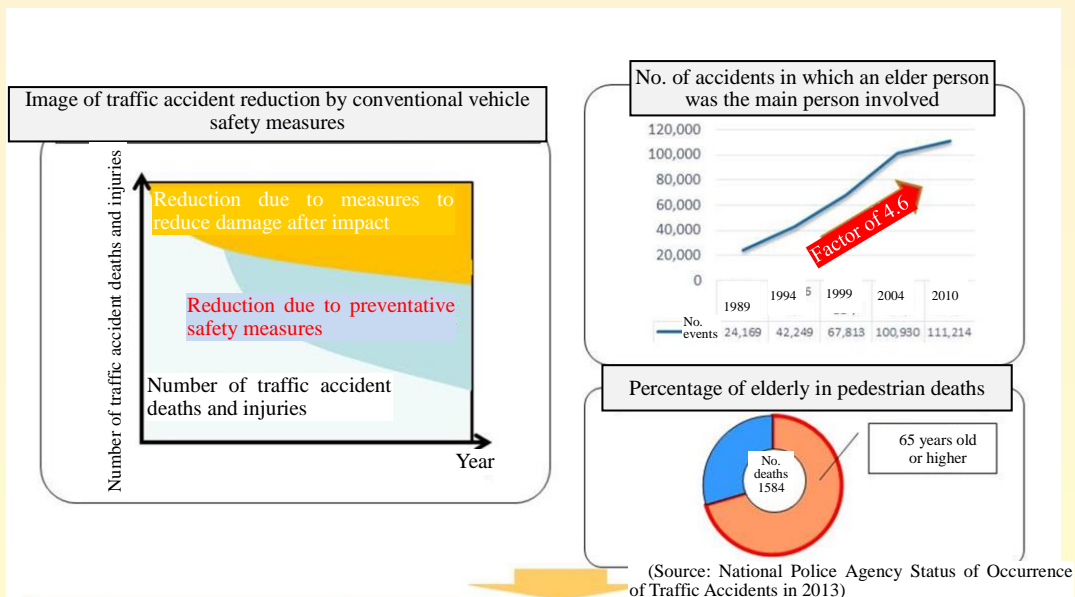


Commencement of Preventative and Safety Performance Assessment

The Ministry of Land, Infrastructure, Transport and Tourism in cooperation with the National Agency for Automotive Safety and Victims' Aid (NASVA) carries out evaluation of the impact safety performance of each vehicle based on impact tests of the vehicle, from an impartial and independent standpoint. The evaluation results are published on the Ministry of Land, Infrastructure, Transport and Tourism and NASVA homepages and in pamphlets, etc., so that users can select safe automobiles, and manufacturers are encouraged to develop automobiles with high safety performance.

Although in recent years the trend in Japan is towards fewer deaths and injuries due to traffic accidents, a serious situation still continues. In the 9th Basic Plan for Road Safety, targets are stated as (1) 3,000 or fewer deaths in 24 hours to realize the world's safest road traffic by the year 2015, and (2) 700,000 or fewer injuries or deaths by the year 2015. However it is considered that it is difficult to reduce the number of dead and injured in traffic accidents to achieve these targets by technologies to reduce injuries during an impact alone, which have had the effect of reducing the numbers of dead and injured in road traffic accidents. In recent years the number of accidents in which an elder person was the main party involved has increased, and, the percentage of pedestrian deaths that are 65 years or older is 70%, so we are facing special issues of the aging society. As countermeasures against such accidents, it is indispensable that preventative safety technology for avoiding impact or reducing impact damage, as exemplified by braking control devices for reducing impact damage (referred to as automatic brakes), be deployed.



The deployment of **preventative safety technology** to avoid impacts is essential

Therefore, in addition to the automobile assessments based on crashworthiness safety performance that has been adopted to date, it has been decided to implement preventative safety performance assessment in which the performance of preventative safety technologies is evaluated. Firstly, testing and evaluation of Advanced Emergency Braking Systems (AEBS) [for vehicles] and Lane Departure Warning Systems (LDWS) commenced in fiscal year 2014.

For example, in the case of AEBS, testing and evaluation is being carried out on AEBS and Forward Collision Warning Systems (FCWS) under two conditions in which a mock vehicle (target) in front is stationary, and traveling at a constant speed (constant speed of 20 km/h), taking into consideration accident situations in Japan.

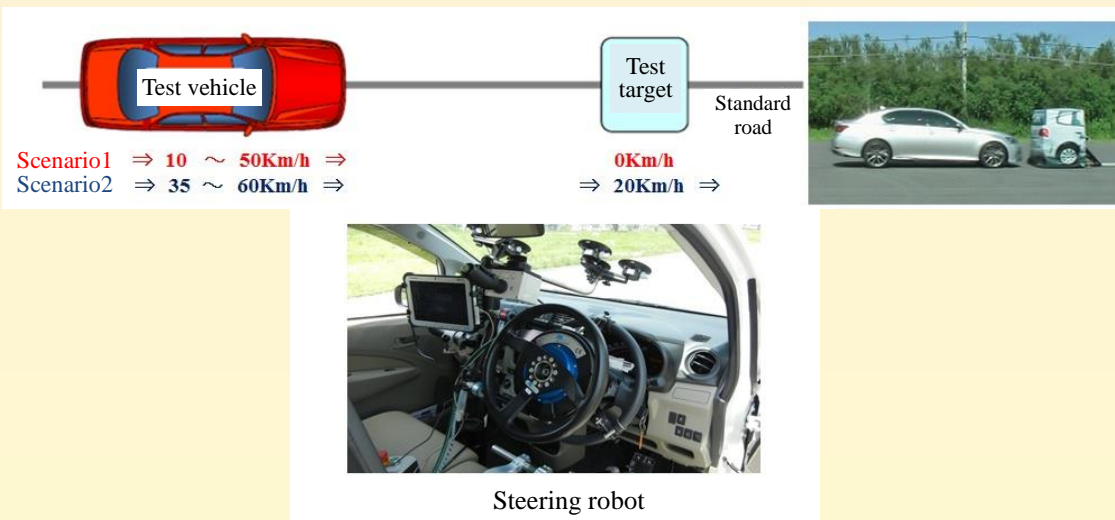
In addition, testing and evaluation is being carried out for the effect of avoidance and reduction in damage by the combination of FCWS sending an alarm to the driver and an auxiliary braking function in an emergency.

Test Method

Two tests are carried out driving towards a test target that is stationary or traveling at a constant velocity (20 km/h)

Performance to be Evaluated

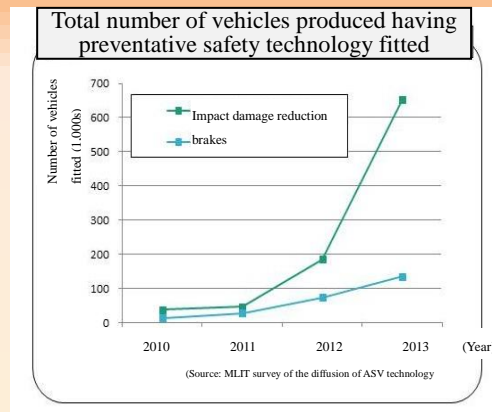
- (1) AEBS test: Evaluation of the braking function to automatically avoid impact / reduce speed
- (2) FCWS test: Evaluation of impact alarm / emergency braking assistance function



In the results from the first phase (April to October 2014) in which the performance evaluation of preventative safety technology was first carried out, a certain level of safety performance was found for all vehicle models. However, each of the three detection technologies currently used in AEBS has its own characteristics, and differences in the performances were found corresponding to the speed ranges. The preventative safety performance assessment results are published on the following homepage.

Refer to HP:

<http://www.nasva.go.jp/mamoru/index.html>



Main features of each device in AEBS and logo mark

Device name	Features
Millimeter-wave radar	A short wavelength radio wave is emitted to the front and the position, velocity, and relative velocity of a traveling vehicle or person is measured.
Laser radar	Laser radar measures the distance to an obstacle based on reflected light emitted from a light emitter and receiver.
Camera (monocular, multiple aperture)	Images taken are analyzed to detect obstacles.



On the first day in which the evaluation results were published, the number accessing the homepage was 10 times the normal number. Manufacturers are also actively using the preventative safety performance evaluation results in their public relations activities, and interest in preventative safety performance is increasing.

For the future, in order to further reduce the number of traffic accident deaths and injuries and realize the world's safest road transport, it is necessary to have more advanced preventative safety technology and improve its reliability, and for this purpose preventative safety performance assessment will play an extremely important role.

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

The commencement of preventative safety assessment is available on:

http://www.mlit.go.jp/report/press/jidosha07_hh_000164.html

Status of Application after Enforcement of the Act on Punishment for Acts of Driving Causing Death or Injury [Purpose of Enactment and Status of Application (Arrests)] relating to Enforcement of the New Act

Enactment of the Act on Punishment for Acts of Driving Causing Death or Injury

The number of accidents resulting in casualties by driving a car tends to decrease. However, a number of accidents resulting in casualties by aggravated and dangerous driving including drunk driving and driving without license still occur. In the wake of the case in which only the criminal punishment consisting of the automobile driving negligence resulting in death or injury was applied despite the fact that the accident resulted in casualties by an aggravated and dangerous driving, which did not correspond to the current punishment of the crime of dangerous driving causing death or injury, a number of views and opinions having been brought about demanding the revision of these punishments.

Under the circumstances, the Act on Punishment for Acts of Driving Causing Death or Injury (Law 86 of 2013) was approved on November 20, 2013 and enacted on May 20, 2014. The outline of the act is as follows:

Development of the provisions of the crime of dangerous driving causing death or injury

- ① The act of advancing the road by a car the transit of which is prohibited to a car and driving the car at a speed susceptible of causing a serious traffic risk is now added as a similar type to the crime of dangerous driving causing death or injury.
- ② The person who drives a car in a state in which he might not drive normally by the effect of alcohol or drug while driving the car, and as a result of the effect of the alcohol or the drug, falls into a state in which he is difficult to drive the car normally resulting in causing casualties constitutes now the crime of dangerous driving causing death or injury, and when a person is dead, the driver is sentenced to 15 years or less in prison, and when a person is injured, the driver is sentenced to 12 years or less in prison.
- ③ The person who drives a car in a state in which he might not drive normally by the effect of a certain illness designated by a government ordinance while driving the car, and as a result of the effect of the illness, falls into a state in which he is difficult to drive the car normally resulting in causing casualties constitutes now the crime of dangerous driving causing death or injury, and when a person is dead, the driver is sentenced to 15 years or less in prison, and when a person is injured, the driver is sentenced to 12 years or less in prison.
- ④ The provisions on the traditional crime of the dangerous driving causing death or injury are transferred from the Penal Code.

Establishment of the crime eluding the discovery of the effect of alcohol on an automobile driving negligence resulting in death or injury

In the case in which the person who drives a car in a state in which he might not drive normally by the effect of alcohol or drug while driving the car, and causes casualties by neglecting to perform his duties while driving, if he takes actions to elude the discovery of the presence or degree of the effect of alcohol or drug in order to elude the discovery of the effect while driving, he is sentenced to the crime of eluding the discovery of the effect of alcohol on an automobile driving negligence resulting in death or injury and sentenced to 12 years or less in prison.

New introduction of aggravation on driving without license

sentenced to aggravated statutory penalties.

(Crime of causing casualties)	(Aggravation due to driving without license)
Sentence of 15 years or less in prison	Sentence of 6 months to 20 years or less
Sentence of 12 years or less in prison	Sentence of 15 years or less
Sentence of 7 years or less in prison	Sentence of 10 years or less

Others

The provisions on traditional crime of the automobile driving negligence resulting in death or injury are transferred from Penal Code.

Status of arrests for traffic accidents (2014)

Category		No. cases	
Act on Punishment for Acts of Driving Causing Death or Injury	Article 2	Dangerous driving causing death	11
		Dangerous driving causing injury	126
	Article 3	Dangerous driving causing death	9
		Dangerous driving causing injury	113
	Article 4	Eluding the discovery of the effect of alcohol or drug on an automobile driving negligence resulting in death	5
		Eluding the discovery of the effect of alcohol or drug on an automobile driving negligence resulting in injury	60
	Article 5	Driving negligence resulting in death	1,050
		Driving negligence resulting in injury	273,088
	Article 6 Item 1	Dangerous driving without license causing injury	21
	Article 6 Item 2	Dangerous driving without license causing death	1
		Dangerous driving without license causing injury	5
	Article 6 Item 3	Eluding the discovery of the effect of alcohol or drug on an automobile driving negligence without license resulting in death	0
		Eluding the discovery of the effect of alcohol or drug on an automobile driving negligence without license resulting in injury	7
	Article 6 Item 4	Driving negligence without license resulting in death	11
Driving negligence without license resulting in injury		472	
Penal Code	Dangerous driving causing death <small>Note1</small>		15
	Dangerous driving causing injury <small>Note2</small>		190
	Automobile driving negligence resulting in death, etc. <small>Note 3</small>		2,278
	Automobile driving negligence resulting in injury, etc. <small>Note 4</small>		268,597
	Gross negligence resulting in death and negligence resulting in death		28
	Gross negligence resulting in injury and negligence resulting in injury		4,662
Total		550,749	

Note 1 "Dangerous driving causing death" is causing death by dangerous driving in accordance with Article 208-2 of the Penal Code prior to amendment.

Note 2 "Dangerous driving causing injury" is causing injury by dangerous driving in accordance with Article 208-2 of the Penal Code prior to amendment.

Note 3 "Automobile driving negligence resulting in death, etc." is causing death by negligent driving (Article 211(2) of the Penal Code prior to amendment) and death caused by negligence in the conduct of business (Article 211(1) of the Penal Code).

Note 4 "Automobile driving negligence resulting in injury, etc." is causing injury by negligent driving (Article 211(2) of the Penal Code prior to amendment) and injury caused by negligence in the conduct of business (Article 211(1) of the Penal Code).