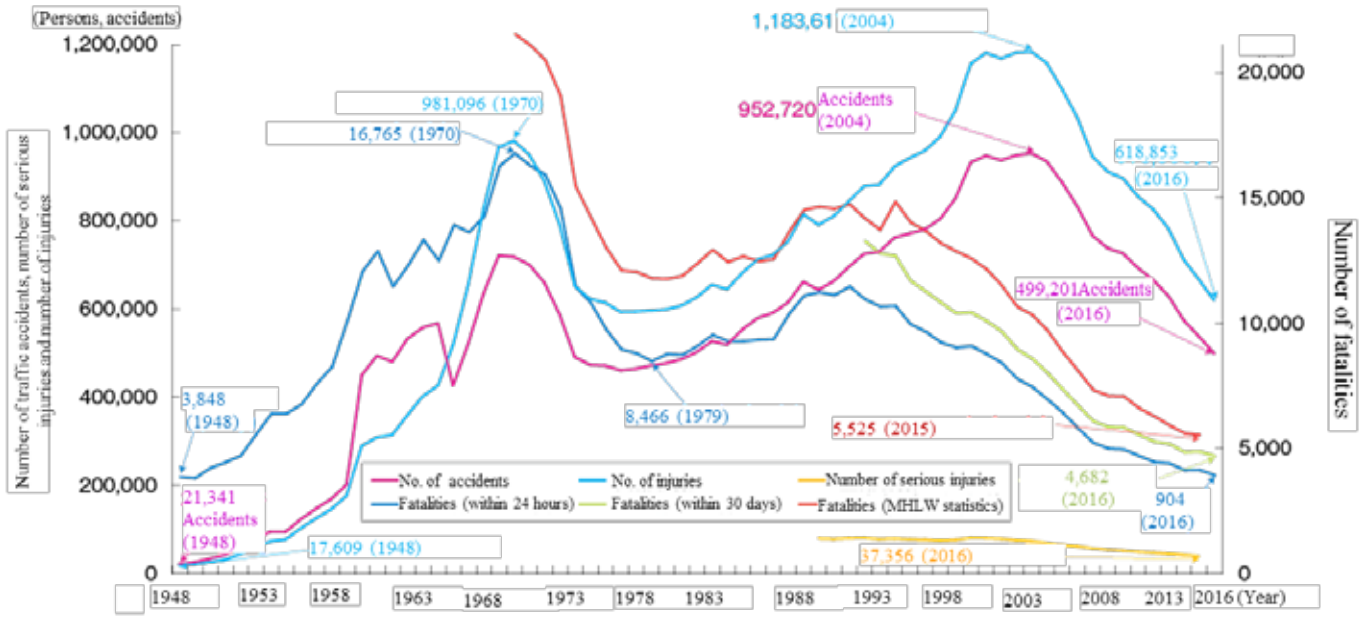
Part 1 Road Transport

Chapter 1 Road Traffic Accident Trends

1 Long-Term Change of Road Traffic Accidents

The number of fatalities in traffic accident fell to 4,000 people after a lapse of 67 years since 1949.

▸ **Chart 1-1 Number of traffic accidents, number of fatalities and number of serious injuries caused by road transport accidents**



Note:
1. Source: National Police Agency
2. Figures in 1966 and after do not include any property damages. Figures before 1972 do not include Okinawa Prefecture.
3. "Fatalities (within 24 hours)" shows the number of persons who died due to a traffic accident within 24 hours after its occurrence.
4. "Fatalities (within 30 days)" shows the number of persons who died due to a traffic accident within 30 days after its occurrence (counting the day of the traffic accident as the first day).
5. The "number of fatalities (MHLW statistics)" is prepared by the National Police Agency based on the "Vital Statistics" of the Ministry of Health, Labor and Welfare and is the number of fatalities due to traffic accidents in each year (which excludes anyone who died later than a year after the accidents or due to an after-effect). Incidentally, the figures before 1995 represent those fatalities due to car accidents and the figures in 1995 and after represent those fatalities due to road accidents except those not due to them.

[Changes in the number of fatalities (fatalities within 24 hours), accidents and injuries in traffic accidents]

- The worst fatality record was registered in 1970 with 16,765 people.

The Traffic Safety Policies Basic Acts was established in 1970 and since then the Fundamental Traffic Safety Program was formulated every 5 years based on the Act.

- The number of fatalities fell to 8,466 in 1979 and started to increase again. Since 1992, however, the number started to decline again.

●The number of both traffic accidents and injuries registered the worst record of 952,720 and 1,183,617, respectively in 2004.

●The number of fatalities in traffic accident in 2016 was 3,904 which was less than 4,000 for the first time in 67 years since 1949.

The number of both traffic accidents and injuries fell over 12 years in a row.

2 Road Traffic Accident Conditions during 2016

Overall Condition

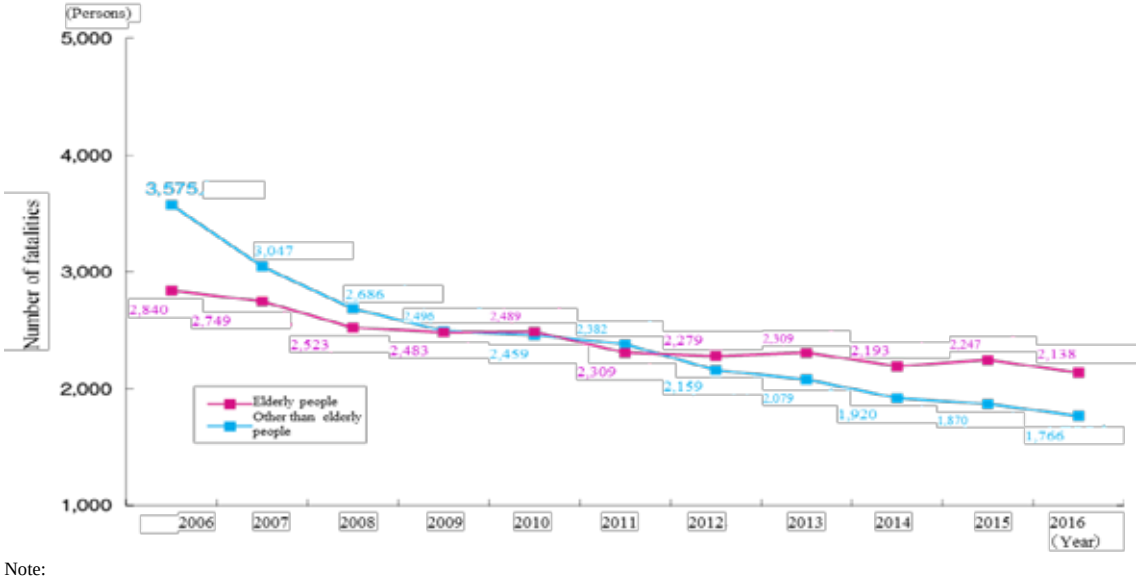
™	Number of accidents:	499,201	(- 37,698, - 7.0 % over the previous year)
™	Number of casualties:	622,757	(- 47,383, - 7.1 % over the previous year)
™	Number of injuries:	618,853	(- 47,170, - 7.1 % over the previous year)
™	Number of fatalities (within 24 hours):	3,904	(213, - 5.2 % over the previous year)
	(within 30 days):	4,682	(185, - 3.8 % over the previous year)

The number of traffic accidents and number of injuries is decreasing continuously for 12 years and the number of fatalities has also decreased to less than 4,000 people for the first time in 67 years since 1949.

Though the number of fatalities of elderly in traffic accidents per 100,000 elderly people has been decreasing continuously, the number of fatalities of elderly people in traffic accidents was 2,138 and the percentage of elderly people who died in traffic accident was 54.8% which was the highest in history. (Chart 1-4 and Chart 1-5).

In addition, the fatality rate has increased for 4 years in a row. This can be attributed to the fact that while the population of elderly people with the fatality rate about 6 times higher than other age groups has been increasing, the population of other age groups has been decreasing (Chart 1-6).

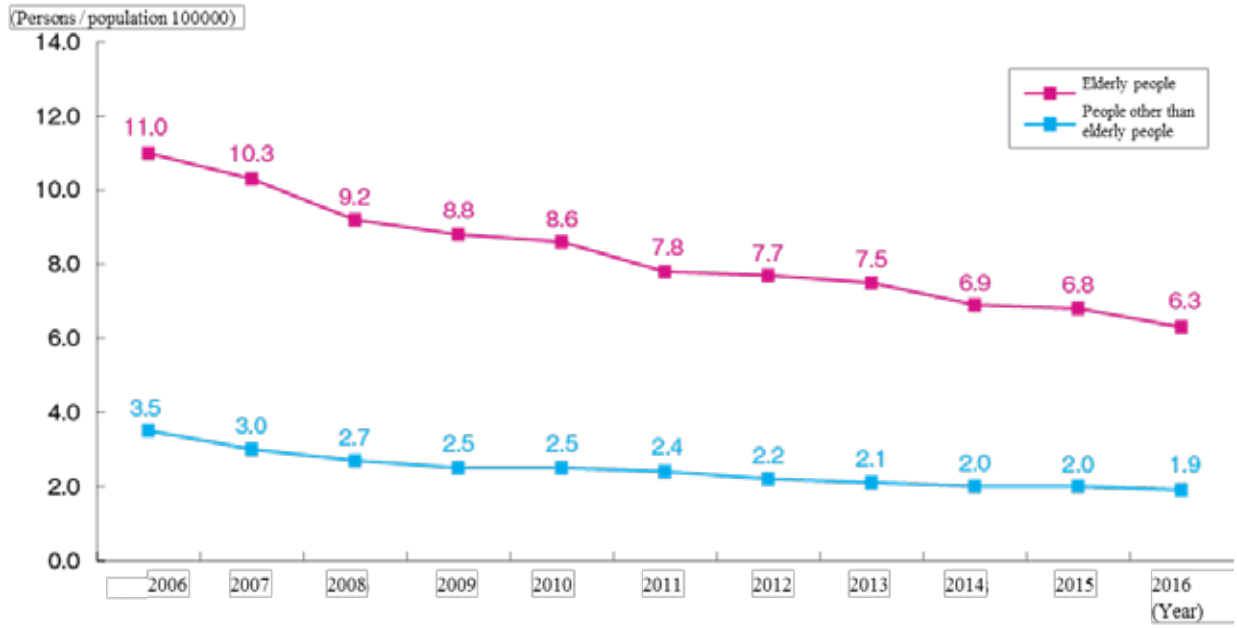
▸ **Chart 1-4 Change in the number of fatalities of the elderly and others**



Note:

1. Source: National Police Agency

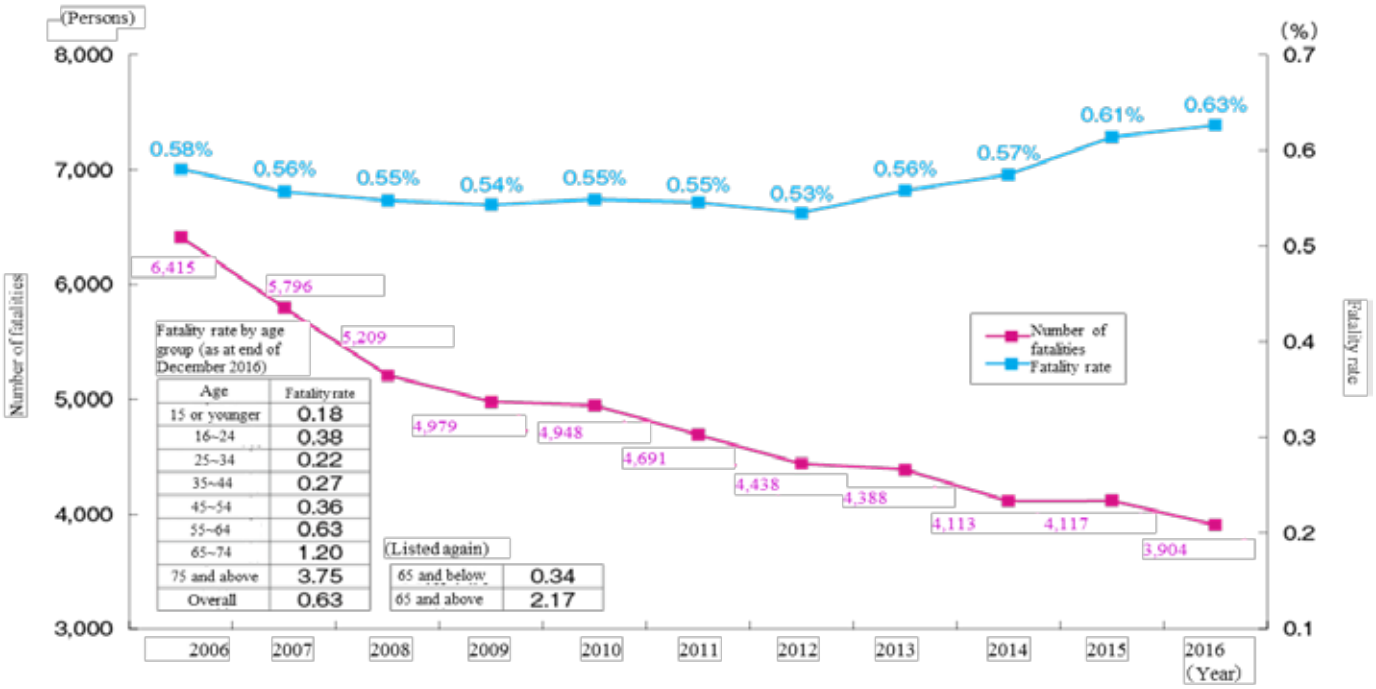
▶ **Chart 1-5 Changes in the number of fatalities of elderly people and people other than elderly people in traffic accidents per a population of 100,000**



Note:

1. Source: National Police Agency
2. The population used for the calculation is from the statistical data “Population Estimates (as at October 1 of each year) “of each previous year or “Population Census” of the Ministry of Internal Affairs and Communications.

▶ **Chart 1-6 Changes in the fatality rate and the number of fatalities**



Note:

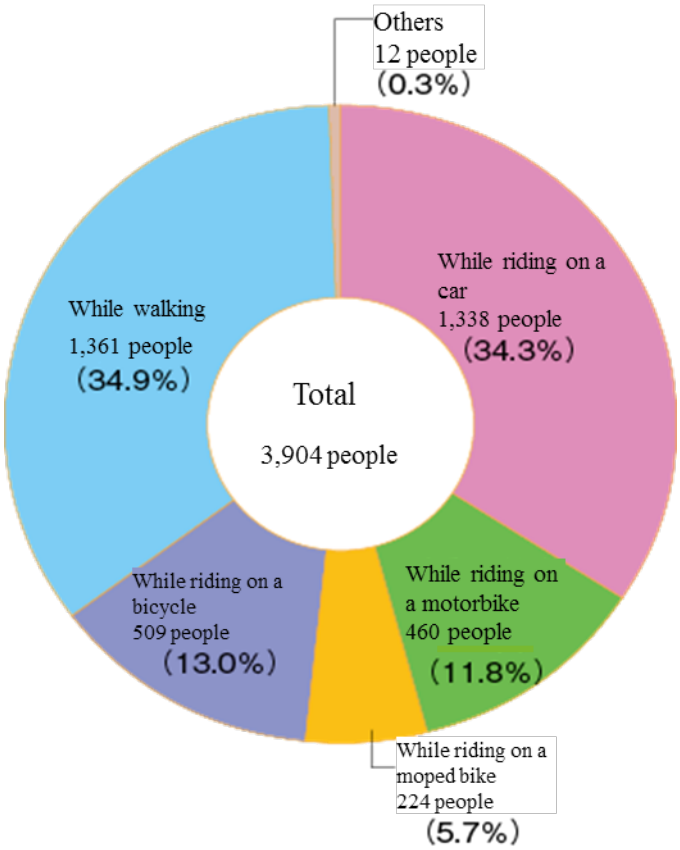
1. Source: National Police Agency
2. Fatality rate = Number of fatalities/number of casualties x 100

●Number of Fatalities and Injuries in Traffic Accidents by State

- The number of fatalities is the highest while walking (1,361 with the composition ratio of 34.9%) followed by while riding on a car (1,338 with the composition ratio of 34.3%) and the sum of both accounts for 69.1% of the total (Chart 1-11). If we look at the number of fatalities in traffic accidents (per a population of 100,000) in the past 10 years by state, though each state is on a declining, the number of fatalities in traffic accidents while riding on a motorbike did not decrease when compared to others (Chart 1-12).

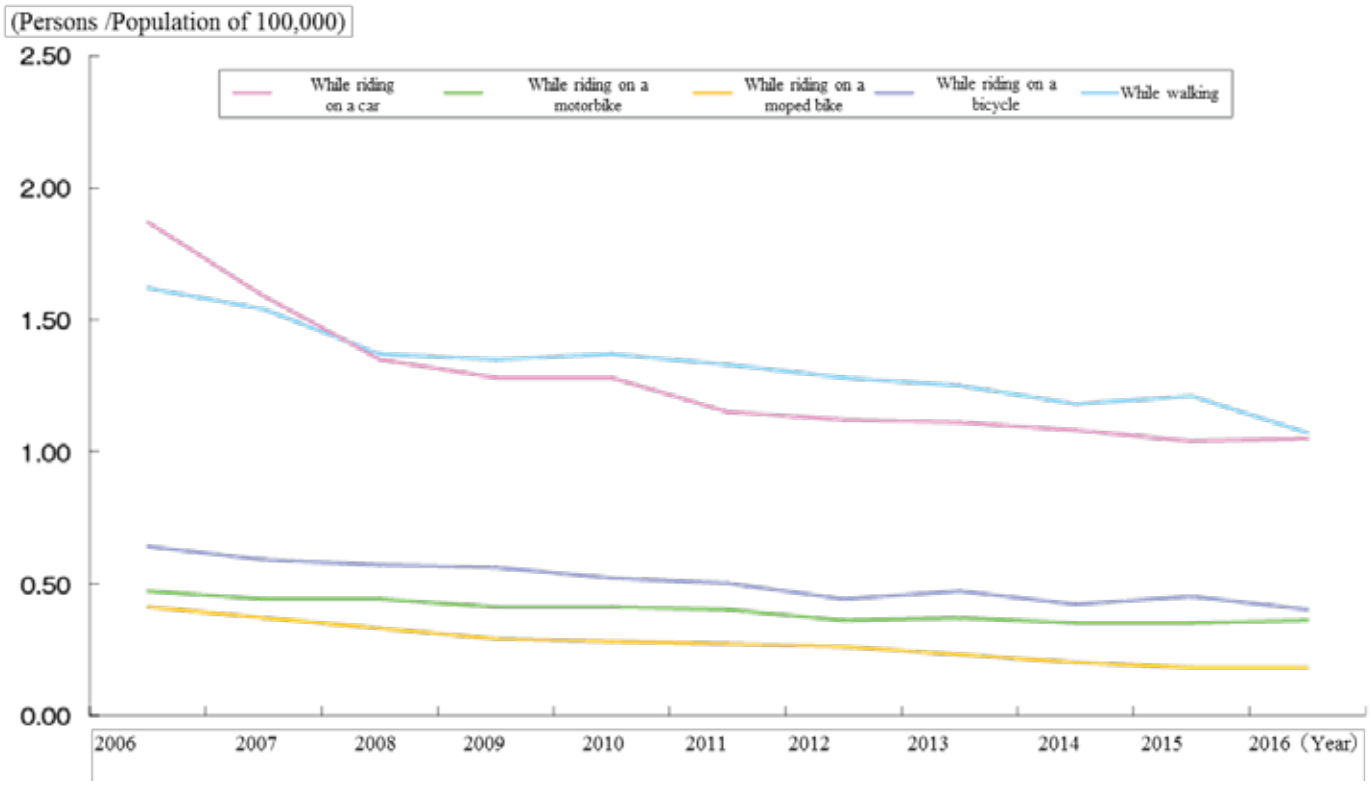
, The number of injuries is the highest while riding on a car (412,750 with the composition ratio of 66.7%) (Chart 1-13). If we look at the number of injuries in traffic accidents (per a population of 100,000) in the past 10 years by state, though each state is on a declining, the number of injuries while walking did not decrease when compared to others (Chart 1-14).

▶ Chart 1-11 Number of fatalities in traffic accidents by state (2016)



Note:
1. Source: National Police Agency
2. The figure in the bracket ( ) shows the composition ratio.

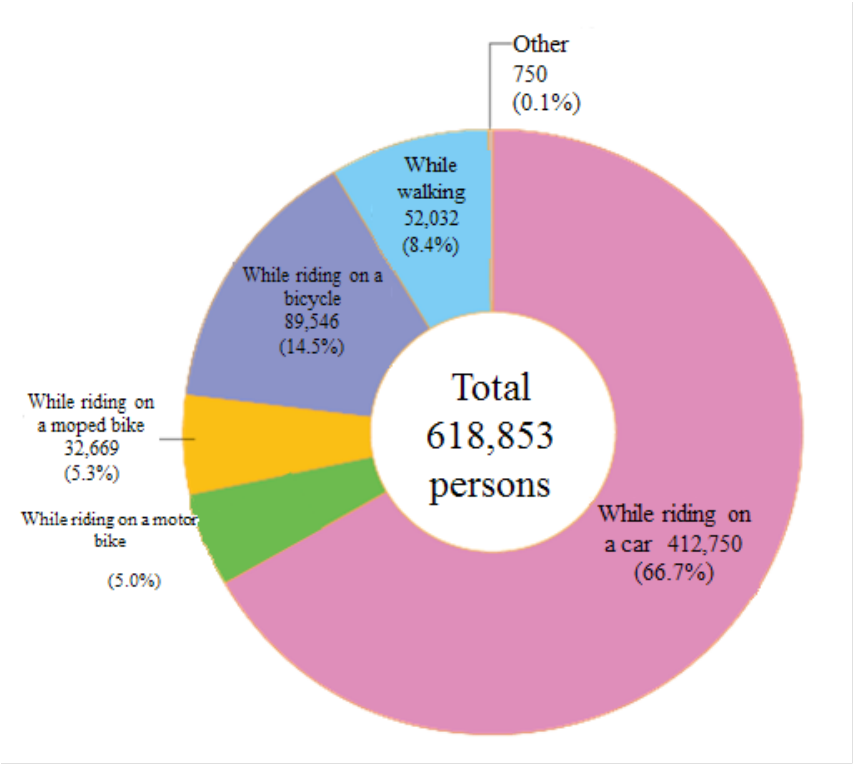
▶ Chart1-12 Changes in the number of fatalities in traffic accidents by state per a population of 100,000



(Persons /Population of 100,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Rate of change (compared to 2006)
While riding on a car	1.87	1.59	1.35	1.28	1.28	1.15	1.12	1.11	1.08	1.04	1.05	−43.6%
While riding on a motorbike	0.47	0.44	0.44	0.41	0.41	0.40	0.36	0.37	0.35	0.35	0.36	−22.4%
While riding on a moped bike	0.41	0.37	0.33	0.29	0.28	0.27	0.26	0.23	0.20	0.18	0.18	−57.3%
While riding on a bicycle	0.64	0.59	0.57	0.56	0.52	0.50	0.44	0.47	0.42	0.45	0.40	−37.8%
While walking	1.62	1.54	1.37	1.35	1.37	1.33	1.28	1.25	1.18	1.21	1.07	−34.0%

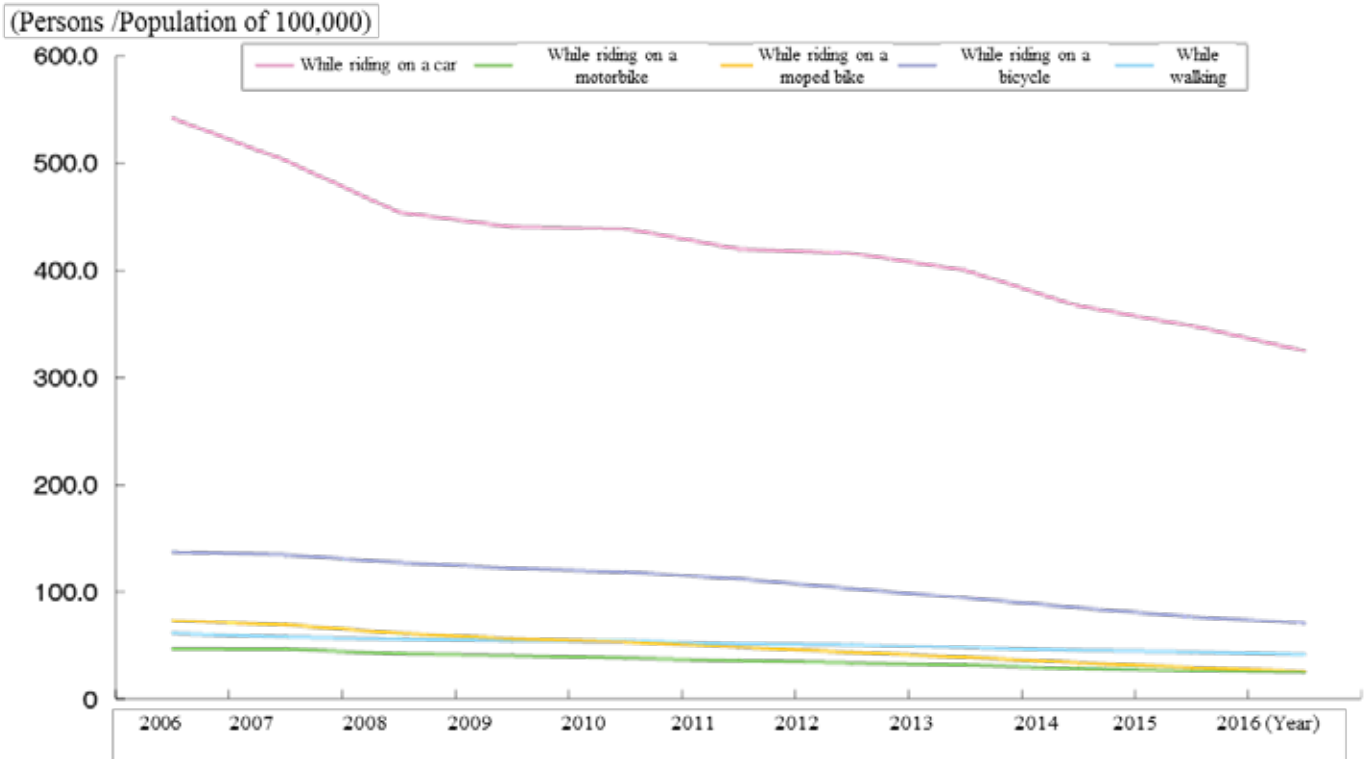
Note:
1. Source: National Police Agency except that “others” is omitted.
2. The population used for the calculation is from the statistical data “Population Estimates (as at October 1 of each year)” of each previous year or “Population Census” of the Ministry of Internal Affairs and Communications.

▶ **Chart 1-13 Number of casualties in traffic accidents by state (2016)**



Note:
1. Source: National Police Agency
2. The figure in the bracket ( ) shows the composition ratio.

▶ **Chart 1-14 Changes in the number of fatalities in traffic accidents by state per a population of 100,000**



(Persons /Population of 100,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Rate of change (compared to 2006)
While riding on a car	541.9	502.4	454.0	440.6	438.6	420.1	415.7	400.1	366.7	348.1	324.8	−40.1%
While riding on a motorbike	46.5	46.1	41.7	40.2	37.9	35.5	33.5	31.5	28.3	26.0	24.5	−47.3%
While riding on a moped bike	72.9	68.9	61.0	56.1	53.2	48.0	43.1	38.7	33.6	29.3	25.7	−64.7%
While riding on a bicycle	136.8	134.1	127.1	121.9	118.4	111.8	102.7	94.1	84.8	76.5	70.5	−48.5%
While walking	61.0	57.6	55.8	54.1	54.2	51.3	50.2	47.8	44.9	43.6	40.9	−32.9%

Note:
1. Source: National Police Agency except that "others" is omitted.
2. The population used for the calculation is from the statistical data "Population Estimates (as at October 1 of each year)" of each previous year or "Population Census" of the Ministry of Internal Affairs and Communications

●Number of Fatalities and the Number of Injuries in Traffic Accidents by Age Group

- The number of fatalities (per a population of 100,000) is the highest in people of 80 years old and over (9.6) followed by people of 70 to 79 years old (5.7) and people of 60 to 69 years old (3.2) (Chart 1-15), and the sum of the number of fatalities of these 3 age groups accounts for 60.5% of the total (Chart 1-16).

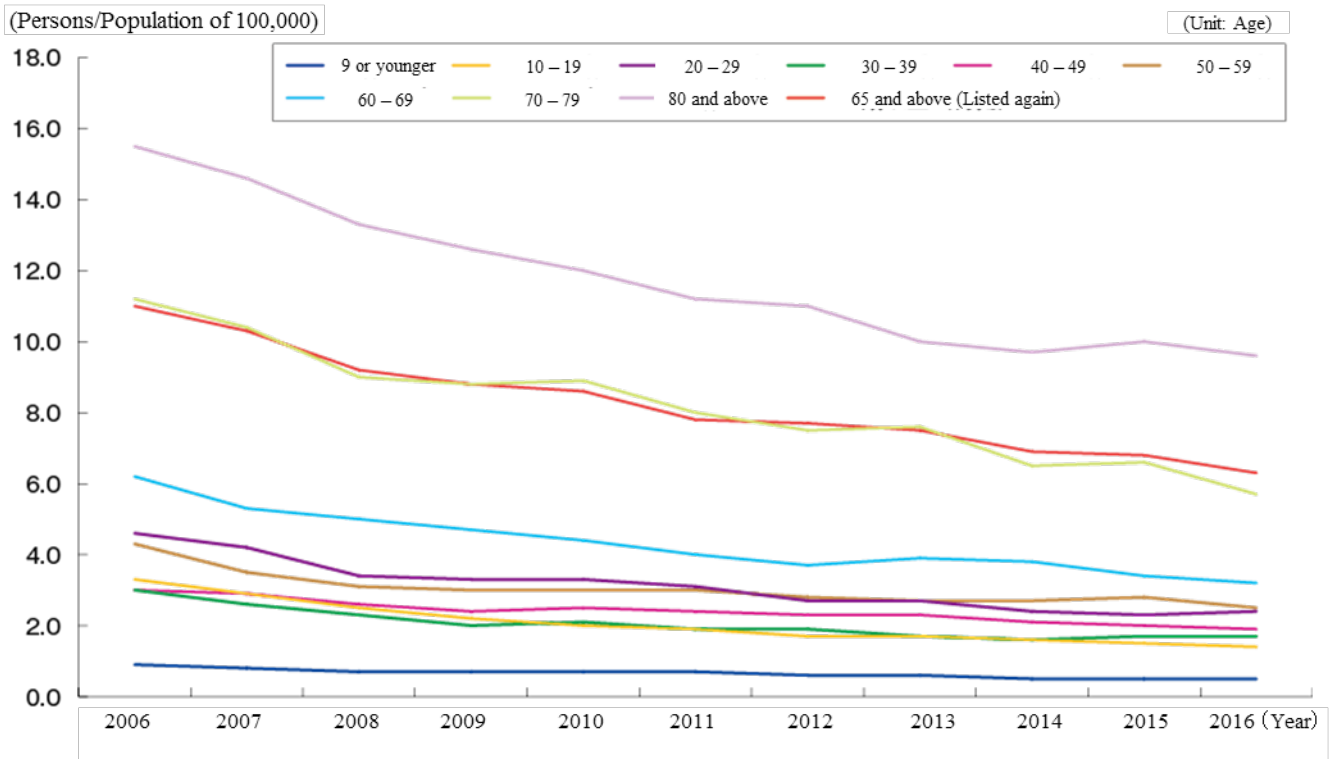
, Although the number of fatalities of elderly people of 65 years old and over per population has been decreasing, the number of fatalities of elderly people in traffic accidents has increased compared to last year as a result of an increase of the population of elderly people, and the percentage of elderly people in the number of fatalities in traffic accidents is the highest in history (54.8%).

ㅣ If we look at the number of fatalities in traffic accidents (per a population of 100,000) by age group in the past 10 years, the number in the age group of 40 to 49 years old, which shows the most gradual decrease, decreased to 40 % as compared to 2006 (Chart 1-15).

„ The number of injuries (per a population of 100,000) is the highest in the age group of 20 to 29 years old (824.2), followed by those of 30 to 39 years old (698.1) and 40 to 49 years old (631.7) (Chart1-17), and the sum of the number of injuries of these 3 age groups accounts for 54.0% of the total (Chart 1-18).

… If we look at the number of injuries in traffic accidents (per a population of 100,000) by age group in the past 10 years, the number in the age groups of 40 to 49 years old and 50 to 59 years old has not decreased much in comparison to other age groups (Chart 1-17).

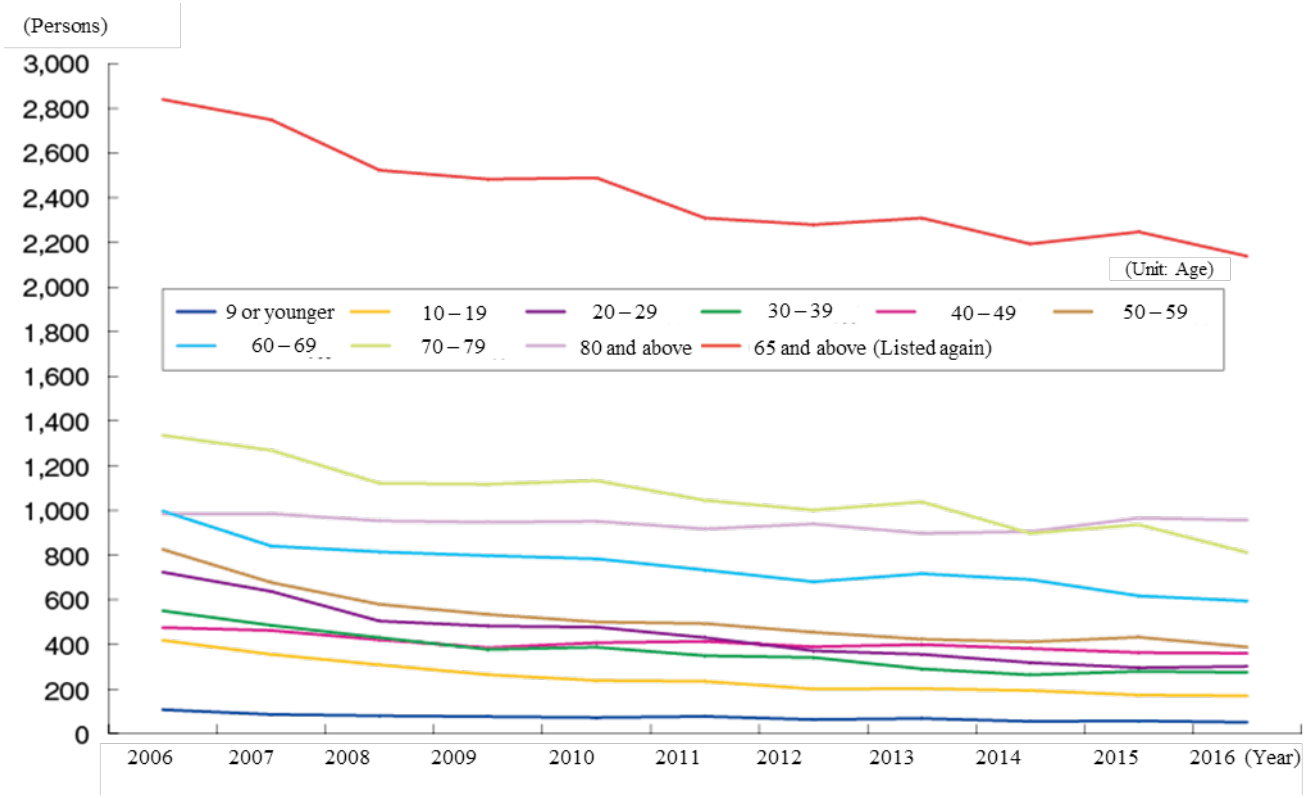
▶ Chart1-15 Changes in the number of fatalities in traffic accidents by state per a population of 100,000



(Persons /Population of 100,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Rate of change (compared to 2006)
-9 years old or younger	0.9	0.8	0.7	0.7	0.7	0.7	0.6	0.6	0.5	0.5	0.5	−46.7%
10～19 years old	3.3	2.9	2.5	2.2	2.0	1.9	1.7	1.7	1.6	1.5	1.4	−56.3%
20～29 years old	4.6	4.2	3.4	3.3	3.3	3.1	2.7	2.7	2.4	2.3	2.4	−48.2%
30～39 years old	3.0	2.6	2.3	2.0	2.1	1.9	1.9	1.7	1.6	1.7	1.7	−41.5%
40～49 years old	3.0	2.9	2.6	2.4	2.5	2.4	2.3	2.3	2.1	2.0	1.9	−35.4%
50～59 years old	4.3	3.5	3.1	3.0	3.0	3.0	2.8	2.7	2.7	2.8	2.5	−42.4%
60～69 years old	6.2	5.3	5.0	4.7	4.4	4.0	3.7	3.9	3.8	3.4	3.2	−47.8%
70～79 years old	11.2	10.4	9.0	8.8	8.9	8.0	7.5	7.6	6.5	6.6	5.7	−48.7%
80 years old and over	15.5	14.6	13.3	12.6	12.0	11.2	11.0	10.0	9.7	10.0	9.6	−38.0%
65 years old and over (Listed again)	11.0	10.3	9.2	8.8	8.6	7.8	7.7	7.5	6.9	6.8	6.3	−42.7%
All age group	5.0	4.5	4.1	3.9	3.9	3.7	3.5	3.4	3.2	3.2	3.1	−38.8%

Note:
1. Source: National Police Agency
2. The population used for the calculation is from the statistical data “Current estimated population as at October 1” of each previous year or “Population Census” of the Ministry of Internal Affairs and Communications

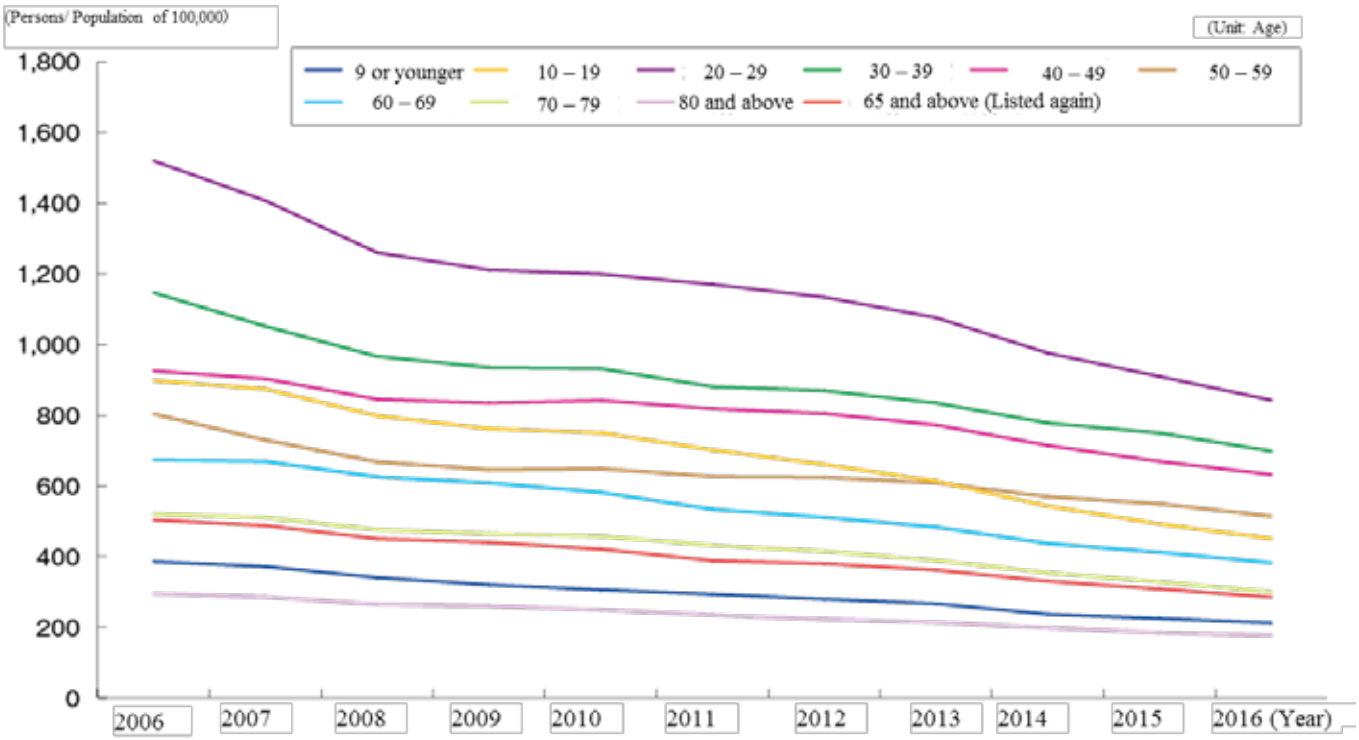
▶ **Chart 1-16 Changes in the number of fatalities in traffic accidents by age group**



	2016	
	Number of fatalities	Composition ratio
-9 years old or younger	51	1.3%
10～19 years old	169	4.3%
20～29 years old	301	7.7%
30～39 years old	274	7.0%
40～49 years old	360	9.2%
50～59 years old	388	9.9%
60～69 years old	594	15.2%
70～79 years old	811	20.8%
80 years old and over	956	24.5%
65 years old and over（Listed again）	2,138	54.8%

Note: Source: National Police Agency

▶ Chart 1-17 Changes in the number of injuries in traffic accidents by age group per a population of 100,000

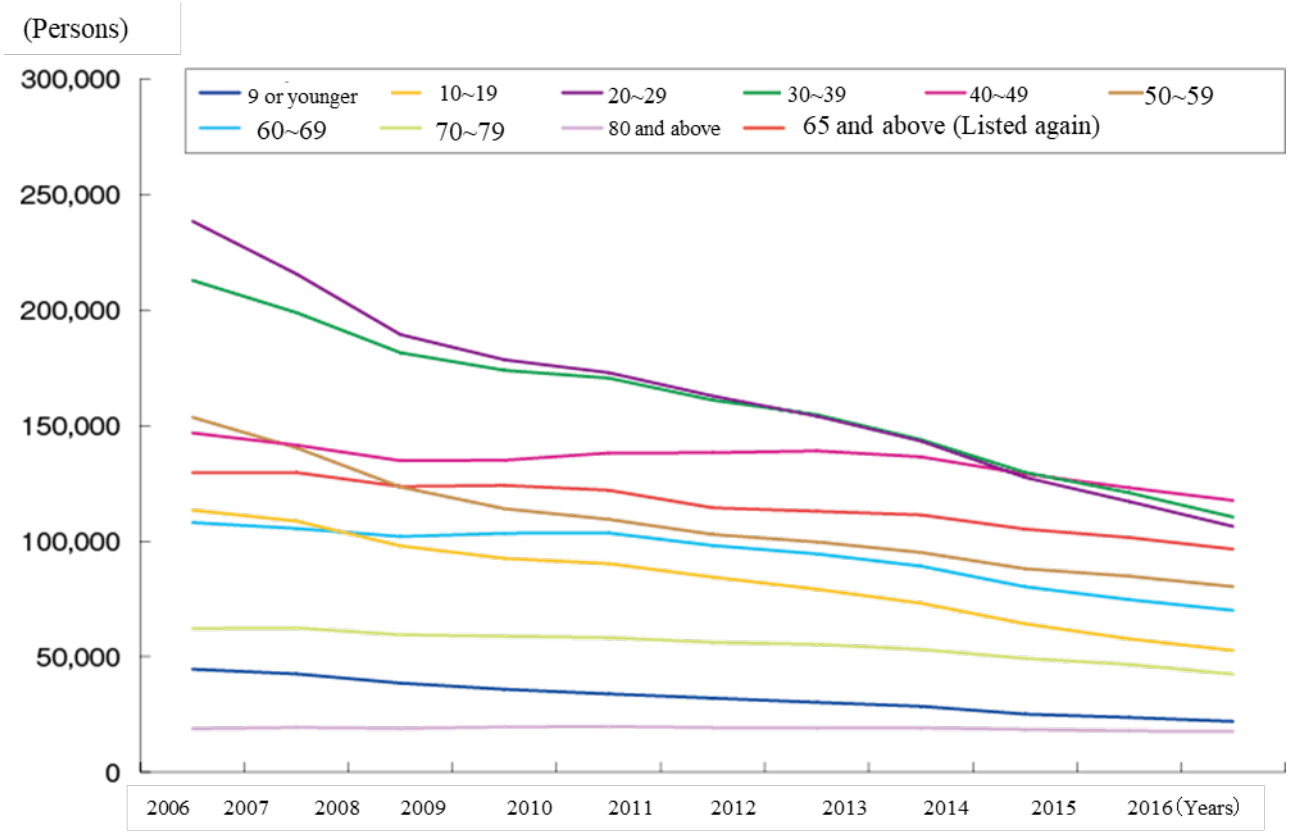


(Persons /Population of 100,000)	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	Rate of change (compared to 2006)
-9 years old or younger	385.2	371.4	340.0	319.7	305.4	292.9	279.1	266.0	236.2	224.1	211.8	−45.0%
10〜19 years old	897.8	873.8	798.2	761.6	750.0	701.5	660.1	613.1	542.2	491.7	450.5	−49.8%
20〜29 years old	1,519.9	1,407.3	1,260.0	1,211.3	1,199.4	1,170.2	1,134.0	1,075.9	975.7	909.4	842.2	−44.6%
30〜39 years old	1,146.8	1,051.6	966.3	934.9	931.8	880.6	869.1	834.3	777.7	749.4	698.1	−39.1%
40〜49 years old	925.2	902.9	844.9	834.1	841.9	818.0	804.6	772.2	714.1	668.8	631.7	−31.7%
50〜59 years old	803.3	729.4	667.5	645.5	648.3	626.1	624.0	608.1	569.1	549.0	513.6	−36.1%
60〜69 years old	673.4	668.7	625.0	608.0	581.4	533.3	510.6	483.1	436.7	411.5	382.0	−43.3%
70〜79 years old	520.1	510.1	475.7	464.0	457.1	431.4	414.5	388.6	353.7	327.8	299.3	−42.4%
80 years old and over	294.3	285.1	264.2	258.8	248.9	233.8	222.0	213.2	198.0	184.0	176.3	−40.1%
65 years old and over (Listed again)	503.1	487.4	450.1	439.8	420.6	388.0	379.4	361.5	329.7	307.6	284.9	−43.4%
All age group	859.8	809.8	740.2	713.6	702.9	667.4	645.9	612.9	558.8	524.1	486.9	−43.4%

Note:

1. Source: National Police Agency
2. The population used for the calculation is from the statistical data “Current estimated population as at October 1” of each previous year or “Population Census” of the Ministry of Internal Affairs and Communications.

▶ **Chart 1-18 Changes in the number of injuries in traffic accident by age group**



	2016	
	Number of fatalities	Composition ratio
-9 years old or younger	21,872	3.5%
10～19 years old	52,592	8.5%
20～29 years old	106,325	17.2%
30～39 years old	110,396	17.8%
40～49 years old	117,575	19.0%
50～59 years old	80,248	13.0%
60～69 years old	69,949	11.3%
70～79 years old	42,324	6.8%
80 years old and over	17,572	2.8%
65 years old and over (Listed again)	96,487	15.6%

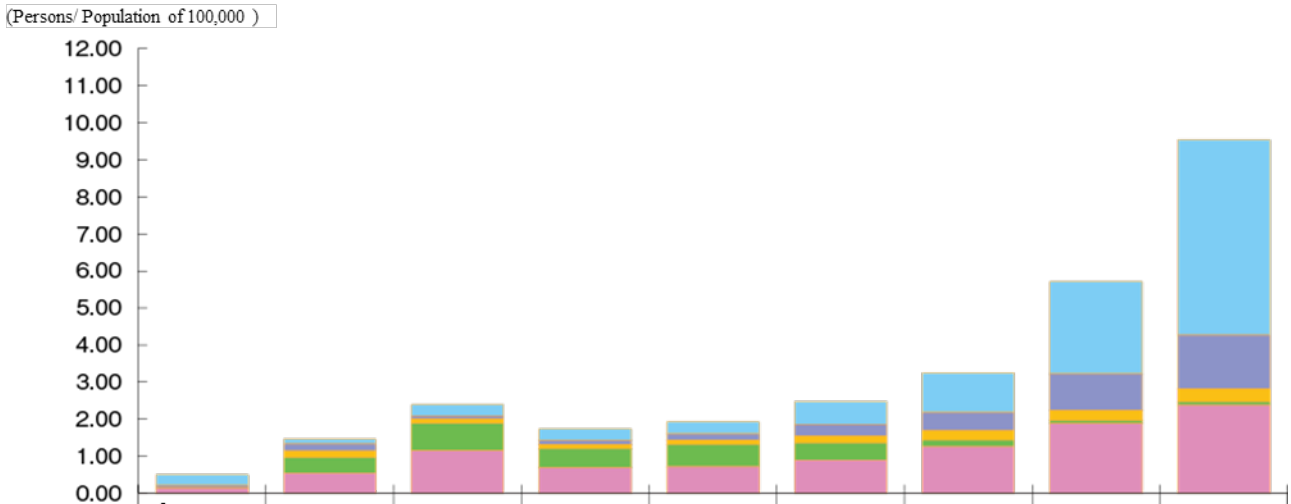
Note: Source: National Police Agency

●Number of Fatalities in Traffic Accidents by Age Group and by State per a Population of 100,000

j Changes in the number of fatalities in traffic accidents by state in the past 10 years (per a population of 100,000) decreased in all cases. (Chart 1-12).

, The number of fatalities while walking in 2016 (per a population of 100,000) is high in elderly people, and in particular, that in people of 80 years old and over (5.27) is more than 5 times compared to the average (1.07) of all age groups (Chart 1-12 and 1-19).

▶ Chart 1-19 Changes in the number of fatalities in traffic accidents by age group and by state per a population of 100,000 (2016)



	9 or younger	10 – 19	20 – 29	30 – 39	40 – 49	50 – 59	60 – 69	70 – 79	80 and above
While walking	0.28	0.12	0.30	0.31	0.33	0.61	1.07	2.49	5.27
While riding on a bicycle	0.08	0.19	0.08	0.11	0.16	0.31	0.49	0.99	1.46
While riding on a moped bike	0.00	0.18	0.13	0.11	0.12	0.19	0.25	0.27	0.34
While riding on a motorbike	0.00	0.42	0.73	0.52	0.60	0.46	0.18	0.08	0.09
While driving a car	0.14	0.54	1.15	0.69	0.72	0.90	1.26	1.88	2.38

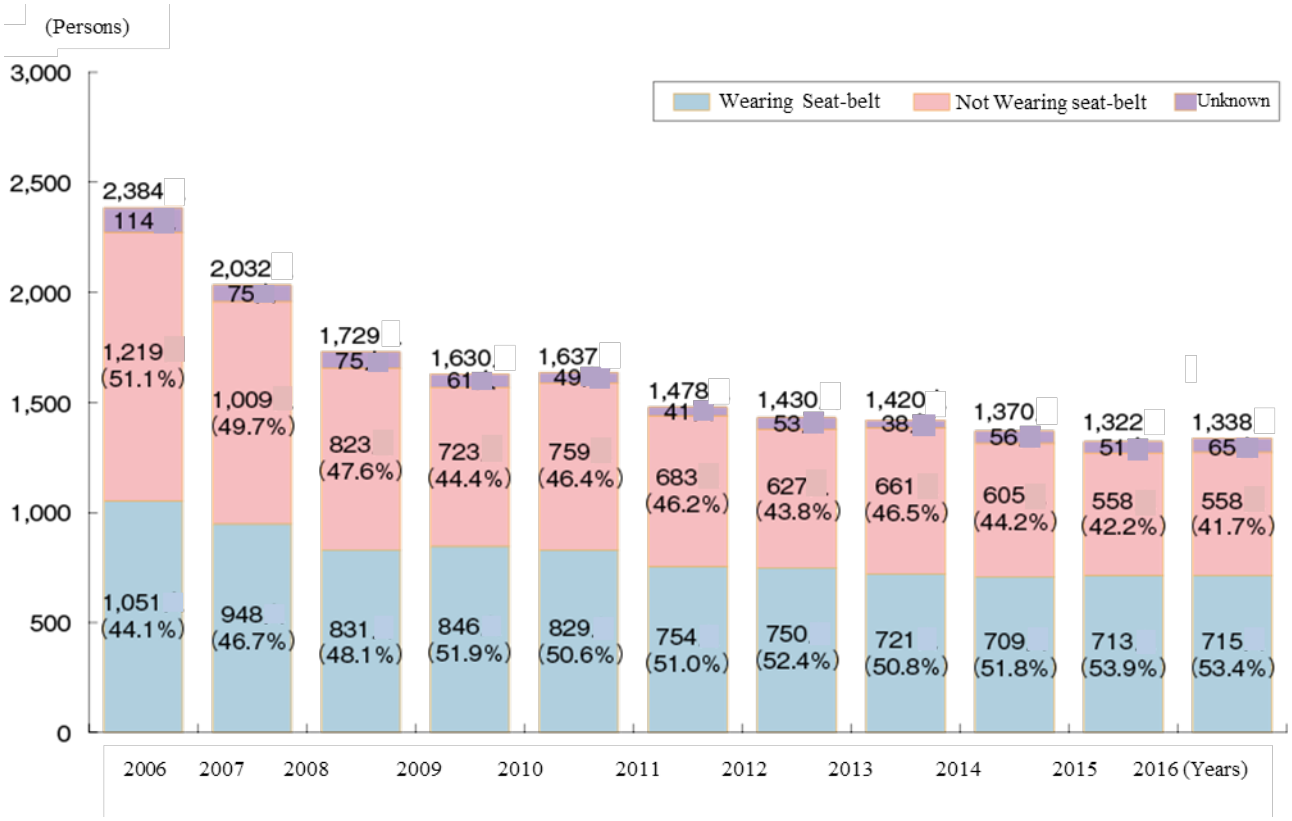
Note:
1. Source: National Police Agency
2. The population used for the calculation is from the statistical data “Population Estimates (as at October 1 of each year) of 2015.”

●Number of Fatalities with or without the Use of Seat-Belt

- In terms of the number of fatalities while riding in a car with or without the use of a seat-belt in 2016, that without the use was 558 people, which was the same number as previous year (Chart 1-27).

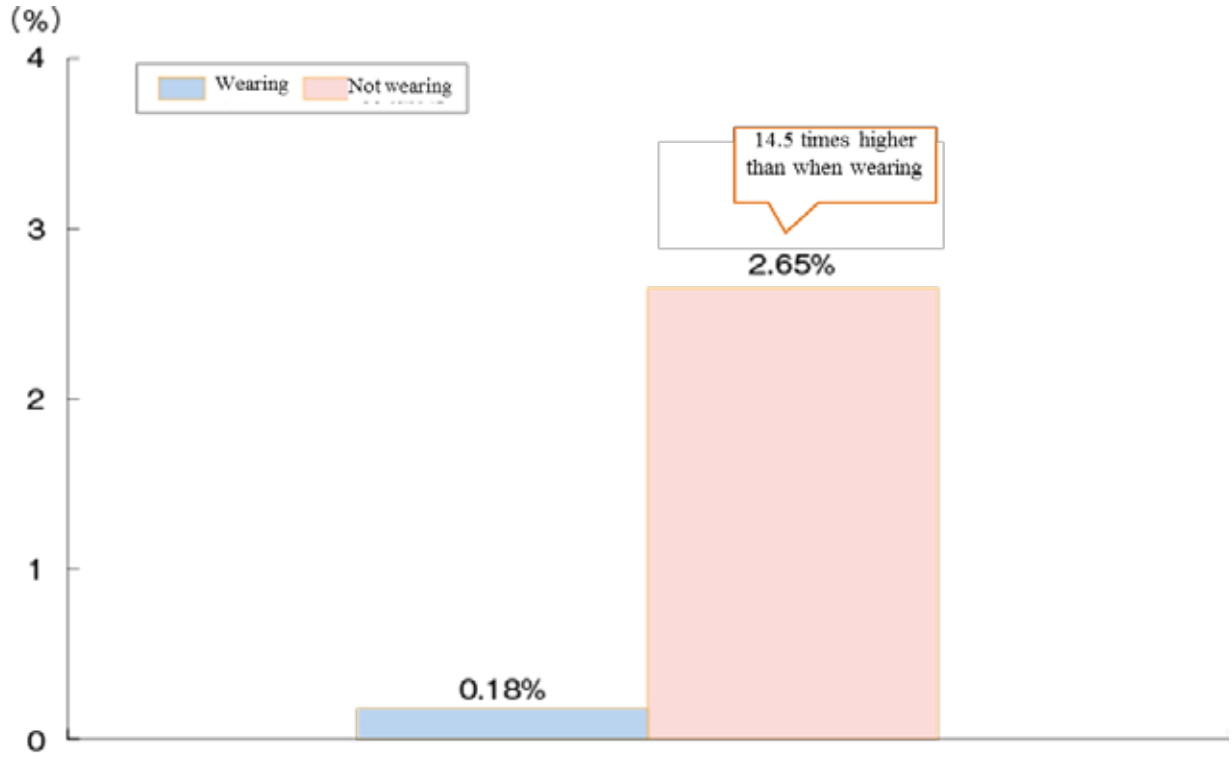
, The fatality rate of people not wearing seat belts (percentage of fatalities over the number of casualties) is 14.5 times as high as that of people wearing them (Chart 1-29).

▶ **Chart 1-27 Changes in the number of fatalities with or without the use of seat-belts while traveling in a car**



Note:
1. Source: National Police Agency
2. The figure in the bracket ( ) shows the composition ratio.

▶ **Chart 1-29 Fatality rate with or without the use of seat-belts while traveling in a car (2016)**



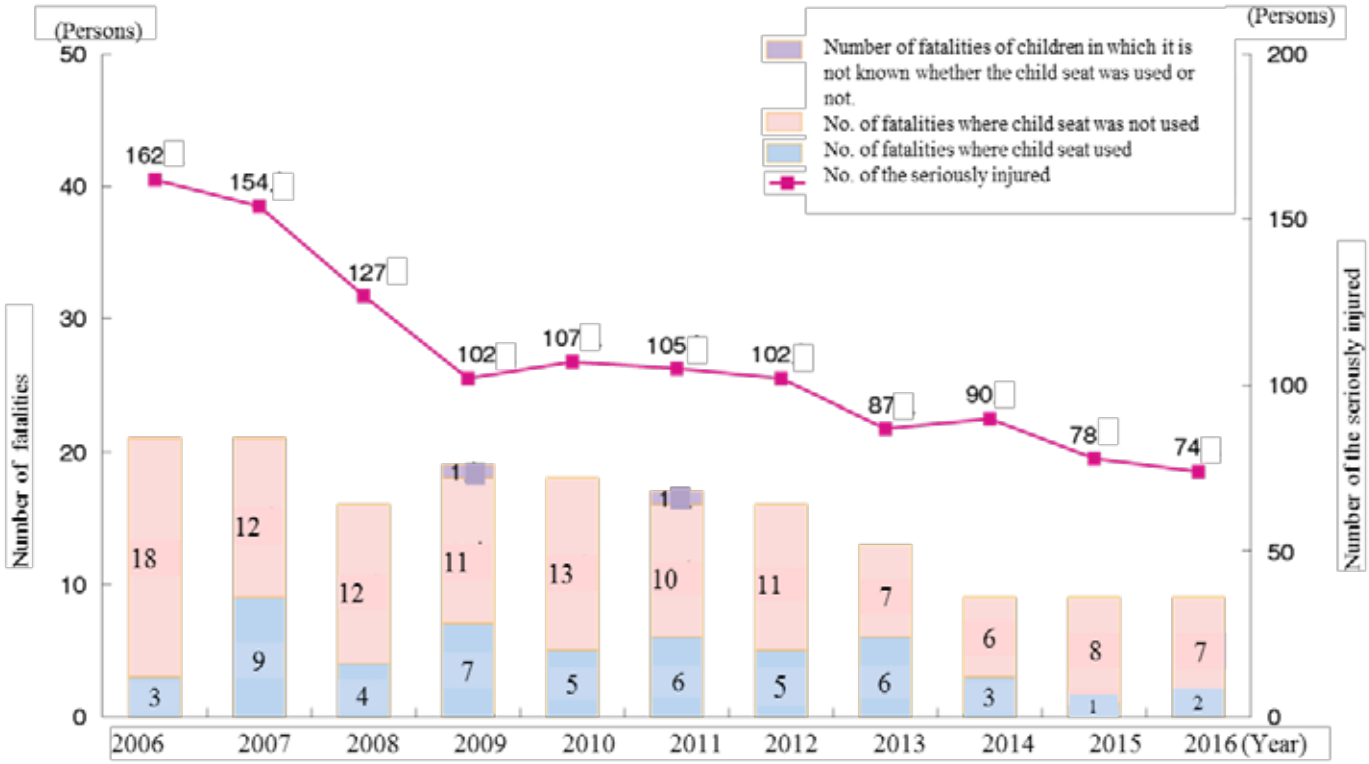
Note: Source: National Police Agency

●Number of Fatalities with or without the Use of Child Seats

- The number of fatalities of children under 6 years old while driven in a car was 9 (2 used child seat) and the number of serious injuries was 74 in 2016 (Chart 1-30).

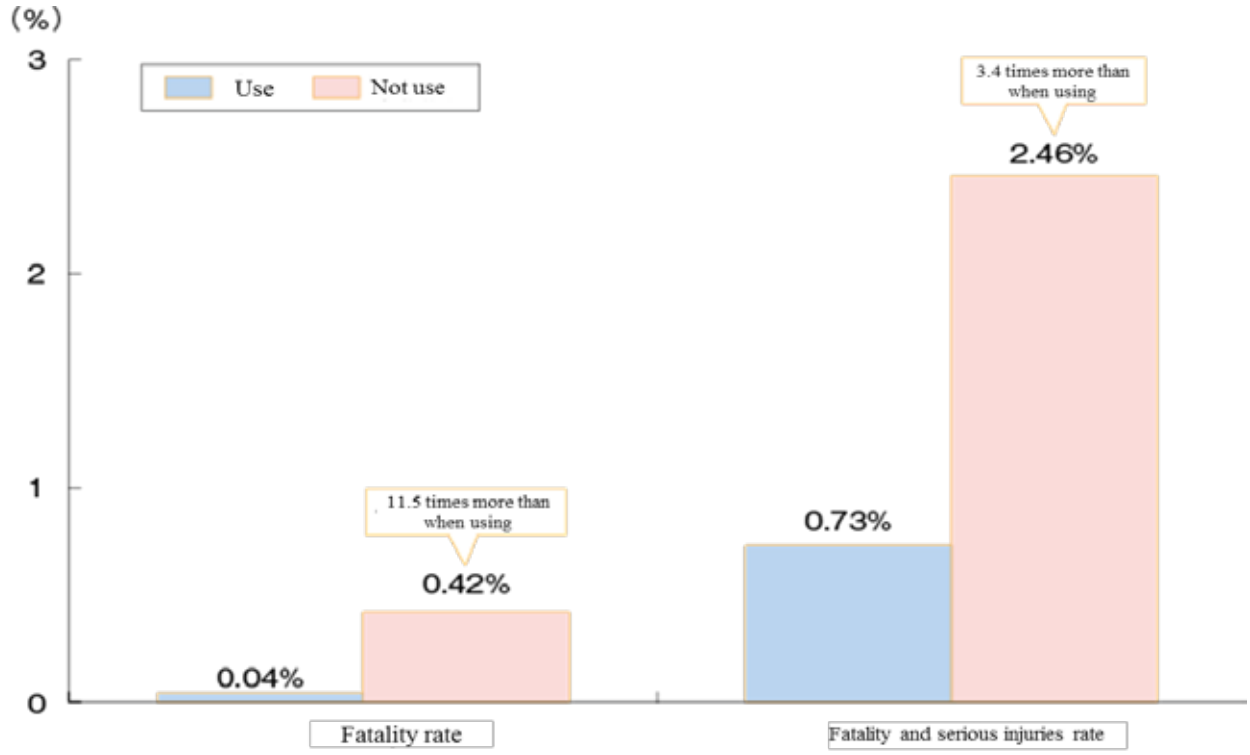
, If we look at the fatality and serious injury rate of children under 6 years old by using and by not using child-seat, not using child seat is 3.4 times higher than when using it, and, not using child seat is 11.5 times higher than when using it in the fatality rate (Chart 1-32).

▸ Chart 1-30 Changes in the number of fatalities and serious injuries of children under 6 years old while driven in a car using child seat.



Note: Source: National Police Agency

▸ **Chart 1-32 Fatality and serious injury rate of children under 6 years old while driven in a car using child seat (2016)**



Note:

1. Source: National Police Agency
2. Fatality rate (Children under 6 years old riding in a car) = Number of fatalities (Children under 6 years old riding in a car) / number of casualties (Children under 6 years old riding in a car) × 100
3. Rate of fatalities and serious injuries (Children under 6 years old riding in a car) = (Number of fatalities (Children under 6 years old riding in a car) + Number of serious injuries (Children under 6 years old riding in a car)) / number of casualties (Children under 6 years old riding in a car) × 100

Chapter 2 Overview of Current Road Traffic Safety Measures

1 Improvement of Road Traffic Environment

●Development in People-First Walking Spaces Offering Safety and Security on Residential Streets

With support from communities, traffic safety measures focused on people including the improvement of sidewalks were promoted on routes to schools, residential streets, arterial roads in urban areas and others.

j In the areas in which many traffic accidents occur, which were selected on the basis of scientific data and emerging needs of concerned areas, the government, local governments and the community residents worked together on the zone measures such as thorough removal of through-traffic and control on vehicle speed and the aim was to secure road space for safe movement of children and elderly people.

The prefectural public safety commission promoted the measures that consider the combination of traffic restrictions, traffic control and traffic guidance regulation. Regarding community roads, in order to secure safe pedestrian and bicycle traffic, a low-speed regulation such as the establishment of "Zone 30" which is based on the area regulation of maximum speed 30 km/hr was enforced and besides this, safety measures such as maintenance of high-intensity indicators, changing the signal lamps to LED lamps, installation and expansion of side strips and utilization of zone regulations were implemented and countermeasures for smoothing traffic such as improvement in signal and provision of information of real-time by an optical beacon and traffic information board focused on the outer arterial road were implemented. The maintenance of barrier-free corresponding signal was promoted based on “Act on Promotion of Smooth Transportation of Elderly Persons, Disabled Persons, etc. (Act No.91 of 2006. Hereafter called as "Barrier-Free Law").

The road administrator maintained the walking space network with the help of footpath maintenance where safe movement was possible and reinforced the cooperation between traffic control and traffic management executed by the local public safety commission. The road administrator also implemented zone measures in which zones are formed where priority is given to pedestrian and bicycle traffic with the help of road structures such as hump or cranks which can control the vehicle speed. Improved intersection and introduction of humps or road narrowing at the entry area to ensure smooth traffic on outer arterial road and to control the speed of the vehicles passing through that area was also implemented. The cancellation of a potentially dangerous zone was promoted by using big data and the government, local governments and the community the government, local governments and the community worked together to implement the measures effectively and efficiently.

k In order to secure safe traffic on the route to school, a regular joint inspection was carried out and continuous efforts to improve and enhance the measures were supported and related organizations such as police, board of education, school and road administrator jointly worked together to promote necessary measures from both hard measures and soft measures depending on actual condition of road traffic.

In order to ensure the traffic safety of high school and junior high school students and children and small children going to elementary school, kindergarten, day - care center, certified child institutions, and children's centers, the

maintenance of footpath on the route to school was promoted in a positive way and the measures such as

establishing humps or road narrowing, installation of colored pavement on road shoulders and protective fence, maintenance of roads indicating bicycle track, traffic zone exclusive for bicycles and traffic position of bicycle, maintenance of push-button traffic signals and pedestrian signal lamps, maintenance of grade separation facilities for pedestrian and expansion of zebra crossing, were promoted.

The effect of the use of the Rising Bollard was examined as a technique of the traffic control security on the route to school and efforts to implement use of Rising Bollard was promoted on the basis of the concerned result.

l In order to ensure independent daily life and social life of elderly people and the physically handicapped persons, a sidewalks were widened and utility poles were removed for the roads connecting the station, government and municipal offices and hospitals, based on a Barrier-Free Law.

A barrier-free corresponding signal, escort zone, grade separation facility with elevator for pedestrians, rest area for pedestrians, bicycle parking lot and motor-pool which has parking stall for physically handicapped persons were maintained and changing the signal lamp to LED lamp and converting the traffic sign to a high-intensity one were promoted.

●Promotion of Traffic Safety Measures in Arterial Roads

• In implementing road development projects with the aim of improving traffic safety, the “zero-traffic accident plans” (tactics for the priority elimination of accidents at black spots) targeted the eradication of traffic accidents. This effort was promoted in arterial roads in a focused and intensive manner based on the principles of “selection and concentration” and “community participation and community engagement” by scientifically checking the effects and applying the management cycle in an efficient and cost-effective manner.

k The zone in arterial roads having an especially high accident occurrence rate and 3125 potential dangerous zones clarified by utilizing big data were specified as accident-prone “black spots” in January, 2017. The local public safety commission and the road administrator jointly promoted new installation and improvement of signal, maintenance of signal which will keep pedestrians and vehicles separate and high luminance road signs and the focused traffic accident measures such as maintenance of footpath, intersection improvement, improvement in sight distance, maintenance of added lanes, installation of center zone, installation of waiting bay and safety barriers on bus route maintenance of traffic marking and installation of lighting and delineator, were promoted.

●Comprehensive Development of the Cycling Environment

In order to develop a sustainable urban transport system with highly efficient clean energy, it is necessary to create safe and comfortable cycling environment by clarifying the role played by the bicycles in the society. This required dividing pedestrians, bicycles and cars adequately depending on the traffic situation, and by providing measures to prevent accidents between pedestrians and cyclists. In order to promote the creation and maintenance of the bicycle network plan, the Ministry of Land, Infrastructure, Transport and Tourism and National Police Agency jointly carried out the examination by an investigation committee with the help of an experts and the "Guideline for Creating a Safe and Comfortable Cycling Environment" was revised in July, 2016. The Bicycle Utilization Promotion Law was officially announced in December, 2016 and efforts were promoted to create a safe and comfortable cycling environment.

●**Use of Intelligent Transport Systems**

The “Intelligent Transport System” (ITS) which is a new road transport system designed to build people, road and vehicle as an integrated system by using the latest technologies is continuously promoted. For this reason, based on the “Declaration on the Creation of the World's Most Advanced IT Nation” adopted by the Cabinet in June, 2013 and revised in June, 2015, there was active promotion of not only research and development, field tests*, study for development, dissemination and standardization of infrastructures were further promoted in an industry-government-academia cooperation, but also international cooperation for information exchange and international standardization at the ITS World Conference and others was actively promoted.

- For the sake of optimization of traffic control using the cutting-edge information and communication technology, etc., the development and improvement of the Universal Traffic Management Systems (UTMS) utilizing the function of infrared beacons and other systems, including the Public Transportation Priority Systems (PTPS), FAST Emergency Vehicle Preemption Systems (FAST), and Driving Safety Support Systems (DSSS), was pursued in an effort to promote ITS and produce a safe, smooth, and comfortable traffic society with a low environmental load.

k ETC2.0 which started full scale selling of on board unit from August, 2015, shipped approximately 1.2 million units as of November, 2016. In ETC2.0, besides supporting the safety operation by providing information such as high-accident location and call for attention on falling objects on the road, efforts were promoted to use roads smartly such as introduction of smart toll system that helps reduce traffic congestion and accidents and smart physical distribution management with high productivity by using various and detailed big data such as collected speed data and usage route and time data, etc.

2 Dissemination and Reinforcement of Traffic Safety

●**Promotion of Step by Step and Systematic Traffic Safety Education**

Traffic safety education guidelines (National Public Safety Commission notification 15, 1998) etc. were used and a step by step and systematic traffic safety education corresponding to the mind and body development stage and life stages from the infant to the adulthood was provided. Particularly, an improvement in traffic safety awareness for elderly people on their own was targeted, during the times when aging population is growing, the improvement of the traffic safety consideration of the senior citizen was aimed at. In case of other generations also, protecting the senior citizens after knowing their characteristic was considered and informatory guidance to increase the awareness about senior citizens was reinforced. The guidance on the safe usage of bicycles for primary school students, junior high school students and senior high students who often use bicycles was reinforced as a foundation of basic driver education for the future.

●**Promotion of Traffic Safety Education for the Elderly**

In order to elevate traffic safety awareness based on the mutual edification of elderly communities, the establishment of traffic safety divisions in seniors’ clubs and retirement homes as well as the training of elderly traffic safety instructors (silver leaders) were promoted. Subsequently, voluntary traffic safety activities such as the creation of “*Close-call* maps”

* Field tests
Practical tests, outdoor tests and others

were implemented, and instruction and support was given so as to fulfill the leading role of traffic safety activities in local areas and households.

●Promotion of the Safe Usage of Bicycles

Public relations enlightenment activities were promoted by making use of the “Five Rules for Safe Bicycle Ride” adopted by the Traffic Countermeasures Headquarters in order to make bicycle users understand that a bicycle is a vehicle and that bicycle users must abide by the rules applicable to vehicles and observe the traffic manners when transiting a road. A publicity of the bicycle user training sessions and a proper operation of this system were aimed at and a wide range of users was targeted for providing guidance on how to ride bicycles properly in traffic with consideration for the pedestrian and other vehicles besides giving instructions to the bicycle users who repeated dangerous violations. The traffic safety education which included participation, experience, and practical type bicycle classroom using practice training sessions such as driving school, audio-visual material, a simulator and Scared Straight Type (Experience-based education technique to face the fear. The traffic accidents are made to happen again by stunt men) was promoted.

3 Ensuring Safe Driving

●Promotion of Measures for Elderly Drivers

The compulsory training courses for elderly drivers are aimed at checking their driving aptitude, by asking them to drive by themselves, using equipment to test driving aptitude etc. so that they become conscious of changes in their physical functions, and proper advice and guidance are provided based on the checking results. It is provided that those who have attended these courses are not required to take other courses when renewing their driving licenses. A total of 2,533,417 people took these courses in 2016.

Along with the revision of the Road Traffic Law on June, 2015, the training course was steam-lined for the elderly people who have cognitive function test result as the 3rd classification (No possibility of cognitive function degradation) among the elderly people under 75 years old and over 75 years old from March, 2017 and the training courses for the elderly people who have cognitive function test result as 1st classification (Possibility of cognitive impairment) and 2nd classification (Possibility of cognitive function degradation) among the elderly people over 75 years, was upgraded to addition of individual guidance.

In addition, in the course at the time of renewing the license, an effort was made to hold classes for people between 65 and 69 years old focused on the characteristics of elderly drivers as well as of traffic accidents in which they were involved.

●Promotion of Safety Measures Based on Safety Plan of Business Vehicle

In the formulated "Comprehensive Safety Plan 2009 for vehicles used for business" aiming at "Reduction of the number of fatalities and number of accidents causing injuries or death by half" and "0 Drunken driving ", various additional efforts, such as accident prevention measures based on accident occurring tendency and main factors, for each business category, thorough infiltration of accident prevention measures based on a sudden change in a driver's physical condition and accident prevention measures utilizing different information such as audit information and accident information,

were taken to further reduce accidents.

Based on the Karuizawa skiing bus accident that happened in January, 2016, the recurrence prevention measures that are listed in "Overall measures for achieving safe and secure chartered bus operation" summarized on June 3 in the same year and were promptly implemented so as not to cause such a miserable accident again.

●**Establishment of Transport Safety Management System**

In accordance with the “transport safety management system” which was introduced in October of 2006, the transportation companies build and improve the safety management system company-wide, and the government implement “The Transport Safety Management Audit” which is the system that the government checks the implementation status of The Transport Safety Management system of transportation companies. In 2016, the government implemented this audit on 542 companies

4 Ensuring Vehicle Safety Measures

●**Promotion of Development and Dissemination of Advanced Safety Vehicles (ASV) including Automatic Driving Technology which Contributes to Safety**

In order to promote the development, implementation and dissemination of advanced safety vehicles (ASV), a program was started based on the 6th ASV Promotion Plan from FY 2016. Moreover, the examination of the real dissemination strategy for implemented ASV technology and the technological requirement for the corresponding system in case of development of driver's unusual situations like road shoulder evacuation etc. were started in collaboration with industry, academia and government for an advanced safety technology necessary for achieving the automatic driving.

In order to discuss safety standard for automatic driving system internationally, the formulation of the security guideline for automatic driving and a technological standard for an automatic steering that enables automatic driving on expressway was initiated in automatic driving subcommittee meeting under the control of World Forum for Harmonization of Vehicle Regulations (WP29) of the United Nations and automatic steering expert meeting under the control of Working Party on Braking and Running Gear (GRRF) of WP29 by a co-chairman of Britain and Germany respectively.

5 Development of Rescue and Emergency Medical Systems

●**Promotion of the “Doctor-Helicopter Project”**

To progress medical treatment in the emergency site and on the way to hospital, the dissemination and promotion of helicopters for emergency medical treatment are currently conducted based on the “Act on Special Measures concerning Securing of Emergency Medical Care Using Helicopters for Emergency Medical Care” (Act No. 103 of 2007) and as of March 2017, 51 doctor helicopters in 41 prefectures are deployed.

●**Augmentation of Fire Department and Collaborative Systems for Medical Agencies**

On the basis of the circumstances where it is difficult to select the accepting medical agency in emergency transport, Fire and Disaster Management Agency, in collaboration with the Ministry of Health, Labor and Welfare, formulated the "Practice Standards for transport of injured person and acceptance of injured person" (hereafter, called as "Practice

standards") for the prefectural governments and revised Fire Service Act with content of mandatory establishment of council for practice standards in 2009.

This revised Fire Service Act was enforced on 30th October, 2009 and the council was established for all prefectural governments and practice standards were formulated.