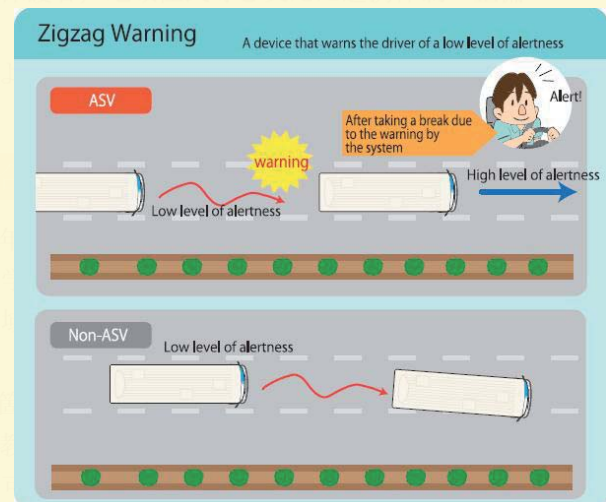
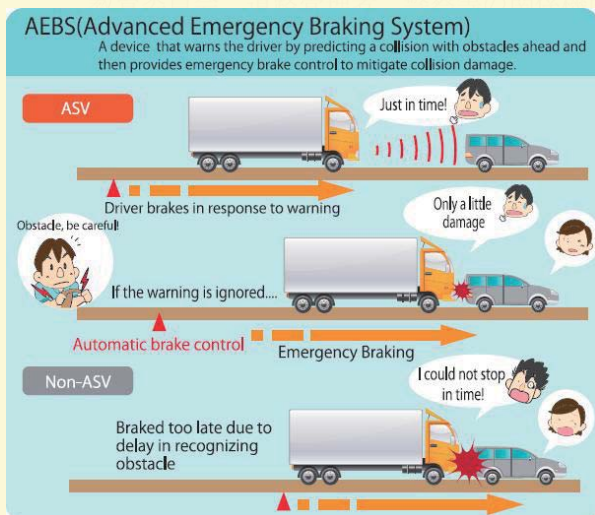


Promotion of Advanced Safety Vehicles (ASV)

Efforts are conducted to promote the development, commercialization and dissemination of “advanced safety vehicles (ASV)” which are mounted with systems to assist drivers to drive safely using advanced technologies. Especially, it is urgently required to provide measures to deal with the prevention of accidents of large vehicles which are likely to cause many casualties involving many vehicles once an accident occurs. Amidst this situation, a pre-crash safety system which is effective in mitigating damage when a collision occurs was commercialized in Japan for the first time in the world and the system to provide subsidies for those who purchase the large lorry mounted with the system was started since FY 2008. Thereafter, since FY 2010 buses and others have been added to the list of subsidized vehicles in addition to ASV technology for wobbling and further efforts were made to expand the subsidy system. Furthermore, exceptional tax exemption schemes on the car weight tax and the car acquisition tax were created for large trucks mounted with the pre-crash safety system in the tax system revision of FY 2012 and for large buses in the tax system revision of FY 2013.



[Information on the topic is available on the website of the government]

Information on “ASV: Advanced Safety Vehicle” is available on:
<http://www.mlit.go.jp/jidosha/anzen/01asv/index.html>

緊急車両の通行を支援する「ETC2.0」が開始し、ETCユーザー向けに掲載している
http://www.mext.go.jp/a_menu/kenko/anzen/1321774.htm

道路路における緊急車両の取組状況については、ETCユーザー向けに掲載している
<http://www.mlit.go.jp/road/sesaku/tsugakuro.html>

各地域における対策の検討を促すため、平成24年6月から7月にかけてETCユーザー向けに、道路路の交通
 安全の確保に関する有識者懇談会を開催し、安全確保の対策を進める際の考え方や具体的な対策例など

Measures for Bicycle Traffic Safety

Round-table meeting for the full compliance of the traffic rules by bicycles

The number of bicycle-related traffic accidents accounts for 20% of the total traffic accidents and two thirds of cyclists who got involved with traffic accidents were in violation of law. In view of such situations, the “round-table meeting for the full compliance of the traffic rules by bicycles” was held 3 times since October 2012 and the “Recommendations on the full compliance of the traffic rules by bicycles” were submitted to the National Police Agency in December in that year. Following these recommendations, the National Police Agency submitted a bill which revises a part of the Road Traffic Act to the 183rd Diet to incorporate provisions on the courses for the prevention of traffic risk posed by bicycles.



Summary of Recommendations on the full compliance with the traffic rules by bicycles

1. Systematic safety education for cyclists according to object persons

(1) Education providers and receivers

In order to provide opportunities for safety education for cyclists for university students, adults and the elderly, it is necessary for the National Policy Agency to ask education providers such as schools, companies, bicycle shops and others for collaboration and provide them with materials to serve as guidelines and educational materials on the specific contents of education so that they may provide education in an appropriate manner.

(2) Measures to promote participation in the safety education for cyclists

As measures to promote participation in safety education for cyclists provided by the providers listed in the item (1) above, it is necessary to urge participation through incentives such as allowing only those who attended seminars on bicycle safety to use bicycles to go to work and school, and reducing risk by providing courses to those cyclists who commit aggravated and dangerous offences in violation of law. As such, it is adequate to review measures in combination with effective educational contents and methods.

(3) Method for providing safety education for cyclists

Based on the current method for providing safety education for cyclists including types of accidents likely to occur, reason of each rule and program involving education receivers, improved method need to be applied for education.

2. Guidance and crackdown for the full compliance with the traffic rules by cyclists

Provision of safety education for cyclists and the guidance crackdown on cyclists who infringe the rules should be carried out in parallel. The guidance crackdown should be based on guidance warning and when law infringement is aggravated and dangerous, violators should be arrested. It is necessary to devise ways of conducting guidance crackdown aimed at the prevention of recurrence by enhancing guidance content at the time of guidance crackdown and focused crackdown according to types of cyclist accidents, traffic status, request for crackdown, individual guidance warning and others.

In addition, it is appropriate that the National Police Agency provides guidance for the prefectural police on acts which are clearly dangerous in terms of traffic safety, such as riding on bicycle using mobile phone in order to standardize cycling behavior.

[Information on the topic is available on the website of the government]

Information on “Recommendations on the full compliance with the traffic rules by cyclists” is available on:
<http://www.npa.go.jp/koutsuu/kikaku/bicycle/kondankai/teigen/teigen.pdf>

Guidelines on the creation of an environment for safe and comfortable use of bicycles

In November 2012, the Ministry of Land, Infrastructure, Transport and Tourism and the National Police Agency formulated jointly the “Guidelines on the creation of an environment for safe and comfortable use of bicycles” to allow road administrators and the prefectural police to plan bicycle network and develop it as well as to enforce full compliance with the traffic rules.

The Guidelines consist of (I) planning of bikeway, (II) designing of bikeway, (III) enforcement of full compliance of the rules and (IV) comprehensive efforts for bicycle use.

As it is important to develop an encompassing network instead of a fragmented development to secure continuity, (I) in the section of planning of the bikeway, in addition to the procedure for the preparation of Bicycle Network Plan, basic concept in each step is shown (Fig. 1). In addition, based on the principle that a bicycle is a “vehicle,” roads for bicycles will be developed mainly on roadway either as bicycle path, bicycle lane, or shared lane according to the speed and volume of the traffic of the vehicles in the Bicycle Network Routes (Fig. 2).

(II) In the section of designing of the bikeway, basic concepts on separation facilities, road width, road signs and markers, road markings and others have been provided as points to consider in designing the bikeway on the roads selected as Bicycle Network Routes.

In addition, (III) in the section of full compliance of the rules, efforts to help get acquainted with the rules for road users and (IV) in the section of comprehensive efforts for bicycle use, measures regarding parking and loading/unloading vehicles as well as efforts to deal with abandoned bicycles and others were presented, respectively.

In the future, road administrators, prefectural police and other interested bodies will cooperate for the development of a safe and comfortable environment for using bicycles based on the guidelines.

Fig. 1 Procedure for the preparation of Bicycle Network Plan

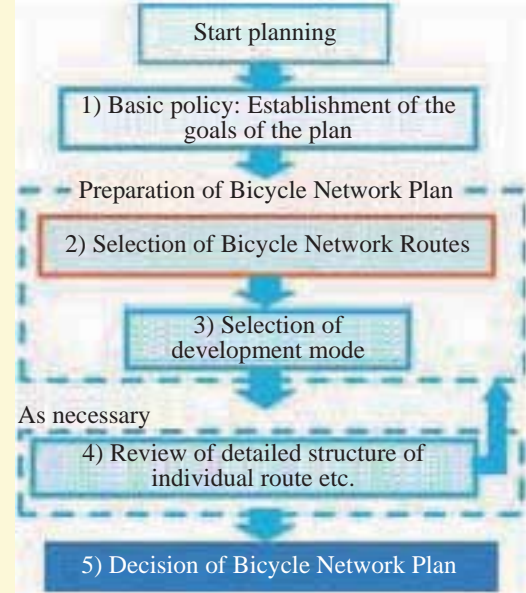


Fig. 2 Development modes of bikeway



[Information on the topic is available on the website of the government]

Information on the “Guidelines on the creation of an environment for safe and comfortable use of bicycles” is available on:

http://www.mlit.go.jp/report/press/road01_hh_000300.html

Operations for the Installation and Management of Medical Treatment Facilities by National Agency for Automotive Safety & Victim's Aid

(Expansion of Beds under Management of NASVA)

The National Agency for Automotive Safety & Victim's Aid (NASVA), in addition to the four medical treatment centers established by NASVA which provide sophisticated tertiary care and nursing for patients of persistent disturbance of consciousness*¹ as a result of injuries received in traffic accidents and commissioned beds in the two medical treatment facilities (beds commissioned by NASVA) which provide nearly the same tertiary care and nursing as that of the medical treatment centers, installed commissioned beds in the Izumiotsu Municipal Hospital (Izumiotsu city, Osaka prefecture) in Kinki area and started to receive inpatients as from January 4, 2013.

In the above facilities, treatment and rehabilitation matching the state of inpatients are provided based on the test information obtained through sophisticated medical appliances (CT, MRT, PET, etc.).

In addition, apart from that one-floor system (in some commissioned beds, monitoring system) has been adopted which allows nurses to see a slight sign of consciousness recovery of patients and provide intensive care, the primary nursing system which emphasizes continuity of care and responsibility acceptance by having one registered nurse for the same patient in a continuous manner has been introduced. Furthermore, medical treatment and nursing care are provided with delicate consideration by securing space in which patients are given natural stimulus in daily life and daily activities and rehabilitation training which can be conducted in a smooth manner.

As a result, a total of 1,070 people were admitted to the hospitals between February 1984 when the Chiba Medical Center was inaugurated and March 2013, and a total of 271 patients accounting for about 25% of the total were released*² from the hospitals. Improvement through treatment depending on the severity is also observed in patients who have not been released.



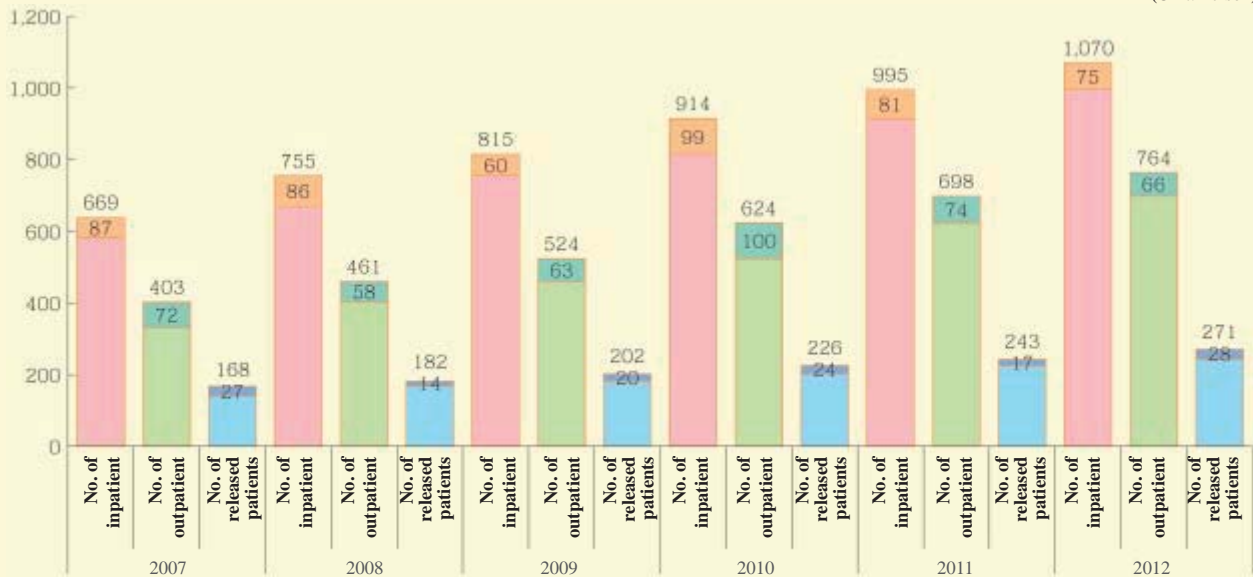
Outward appearance of the Izumiotsu Municipal Hospital



One floor system

A total of the number of inpatients, outpatients and released patients of the medical treatment facilities of NASVA

(Unit: Person)









Note: The lower number on each graph shows the number in each year.

- *1: Person with residual disability of the highest severity who is incapable of moving, eating on his/her own, uttering a meaningful word and communicating his/her will due to brain injury.
- *2: State in which a certain recovery has been achieved, which allows the patient to change his/her body position on his/her own, to eat using a spoon on his/her own despite some awkwardness, to respond with words to simple questions, to react quickly and correctly at all times, etc.

[Information on the topic is available on the website of the government]

Information on Medical treatment facilities of NASVA is available on:
<http://www.mlit.go.jp/jidosha/anzen/04relief/accident/aftereffect.html#ryougo>
<http://www.nasva.go.jp/sasaeru/ryougo.html>
<http://www.nasva.go.jp/gaiyou/topics/2013/130322.html>

List of medical treatment facilities of NASVA

<p>[Tohoku Custodial Care Center] ◎Inauguration: July, 1989 ◎Operations outsourced to: Kohnan-kai ◎Location: 4-20-6, Nagamachi-minami, Taihaku-ku, Sendai, Miyagi pref. ◎No. of beds: 50 ◎Tel: 022-247-1171 ◎http://www.touhokuyryougo.com</p> 	<p>[Chiba Ryogo Center] ◎Inauguration: February, 1984 ◎Operations outsourced to: Seikei-kai ◎Location: 3-30-1, Isobe, Mihama-ku, Chiba, Chiba pref. ◎No. of beds: 80 ◎Tel: 043-277-0061 ◎http://chiba-ryougo.jp</p> 	<p>[Chubu Medical Center] ◎Inauguration: July, 2001 ◎Operations outsourced to: Kosei-kai ◎Location: 630, Shimokobi, Kobi-machi, Minokamo, Gifu pref. ◎No. of beds: 50 ◎Tel: 0574-24-2233 ◎http://ryougo.kizawa-memorial-hospital.jp/</p> 	<p>[Okayama Custodial Care Center] ◎Inauguration: February, 1994 ◎Operations outsourced to: Saiseikai, Imperial Gift Foundation ◎Location: 2-8-35, Nishifurumatsu, Kita-ku, Okayama, Okayama pref. ◎No. of beds: 50 ◎Tel: 086-244-7041</p> 
<p>[NASVA commissioned beds] Nakamura Memorial Hospital ◎Inauguration: December, 2007 ◎Location: 14, Minami-1, Chuo-ku, Sapporo, Hokkaido ◎No. of commissioned beds: 12 ◎Tel: 011-231-8555 (Ex. 451, 460) ◎http://www.nmh.or.jp/</p> 	<p>[NASVA commissioned beds] Izumiotsu Municipal Hospital ◎Inauguration: January, 2013 ◎Location: 16-1, Oyocho, Izumiotsu, Osaka pref. ◎No. Of commissioned beds: 16 ◎Tel: 0725-32-5622 ◎http://www.hosp-ozu-osaka.jp/</p> 	<p>[NASVA commissioned beds] St. Mary's Hospital ◎Inauguration: December, 2007 ◎Location: 422, Tsubokuhonmachi, Kurume, Fukuoka pref. ◎No. Of commissioned beds: 20 ◎Tel: 0942-35-3322 (Ex. 6001) ◎http://www.st-mary-med.or.jp/</p> 