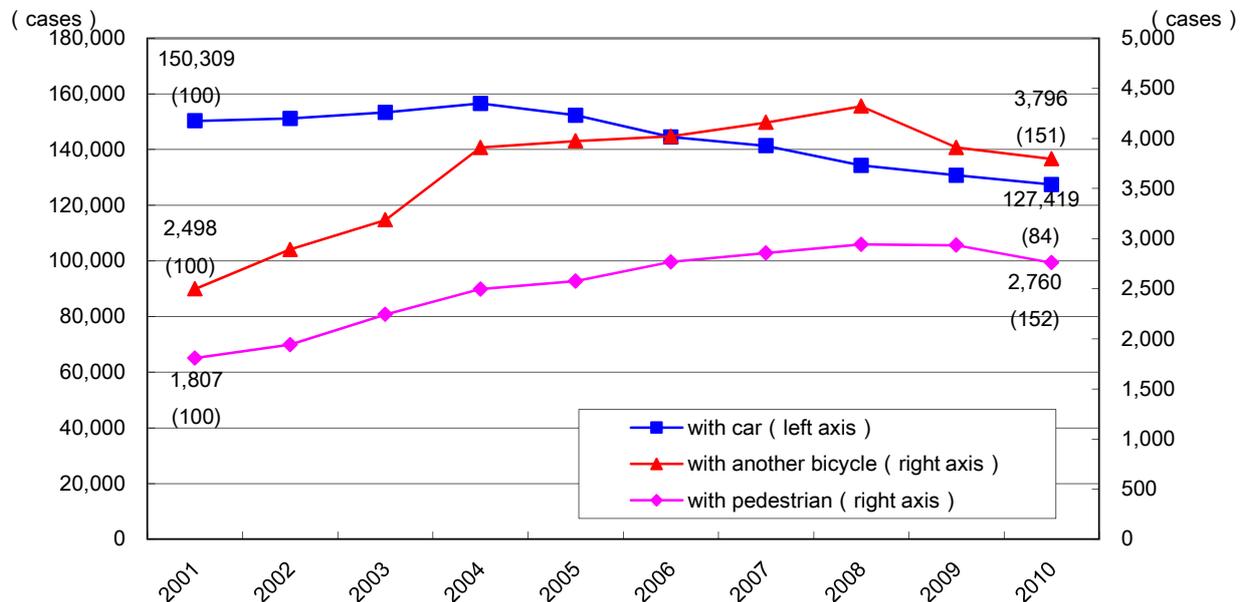
Situation of road traffic fatalities by condition in major Western countries (2009)



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).

**Compared to western countries there is a high proportion of fatalities during walking and bicycle riding.**

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



Source: National Police Agency

**recent years, there is an increasing trend in the number of traffic accidents with pedestrians and other bicycles.**

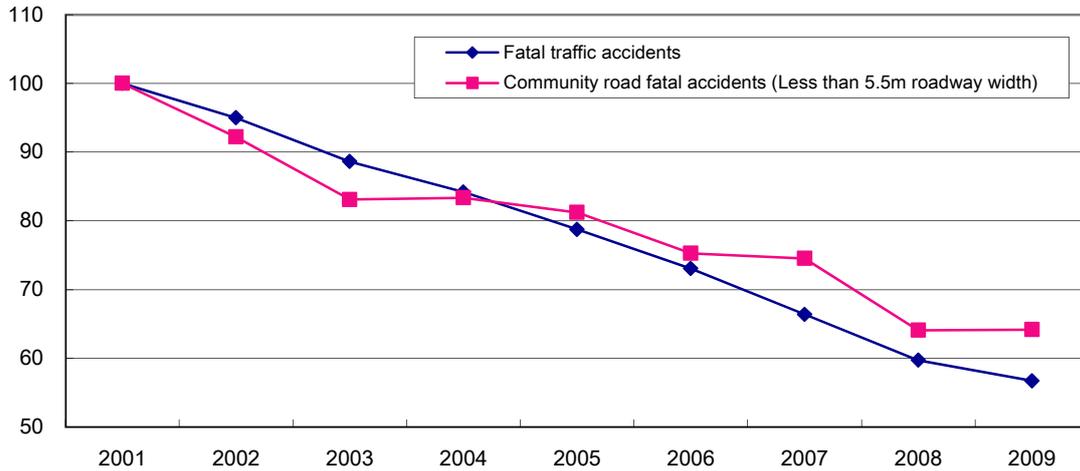
### 3) Ensuring the safety on residential roads and highways

Given the increasing trend in the number of traffic fatal accidents on roads with carriageway width of less than 5.5 m, for the future development of road traffic environment it is necessary to promote measures controlling the speed of cars on residential roads, along with strengthening

enforcement of traffic guidance, as well as preventing the car flow from the highways to the residential roads.

Also, continuously, for the measures concerning the highways, which account for two-thirds of traffic fatalities, introducing the "result improvement management" based on various scientifically data and promoting the implementation of efficient and effective measures through "zero accidents plan (strategy emphasizing the elimination of danger zones accidents)."

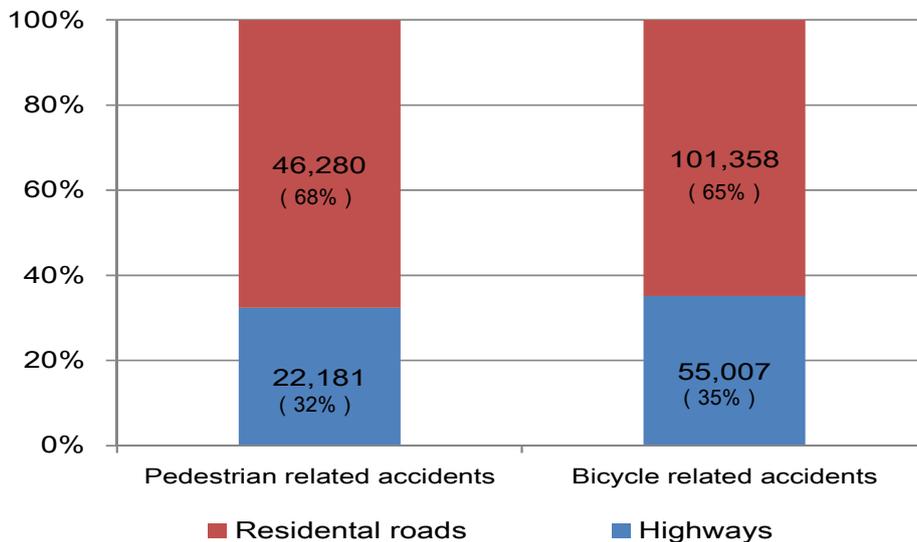
Changes in the number of fatal traffic accidents  
(Assuming that the ratio of the value of 100 in 2001)



Source: National Police Agency

**Although the number of fatal traffic accidents on residential roads has decreased, the proportion of the total number is increasing.**

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



Notes: 1. Source: Ministry of Land, Infrastructure and Transport.

2. Highways refer to general national highways, main local roads and general prefectural roads, residential roads refer to municipal roads and other roads.

3. Pedestrian-related accident refers to an accident in which a pedestrian is the first party or the second party of the accident.

4. Bicycle-related accident refers to an accident in which a person riding a bicycle accident is the first party or the second party of the accident.

**Injury accidents related to pedestrians and bicycles occurred about twice as often on residential roads**

## 2. Measures to Be Taken

### 1) Improving the road traffic environment

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

### 2) Comprehensively implementing traffic safety awareness initiatives

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

### 3) Securing safe driving

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

### 4) Ensuring vehicle safety

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

### 5) Maintaining road traffic order

The government will analyze accurately the actual situation of traffic accidents and promote traffic guidance enforcement focusing on particularly vicious, dangerous, and annoying traffic offenses.

### 6) Enhancing rescue and emergency services system

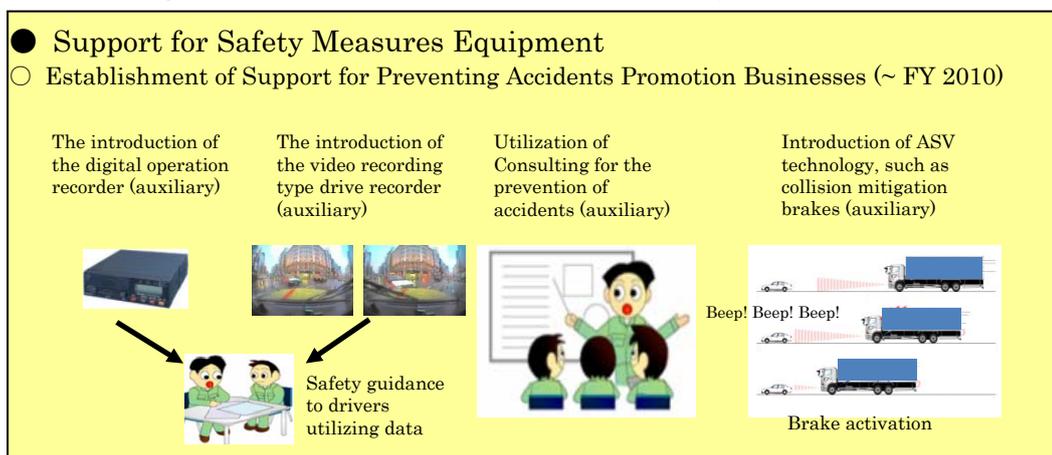
While ensuring mutual close coordination and cooperative relations of emergency related organizations, the government will make efforts to maintain the rescue and emergency system and emergency medical system. In particular, to the dissemination of emergency first aid in the actual scene will be promoted.

### 7) Promoting victim support, including the appropriate compensation system

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

### 8) Enhancing R&D and study activities

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



# **The Future Direction of Railway Traffic Safety Measures -From the Ninth Fundamental Traffic Safety Program-**

## **1 Basic Concept**

Since railways are a mode of transport essential to the daily life of the people, as they are used to transport vast amounts of people and goods speedily and on time, it is necessary to aim for more secure and stable rail transport that can safely used by the public and to continue to promote various comprehensive safety measures, such as measures against to the serious train accidents and accidents on platforms.

## **2 Objectives**

To reduce the number of passenger fatalities to zero.

To reduce the overall number of death accidents during operations.

## **3 Measures**

### **1. Viewpoints**

Although the operations accidents with railways are on a decline in the long term, aiming for a stable and more secure rail transport, along with the prevention of serious train accidents and prevention of accidents where the users are concerned, the government should implement effective measures while promoting various traffic safety policies from a comprehensive viewpoint.

### **2. Measures to be taken**

#### **1) Improving the railway traffic environment**

To secure the safety of railway traffic, the government needs to maintain a high level of reliability for railway facilities such as railway tracks and operational safety facilities, and build the foundation of safety for the whole of their systems. For achieving this, safety measures should be implemented by ensuring the maintenance management of railway facilities.

#### **2) Promoting diffusion of knowledge about railway traffic safety**

Through the improvement of displays of methods of proper use of safety equipment, easy-to-understand safety knowledge will be accurately provided to the users. In addition, cooperation with relevant organizations, the government will actively carry out publicity and educational activities in schools, among people living along railway lines and among road transport companies, through events such as the National Traffic Safety Campaign.

#### **3) Securing safe railway operation**

Safety measures in the event of an earthquake, and the enhancement of weather information, should be promoted. In addition, security audits of railway operators will be conducted, with appropriate guidance, for quick and accurate response in the event of an occurrence of a large-scale accident.

#### **4) Ensuring railway vehicle safety**

Taking into account the progress of science and technology, the technical standards on the safety of the railway vehicle structures and equipment should be properly reviewed on timely basis. In addition, measures to reduce damage for passengers the crew in the event of an accident, and the examination of measures to prevent malfunctioning of electronic equipment of rail vehicles will be performed and their utilization will be promoted.

#### **5) Enhancing rescue and emergency services systems**

In order to promote prompt and effective evacuation, rescue and emergency services in the event of a serious railway accident, the government will work to improve disaster drills at major stations, and strengthen systems of closer liaison and cooperation between railway operators and fire services, medical institutions and other relevant bodies.

#### **6) Promoting victims support**

With the participation of victim organizations, the government will consider the nature of systems such as: the contents of assistance sought by traffic accident victims in Japan, the nature of

division of roles of relevant institutions, national governments, private businesses and etc, the nature of centralized contact facilities for traffic accident victims, and make the necessary efforts towards the improvement of the mechanisms and the systems of support in accordance with the actual situation of our country.

#### 7) Identify the causes and prevent the recurrence of railway accidents

For conducting a quick and accurate investigation to determine the cause of the railways accidents and serious train incidents, the professional training for the staff in charge of the investigation with improved research techniques and analytical capabilities through the use of equipment for various surveys will be enhanced, along with improving the knowledge obtained from investigations of past accidents such as the analysis of various recording devices, improve various analysis techniques, and utilize stocks of accident analysis results, and reflect these results in investigations of the causes.

#### 8) Improving R&D and study activities

The National Traffic Safety and Environment Laboratory will carry out research on evaluation and effect prediction of new technologies for facilities, vehicles and operation, and contribute to further improving safety by promoting technological development by the Railway Technical Research Institute for reducing damage during disasters and accidents.

## **The Future Direction of Level Crossings Traffic Safety Measures -From the Ninth Fundamental Traffic Safety Program-**

### **1 Basic Concept**

Although accidents at level crossings are on a decline in the long term, they account for about 40% of the railway operation accidents, and there are still level crossings that require improvements. The government will aim for a society with no level crossing accidents by continuing to promote measures to prevent level crossing.

### **2 Objectives**

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

### **3 Measures**

#### 1. Viewpoints

Considering the fact that a single accident at a level crossing can produce serious consequences such as many casualties, the government should comprehensively and actively implement more effective measures, in view of the conditions of each level crossing, such as measures for non-opening level crossings.

#### 2. Measures to be taken

- 1) Promoting structural improvements and replacement of level crossings with flyovers
- 2) Improving level crossing maintenance facilities and implementing traffic regulations
- 3) Promoting streamlining of level crossings
- 4) Implementing other measures to ensure safe and smooth traffic at level crossings

## **The Future Direction of Maritime Traffic Safety Measures -From the Ninth Fundamental Traffic Safety Program-**

### **1 Basic Concept**

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

### **2 Objectives**

To reduce the number of marine vessels accidents occurring in Japan (excluding those by foreign vessels not calling at Japan) by approximately 10% (or below 2,220 vessels) by 2015, in comparison to the annual average of the Eighth Program period (2,473 vessels).

To prevent the occurrence of large-scale maritime accidents in the "congested waters," which cause significant social impact, such as large number of casualties or routes obstruction, and bring the number of the occurrence of those accidents to zero.

### **3 Measures**

#### **1. Viewpoints**

Subsequently, the government continues to promote various measures to prevent maritime accidents, while promoting the coordination and cooperation of the parties concerned, including the improvement and enhancement of the systems for prompt and proper lifesaving, particularly for small vessel marine accidents associated with many personal injuries in coastal waters. In addition, if the marine accident occurs, the preventive measures based on the analysis organization of various aspects of the accident, such as the elements of the cause of the marine accident, the place of occurrence, the type and size of the concerned ship and etc., along with the detailed preventive measures will be considered.

#### **2. Measures to be taken**

##### **1) Improving the maritime traffic environment**

To ensure safer and smoother movements of vessels and safety in ports and harbors, facing the increasing size and speed of marine vessels, the increasingly diverse use of marine environments, and the growing complexity of maritime traffic, the government will promote improvements to waterways, ports and harbors, fishing harbors and aids to navigation, along with improving the safety-related information and the system to provide information using IT.

##### **2) Disseminating knowledge on maritime safety**

To improve maritime traffic safety, it is necessary to raise awareness about prevention of maritime accidents, not only among people involved in marine-related affairs, but also to marine leisure devotees and each member of the nation. In recognition of this point, the government will make use of a wide range of opportunities to promote awareness of maritime accident prevention.

##### **3) Securing safe vessel navigation**

By maintaining and improving the knowledge and skills of people involved in marine affairs, and to establish a system for improved operational safety, the greater marine transport safety in terms of vessel operation is attained. For this, the government will improve and strengthen appropriate guidance and supervision concerning the improvement of the quality of the crew, pilots, passenger ship operators and domestic carriers, and the improvement of operation management, based on the factor analyses of accidents, while promoting auditing by inspectors for safety management and seafarers labor.

##### **4) Ensuring vessel safety**

In order to ensure vessel safety, the government will work under an international system of cooperation to improve the standards and inspection systems relating to vessel structures, facilities,

marine transport of hazardous material and safety management systems, while promoting PSC on structures and installations of foreign vessels calling at ports in Japan.

5) Enhancing safety measures for small vessels

To prevent maritime accidents by small vessels (fishing boats, pleasure boats and as such), which make up 70 percent of all maritime accidents, it is essential to improve the environment for safe navigation and strengthen the rescue system, as well as to increase the safety awareness of marine leisure enthusiasts and those involved in fishery.

6) Enforcing laws in maritime traffic

The government will improve guidance and control on vessel navigation and the major risk factors in maritime accidents in congested waterways. In addition, during the times when marine transport and marine recreation activities become especially busy, the government will strengthen guidance and control in order to ensure that marine transport laws are properly observed.

7) Enhancing rescue and emergency services systems

The government will reduce the response time by improving the mobile rescue system that utilizes the mobility and speed of helicopters, and improve rescue and emergency service activities such as to improve the advanced rescue system by emergency life-saving technicians. In addition, the government will promote understanding of real-time ocean tides and implement high accuracy drift prediction.

8) Promoting victim support

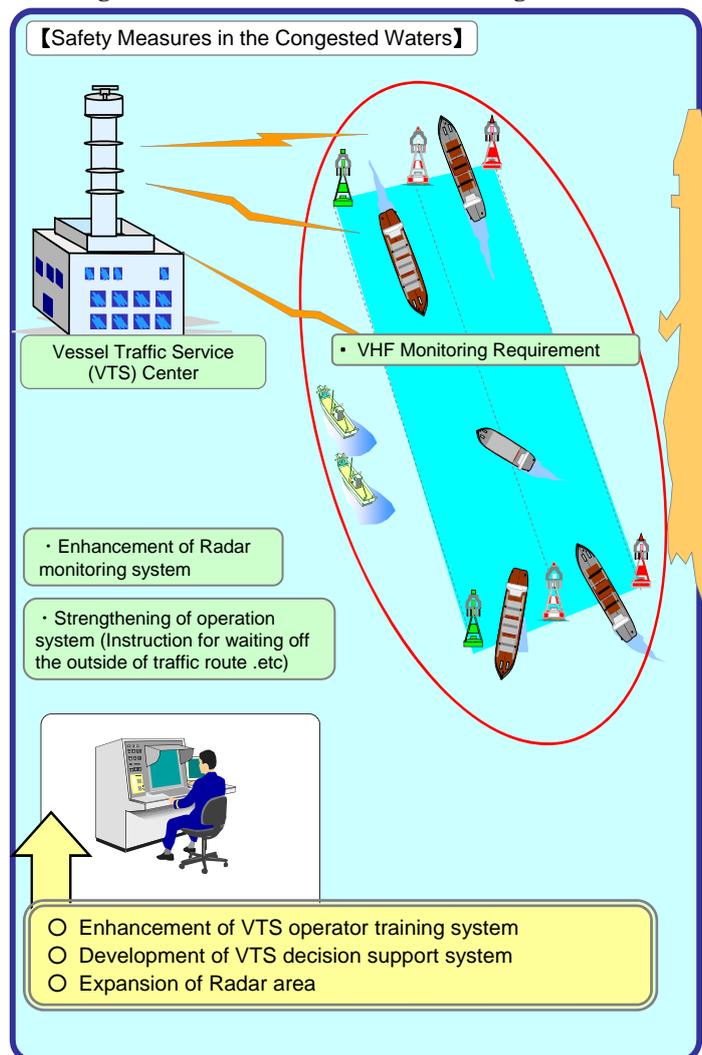
Depending on the accident, the government will work to review the responsibility of ship owners in relation to compensation for harm and damage caused to passengers and third parties in accidents at sea, taking into account recent changes in the standards of damage for marine insurance. In addition, with the participation of victim organizations, by considering the contents of assistance sought by traffic accident victims in Japan, the government will make the necessary efforts towards the development of mechanisms and systems of support according to the actual situation in Japan.

9) Identifying the causes of vessel accidents and preventing their recurrence

In order to perform accurately and quickly to investigate the causes for signs of ship accidents (serious vessel incidents), to enhance the training specialist for the staff in charge of the investigation, along with improving survey techniques, for various surveys and ship accidents, the government strives to improve analytical skills through the use of the equipment to contribute to the prevention of ship accidents.

10) Enhancement of research relating to safety of marine traffic

In order to improve accuracy, the government will conduct comprehensive studies regarding marine information including the prediction of the flow of the sea.



## **The Future Direction of Air Traffic Safety Measures -From the Ninth Fundamental Traffic Safety Program-**

### **1 Basic Concept**

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

### **2 Objectives**

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

### **3 Measures**

#### 1. Viewpoints

It is an urgent issue to prevent the recurrence of the problems, which can be regarded as seeds of large accidents, and restore public confidence in air traffic safety. While air traffic volume is expected to increase further in the future, it is an urgent issue to establish a safer and more efficient air traffic system in the air, as well as to increase the capacity of airports.

From the traditional safety administration to oversee compliance with the norms by each entity, and continuous safety performance evaluations of each entity, making the transition to next-generation safety administration to conduct a comprehensive safety management so that the improvement of aviation safety performance can be achieved as a whole.

#### 2. Measures to be taken

##### 1) Conversion to comprehensive safety management

Introduction of National Security Planning (SSP: State Safety Program) In addition to step-by-step introduction of a State Safety Program, establishing a voluntary safety reporting system, and strengthening the system analysis and evaluation of safety information is to be implemented.

##### 2) Development of air traffic environment

Promotion of preventive safety measures, improving aviation safety systems and improving services, development of facilities for the promotion of the safety of air traffic, improving safety measures at airports, improving education for aviation safety officers, and strengthening of disaster countermeasures for airports and air navigation systems are to be implemented.

##### 3) Securing aircraft operational safety

Enhancement and strengthening of transportation safety management system, strengthening supervision system for air transport companies, promotion of preventive safety measures through the aviation safety information, improving the skills of aviation workers, securing the safety of foreign aircraft, improving guidance on accident prevention of small aircraft, improving safety standards for transportation of hazardous materials, and improving meteorological information for air transport are to be implemented.

##### 4) Ensuring aircraft safety

The government will work to improve aircraft safety by promoting safety measures aimed at improving technical standards, information collection and processing systems, and inspection systems.

##### 5) Enhancing rescue and emergency services systems

To deal promptly and effectively with air distress incidents and other aircraft accidents, the government will improve rescue and emergency service systems by promoting closer cooperation between relevant organizations.

##### 6) Promoting victim support

With the participation of victim organizations, by considering the contents of assistance sought by traffic accident victims in Japan, the government will make the necessary efforts towards the development of mechanisms and systems of support according to the actual situation in Japan.

7) Identifying the causes of air accidents and preventing their recurrence

In order to perform accurately and quickly to investigate the causes for signs of air accidents (serious vessel incidents), to enhance the training specialist for the staff in charge of the investigation, along with improving survey techniques, for various surveys and air accidents, the government strives to improve analytical skills through the use of the equipment to contribute to the prevention of air accidents.

8) Promoting research and development of air transport safety

The government will encourage independent administrative organizations and other testing and research institutes to conduct research and studies in various fields. Furthermore, the government will conduct proactive research and development related to aviation safety, such as techniques for preventing aviation accidents and safety technology to protect the passengers in case of accident event.

