

II Efforts towards Prevention of Traffic Accidents involving Elderly People

The situation and characteristics under which traffic accidents involving elderly people occur are as described above. In order to prevent traffic accidents involving the elderly people, the government is taking various efforts based on "Comprehensive elderly traffic safety measures for transition to a full-fledged aging society" (Decided by Traffic countermeasures Headquarters on March 27, 2003) and also based on the situation of occurrence the accidents.

1 Efforts for preventing traffic accidents of elderly pedestrians

(1) Building road traffic environment for everyone in universal design

A. Promotion of traffic safety measures for community roads, development of traffic safety facilities

The National Government, local governments and local residents collaborate and work on zonal measures such as elimination of thorough-traffic, control on vehicle speed and try to secure safety on the roads for safe use by the people such as elderly people by extracting areas based on actual needs of the region and scientific data from Big data.

Road administrators are developing a walking space network by improving sidewalks, so that people can move with peace of mind. They are strengthening the cooperation with traffic regulations and traffic control implemented by the prefectural public safety commission. Along with that, they are implementing zone measures to form zones that prioritize the passage of pedestrians and bicycles by using road structures such as humps and cranks which limit the vehicle speed and also implementing countermeasures to control passing of vehicles through the area by installing humps and narrowing the spaces at the entry section and improving intersections to facilitate smooth traffic on the peripheral arterial roads.

In addition by utilizing big data, elimination of potentially dangerous places is being promoted and by working in cooperation with countries, local governments and local residents the countermeasures are being effectively and efficiently implemented.

The prefectural public safety commission promotes the use of acoustic signaling device for notifying the state of signal display by sound. For pedestrians it also promotes, a lighting device with elapsed time display function for displaying the waiting time up to the green signal time and the remaining time of the green signal, Development of barrier free complaint type signals like having separate signals for pedestrians and vehicles and preventing traffic accidents by separating the time for allowing pedestrians and bicycles to pass from that of other vehicles to pass, promotion of LED signal lights , enlarging road signs, increasing the brightness of road signs and road markings, and high intensity self luminous road signs..

Promoting safety measures for the people such as elderly pedestrians on the community roads which are hard and soft in combination. The safety measures include development of "Zone 30" in which a zone is established having area restriction of the maximum speed of 30 kilometers per hour, installation and expansion of side strips and installation of humps.

B. Promoting road improvement such as improving the level difference, inclination and slope of the sidewalks and removing utility poles from roads

Countermeasures such as improving the width of the sidewalk, improving the level difference, inclination and slope of the sidewalk, removing utility electric poles from roads, installing elevators and slope ways to grade separation facilities for pedestrians, are being implemented in order to secure safe transit of elderly pedestrians.

(2) Vehicle safety measures to contribute to prevention of road traffic accidents of elderly pedestrians

A. Expansion and Strengthening of Safety Standards



(Acoustic signal) (Lights with elapsed time display function for pedestrians) (Executing the maximum speed limit for which zone is set)

In order to prevent the road traffic accidents of pedestrians and bicycle users including elderly people (hereinafter referred as "pedestrians"), it is necessary to take the measures by which the pedestrians can easily notice that they are near the car. Therefore, in October 2016 in the Ministry of Land, Infrastructure, Transport and Tourism, the safety standards are developed for the vehicle-approach reporting device providing the automatic light-up (auto light) of headlight and noise of moving car for silent hybrid car.

B. Promotion Plan for Advanced Safety Vehicles (ASV)

The Ministry of Land, Infrastructure, Transport and Tourism, promotes development, popularization, and practical application of car to support the safe driving of a driver using the advanced safety technologies under the ASV promotion plan. In the 5th ASV promotion plan (FY 2011 ~ FY 2015), the basic design document arranging the concepts such as the basic design concept of this system was compiled to promote the development of the system which supports the accident prevention by communicating to the driver that there is a pedestrian in front of a car.

Topic

Necessity of automatic light-up (auto light) of headlight

Fatal accidents involving elderly pedestrians frequently occur in the twilight hours before and after sunset. During twilight, there may be some elderly pedestrians who find it difficult to see the surroundings due to weakened eyesight, at the same time there might be some drivers who can still see well at that time and might not switch on their head lights. For this reason, such approaching vehicles might go unnoticed by elderly pedestrians and these people might not be able to judge the speed and the distance correctly. This might be one of the reason for accident. In such a situation, improvement in the visibility of vehicles in the evening might be effective for preventing accidents involving elderly pedestrians. Based on these factors, in October 2016, the Ministry of Land, Infrastructure, Transport and Tourism, issued a law making the auto light function obligatory by which the headlights automatically light up for the passenger car and large-sized vehicle such as the bus or trucks when there is certain degree of darkness around.

(3) Thorough traffic safety education and publicizing and enlightenment

For the elderly people, to understand the traffic rules and the influence that the change in the physical function according to aging has on performance, traffic safety education focused on participation, experience, and practice was implemented in which various educational material and equipment were positively used based on the situations of the accident involving elderly people.

Especially, traffic safety education based on the characteristic at the time of crossing the streets and the fact that there are many fatal accidents arising from law violations like crossing the street immediately in front of or behind a traveling vehicle is carried out.

Moreover, for bicycle riders, public relations development activities are intensively and effectively promoted by making use of the "Five Rules for Safe Bicycle Ride" in order to make bicycle users understand the traffic rules.

(4) Traffic safety measures from evening to night

In order to promote the spread of reflective materials etc. that are expected to prevent road traffic accidents from evening to night, such as those involving pedestrians, public relations development activities are positively promoted by making use of various media Especially, in order to encourage voluntary wearing with and in depth understanding of the visibility effect of reflective material and the method of use, holding exhibitions such as that of the reflective materials in cooperation with the related organizations and groups as well as traffic safety education focused on participation, experience, and practice is promoted.

Moreover, for prevention of accidents by early detection of oncoming vehicles and pedestrians between twilight hours and night, headlights that quickly light up, and promote the use of a running headlamp (so-called high beam) in a situation where there is no oncoming vehicle or a preceding vehicle at night are conducted.

In addition, promoting large-sized, high-brightness, self-emissive road signs and high-luminance road signs are being promoted.

(5) Safety measures for electric wheelchair

For elderly people using electric wheelchair, at the time of purchase, guidance and advice for the safe use is promoted in coordination with the group organized by the electric wheelchair manufacturer. In addition, in order to acquire the skills and knowledge necessary for elderly people to travel safely on the road, traffic safety education was organized in the areas outside the roads at places such as testing centers for driving tests using the education method based on participation, experience and practice such as providing guidance by actually using the electric wheelchair.

Topic

Case studies of reflective materials (Shizuoka City)

In the "10th Shizuoka City Traffic Safety Plan" developed in 2016, in Shizuoka city, for the accident prevention measures involving elderly people, in addition to the maintenance of the community roads and the maintenance of safe walking areas, promotion of self luminous reflective material has been promoted as an important measure.

In recent years, though the total number of road traffic accidents has decreased, the number of accidents of elderly pedestrians has increased. Especially, many accidents are caused during the period from the evening to night. The accidents of elderly pedestrians can be prevented by enhancing the awareness to protect their own lives by creating and using Shizuoka City original self-emissive optical reflective material in addition to providing the knowledge to the elderly people regarding the effect of self-emissive optical reflective material.

In 2016, by the Shizuoka autonomous federation, 3 wards in the city made original illustrated self-emissive optical reflective materials with illustrations (Aoi ward: Shizuoka City symbol, Suruga ward: Child, Shimizu ward: District public relation character) and 15,000 pieces were distributed.



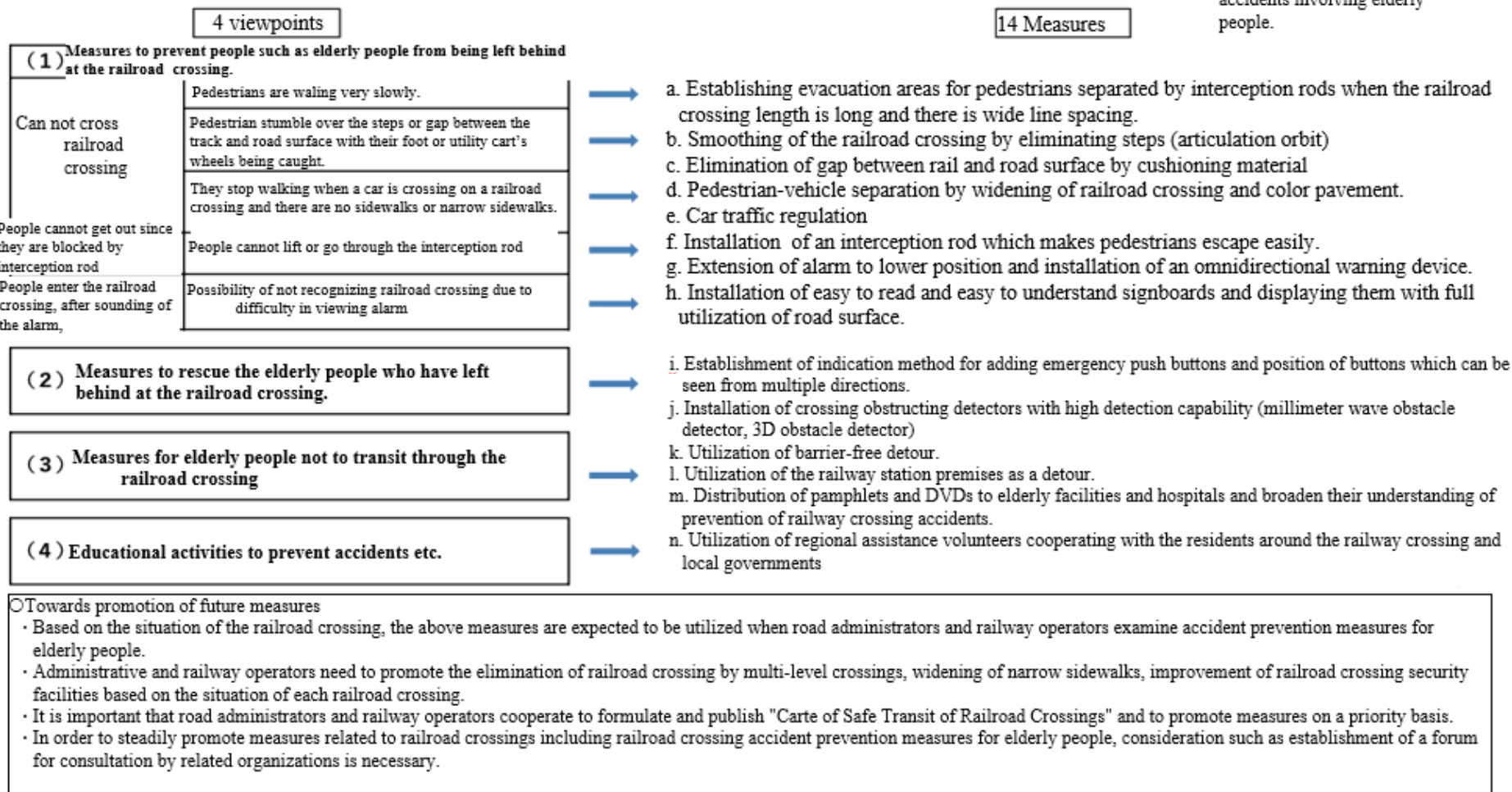
(6) Measures to prevent railroad crossing accidents by elderly people

With the aging society of our country is advancing rapidly, measures to prevent death and injury due to the railroad crossing accidents are an urgent priority for the Japanese society as the elderly people are not able to cross the railroads. Thus, the "Committee for measures to prevent railroad crossing accidents by elderly people" consisting of academic experts, railway operators, road managers, the National Police Agency, and the Ministry of Land, Infrastructure, Transport and Tourism was held in FY 2014. The realities of the railroad crossing accidents by elderly people are understood and the measures to prevent elderly people from being left behind on the railway crossing and the strategy to relieve elderly people who are left behind on the railway crossing are examined. The result was published in October, 2015. (Chart 14 and Chart 15)

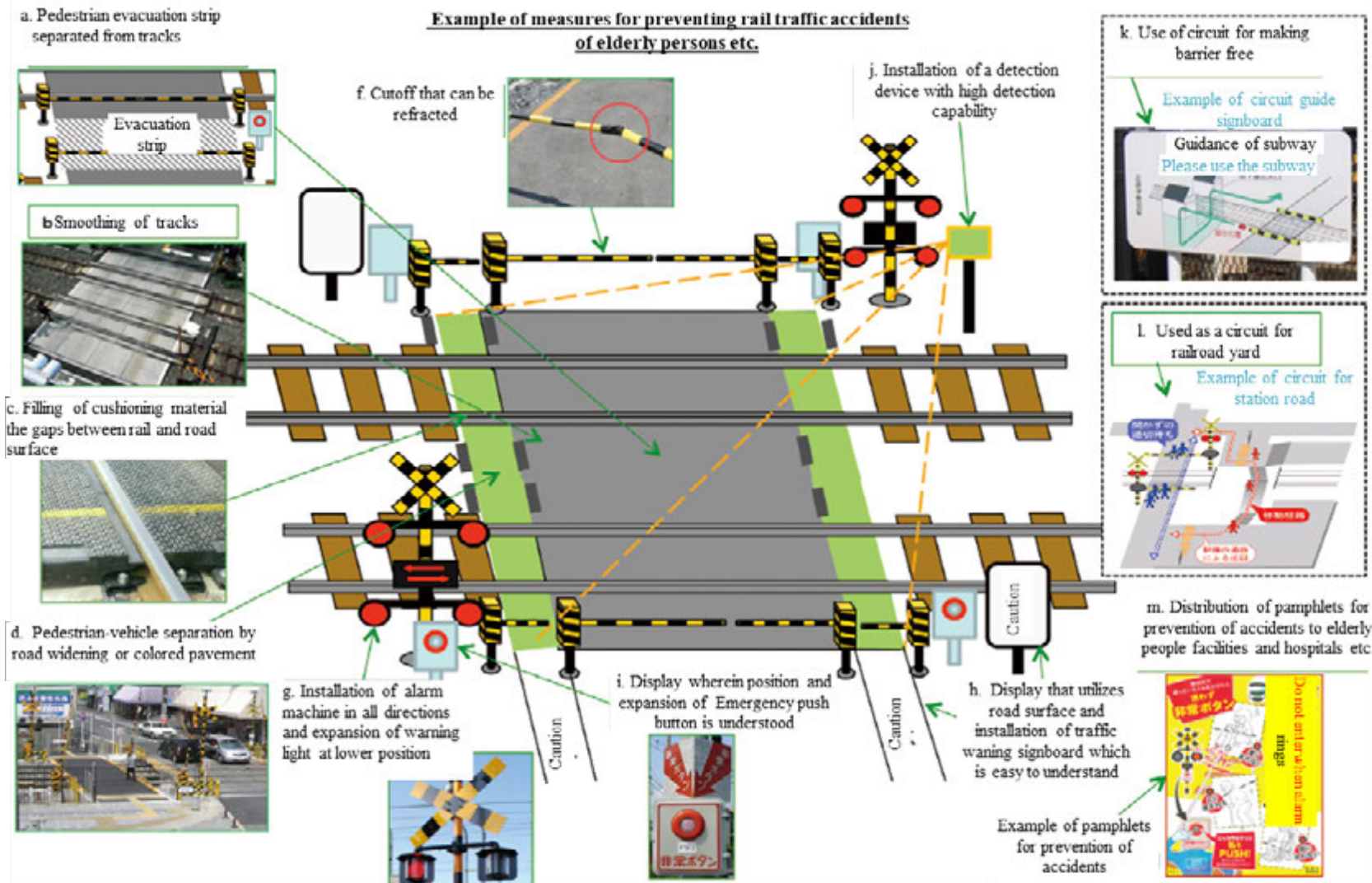
Feature Article - Chart 14 Measures to prevent railroad crossing accidents by elderly people ~ 4 viewpoints and 14 countermeasures ~

- 12 cases with a high risk of accident were analyzed from the images recorded at the railroad crossing (provided by railway operators).
- Measures which are considered to be technically feasible in a relatively 14 measures from 4 perspectives are shown below.

October, 2015
Review meeting for measures to prevent railroad crossing accidents involving elderly people.



Feature Article - Chart 15 Compilation of "Committee for measures to prevent railroad crossing accidents by elderly people"



Amongst them, 14 countermeasures, including following measures were set.

- Regarding measures to prevent elderly people from being left behind on the railway crossing, interception rods are installed by which pedestrian-vehicle separation and pedestrians rescue becomes easy by widening of roads and by colored pavements
- Regarding measures to relieve elderly people who are left behind on the railway crossing, emergency push buttons and indication to understand the installation position from multiple directions are installed as well as the obstacle detection device with high detection ability is installed
- Regarding measures to prevent the elderly people to transit the railroad crossing, a barrier-free detour route is utilized

Topic

Holding liaison council for relevant ministries and agencies (Dementia)

Based on the decision of the supreme court regarding railroad accident by elderly people with dementia in March, 2016, a working group was formed and the government is examining how to deal with cases and accidents by people with dementia and understand the actual status and the methods of grasping actual conditions such as troubles and accidents by actively using the "Liaison Council for Ministries and Agencies related to the creation of communities friendly to elderly people with dementia".

Based on the results of the study in the working group, for the preventive measures and early response, following measures are promoted.

- New implementation of the tasks of supporting in unexecuted municipalities and promoting the system maintenance in large areas by prefectures regarding the system maintenance of wandering and watching
- Making a mechanism which in dementia supporter can act more effectively by widening the cases such as dementia supporters are actively involved in the tracking system in the region

Moreover, as a response to the preparation for possible damage and damage in case of accident, introduction and popularization of private insurance are to be promoted in the future.

Who is a Dementia Supporter?

The Dementia supporter is an assistant who properly understands dementia, looks over and supports the person with dementia and the family in a kind way. A person who has attended "Dementia supporter education program" executed in cities and offices can become a "Dementia supporter".

2 Measures to prevent traffic accidents by elderly people

While the number of elderly driver's license holders has been increasing according to the progress of aging, the number of occurrence of traffic accidents, wherein the elderly drivers become the First party, tends to increase. On the basis of such a situation, "Overall elderly traffic safety measures for transition into the full-fledged aging society" was planned in 2003, by the government and on the basis of this decision; the measures were taken to prevent the accidents by the elderly people as car drivers.

In such situations, in October 2016, fatal accidents by the elderly drivers occurred one after the other, including the fatal accident that took place in Kanagawa prefecture in which elementary-school students died on their way to school. Hence, the ministerial council was held on November 15, and on the basis of the

instructions given by the Prime Minister Abe in this conference, government is joining forces and taking measures for prevention of the accidents by the elderly drivers, including is taking measures that can be immediately taken.

(1) Previous efforts

A. Enhancing activities such as the Education of Elderly Drivers

Efforts, such as effective execution of education of elderly people and enhancing of classes of elderly people at the lecture for license renewal, are made. Especially, in the education of elderly people based on the cognitive function test, a detailed education is given corresponding to the test results, and efforts are made to provide more efficient training.

Moreover, promotion of traffic safety education to elderly people based on participation, experience and practice is carried out in order to reconfirm the skills and knowledge required for the safe driving.

In addition to that, the education course is held for traffic safety leaders, in order to improve the knowledge and skills related to the safety guidance for the people who provide traffic safety guidance in the local region by doing practical education, such as training using actual cars. Moreover,, in order to promote the dissemination of safety concept of the elderly drivers in the local region, a training session for participation, experience and practice is held to the people influenced by the local elderly people and silver leaders, aiming at the acquisition of required knowledge and the improvement of leadership.

Topic

Situation of executing the education program for elderly people who become the leaders of elderly driver

Cabinet Office executes "Elderly people safe driving promotion collaborator's education program" in which education program is provided for elderly people who become the local leaders, who give the instructions to the elderly drivers regarding safe driving.

FY 2016, the practical education related to the basics of driving and risk predictive learning was provided in 2 districts as Hiroshima city, Hiroshima and Shibushi city, Kagoshima.



(Physical function diagnosis)



(Risk predictive learning with respect to signal intersection)



(Practical education of traffic method with respect to the intersections of poor visibility)



(Group-wise discussion of the education meeting proposal as for the local leader)

Regarding the driving skill of elderly drivers, there are research results wherein the improvement of driving skills such as reducing the dangerous acts like lack of safety confirmation and disregarding a signal is

confirmed by executing the training with the help of appropriate guidance program; ^{Ⓞv}and it is expected to lead to the decrease in the traffic accidents caused by the elderly drivers, by continuously enhancing these education programs.

B. Appeal to drivers of other generations

In addition to raising elderly driver's sign to the elderly themselves, efforts to publicize it are made so that the characteristics of the elderly must be known to other generation, and to raise awareness of consideration for protecting the vehicles put up with elderly driver signs.

C. Improvement of Road Traffic Environment

In order for elderly people to drive their cars safely, promoting review on traffic restrictions on community road, the maintenance of additional lane, expansion of road lighting, use of LED lights in signal lights, increase in luminance, brightness and size of road signs, and increase in luminance of road marking are made. In addition, attention is drawn R & D and service development on Intelligent Transport Systems (ITS) such as Driving Safety Support Systems (DSSS) and Traffic Signal Prediction Systems (TSPS), which creates environment to be able to drive easily by drawing attention utilizing provided information related to traffic conditions of the surroundings and signal lights to the driver by using up-to-date information and communication technologies, are being implemented.

D. Safety measures for accident-prone "black spots"

Places including the potentially dangerous places, which are clarified according to the utilization of the Big data and the section of the arterial highway with a particularly high accident occurrence rate, are designated as an accident-prone "black spot" For these places, prefectural public safety commission and road administrators intensively implemented road traffic accident prevention measures in a joint and coordinated manner. The measures which included the installation and greater sophistication of traffic lights, separate and independent traffic lights for vehicles and pedestrians, installation of intensely illuminated roadway signs and improvement of sidewalks, etc., improvement of intersections, improvement of visual distances, development of additional lanes, construction of central islands, installation of parking zones and defense guards on bus routes, etc., improvement of compartment lines, installation of road illumination and visual guidance signs, etc. are promoted

Measures for high-risk driver

Promoting measures for elderly drivers

1. Extra cognitive functioning test/extra training course for elderly drivers

● Extra cognitive functioning test Point 1

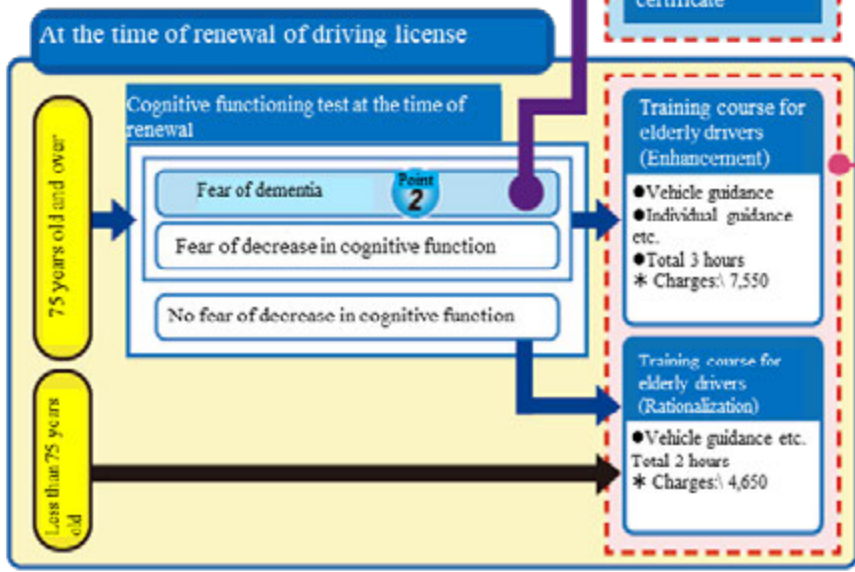
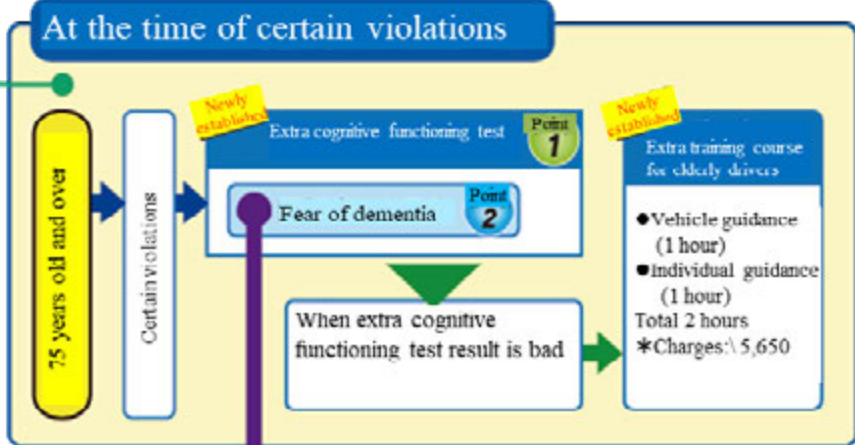
Before Amendment, extra cognitive functioning test was supposed to be given once in 3 years at the time of renewal of driver license but in case of certain violations then elderly drivers have to give extra cognitive functioning test without waiting for 3 years.

When there is a violation due to decrease in cognitive functions then elderly drivers of 75 years old and over have to give newly established extra cognitive functioning test.



● Extra training course for elderly drivers

Elderly drivers who are judged by the test to be impaired for driving a car due to decrease in their cognitive function then they have to receive newly established "extra training course" (Individual guidance and Vehicle guidance)



2. Review of extra provisional test system

Before amendment, who are judge to have a dementia by cognitive function test regardless of violation they receive doctor diagnosis. Point 2

People who judged to have dementia in cognitive function test and extra cognitive functioning test at the time of renewal must receive a extra provisional test (diagnosis of a doctor) or submit the medical certificate of their doctor etc. in accordance with the instruction.



As a result of doctor's diagnosis, when it judged as dementia, it will be subject to cancellation of driver's license etc.

3. Rationalization/ Enhancement of functionality of extra training course

The contents of the course are changed depending on the result of the cognitive function test. As for the people under the age of 75 or who are judged not to have decrease of cognitive function in cognitive function test, we have rationalized (shortened) the course to 2 hours. For other people, it is a 3 hours course including the individual lesson.



E. Vehicle safety measures considering the characteristics of elderly driver

Advanced safety technologies such as automatic braking is expected to be effective for prevention of traffic accidents by elderly drivers and reduction in damages at the time of accident. The Ministry of Land, Infrastructure, Transport and Tourism conducted automobile assessments to compare and evaluate the safety performance of commercial vehicles and publicize the results in order to promote the development of safety technologies by automobile manufacturers as well as the environment for automobile users to easily select safe cars. Performance evaluation and publication of automatic brake to the vehicle and lane departure alarm device from FY 2014, of backward visibility information providing device (back camera) from FY 2015 and of automatic brake to pedestrians from FY 2016 have been conducted.

F. Revision of the Road Traffic Act

“Law to Partially Amend the Road Traffic Act (hereinafter referred to as "Revised Road Traffic Act") , which includes the contents as maintenance of regulations for promoting measures targeting elderly drivers ,was published in June 2015 and was enacted on March 12, 2017.

According to the Revised Road Traffic Act, an extra cognitive functioning test is carried out for elderly drivers 75 years and above who commit a certain violation of law, and an extra training course was provided for elderly drivers who are judged as having low cognitive functions by the test of cognitive function .

Moreover, for the people who were judged as the people who may have dementia in cognitive function test at the time of renewal of the driver's license or extra cognitive function test, doctor's diagnosis was required regardless of the status of violation of that person. In addition, at the time of the enforcement of the revised Road Traffic Act, regarding the elderly people training at the time of renewal of driver's license, the training for the people who were judged as the people who may have dementia or cognitive function impairment in cognitive function test, training time was increased to 3 hours aiming for sophistication by including personal guidance using the video of the driving situation of the students recorded by the drive recorder. Moreover, the training time was 2 hours for other people for rationalization.

G. Knowledge of voluntary surrender system of driver's license

An elderly driver, who stops driving a car due to the decrease in physical function etc., can surrender and cancel his/her driver's license by his/her application for its revocation.

Moreover, the person is entitled to be issued with a driving record certificate if an application is submitted within 5 years from the timing of the surrender of driver's license. This driving record certificate can be used as an identity verification document at the counter of a financial institution etc..

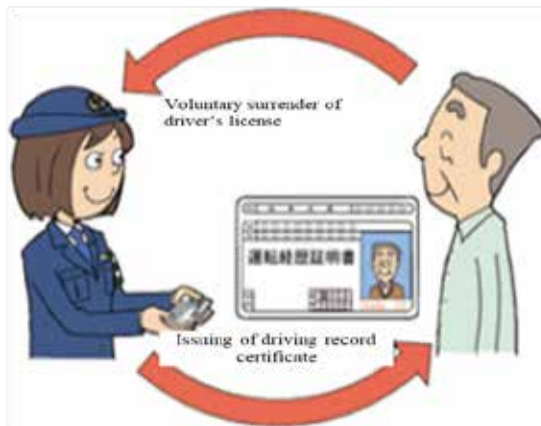
The Police are promoting efforts to develop an environment which allows elderly drivers who are uneasy about driving a car to voluntarily surrender their driver's license by working with the organizations such as local authorities and concerned organizations in order to publicize the driving record certificate system and revocation of driver's license by application and to support to those who have surrendered their driver's license.

“Driving Record Certificate”

"Driving Record Certificate" certifies the past records of the driving.

∩ If the person has surrendered the driver's license within the expiry date, the person is entitled to be issued with a "Driving record certificate" by submitting an application to the driver's license examination place within 5 years of surrender..

∩ Driving record certificates issued on or after April 1, 2012 can be used as an identification card similar to a driver's license even if it exceeds six months after issuance (For e.g. opening of a bank account).



Logo mark of voluntary surrender of aged driver's license (The Metropolitan Police Department)

This logo is designed by Professor Toshio Tajima of the Department of Art, Aoyama Gakuin Women's Junior College. For urging the surrender of driver's license, it becomes an easy to understand and familiar format.

H. Efforts of countermeasures for wrong-way driving etc. on expressways

To achieve the target of "Complete elimination of all wrong-way driving accidents on expressways by 2020" on the basis of the "Roadmap of future measures against wrong-way driving on the expressways" planned in March, 2016, visual and physical measures such as installation of rubber poles and markings with large arrows at interchanges, junctions and roads, have been promoted.

In addition to providing the guidance and regulations for drivers who have caused wrong-way driving cases, the police implements participation, experience and practical traffic safety education, such as on-site guidance regarding wrong-way driving status and cause for elderly people inviting elderly people who live along the expressway to the parking area.

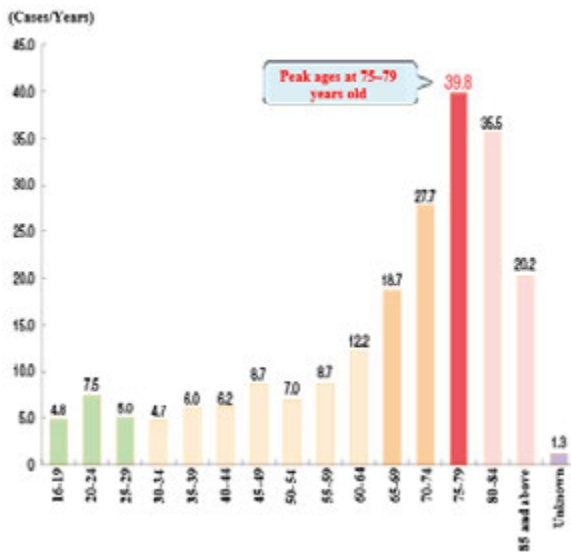
Moreover, Publicizing and enlightenment activities, such as distributing handbills related to wrong-way driving prevention in each service area at the occasion of traffic safety movement in each season are implemented.

Occurrence status by age group and measures for wrong-way driving cases on the expressway

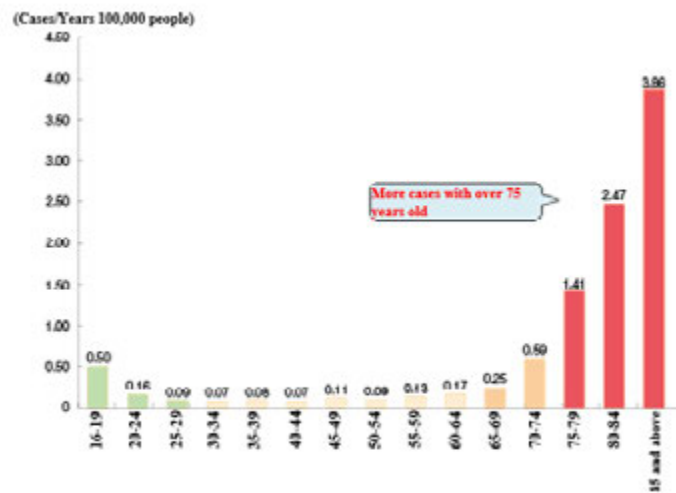
™ There are more than 20 cases/year of wrong-way driving by 70 to 74 year old people and approximately 40 cases/ year by 75~79 year old people.

™ In the licensed driver population, there is high percentage of accidents caused due to wrong-way driving by the elderly people of 75 years and above, and the maximum percentage of accidents caused by the elderly people of 85 years and above.

No. of wrong-way driving cases according to age of driver (Annual basis)



Number of wrong-way driving cases per licensed driver population (Annual basis)



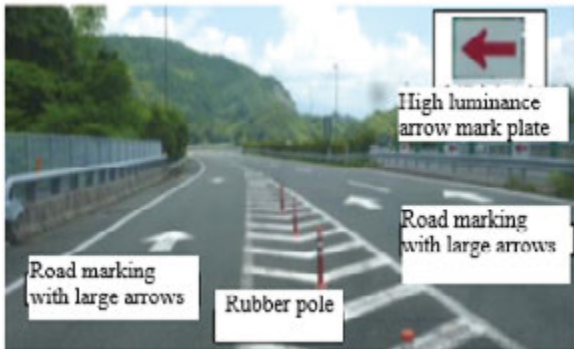
Data: Accidents on expressway (Ministry of Land, Infrastructure, Transport and Tourism and Highway companies management) and secured wrong-way driving cases in 2011~2016 (Total 1,283 cases)
 Source: statistics prepared by the Ministry of Land, Infrastructure, Transport and Tourism and Highway companies in cooperation with the police/ Driver's licensing statistics (2015 edition)

○ Physical and visual countermeasures were implemented at "Junction / entrance / exit" where approximately 40% of wrong-way driving cases occur.

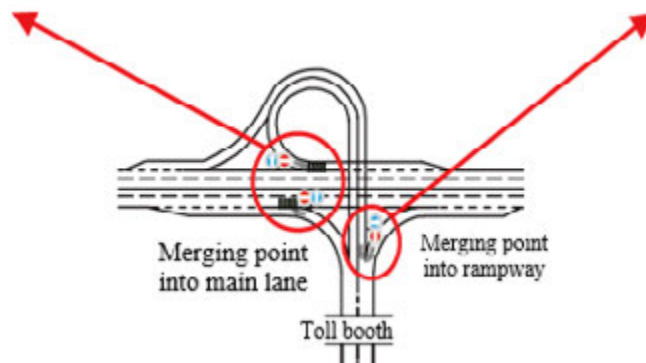
<Measures for merging points / entrance / exit >

(1) Merging point at IC/ JCT Junction

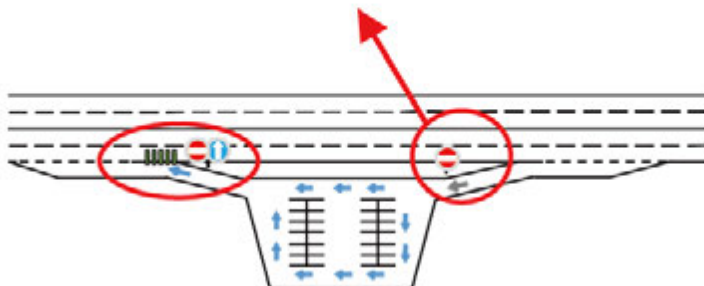
[Merging into main lane]



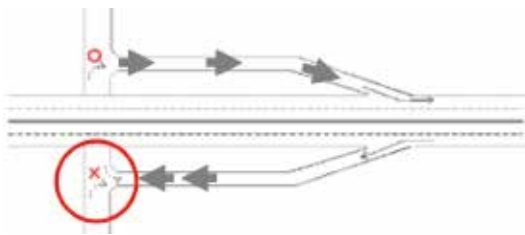
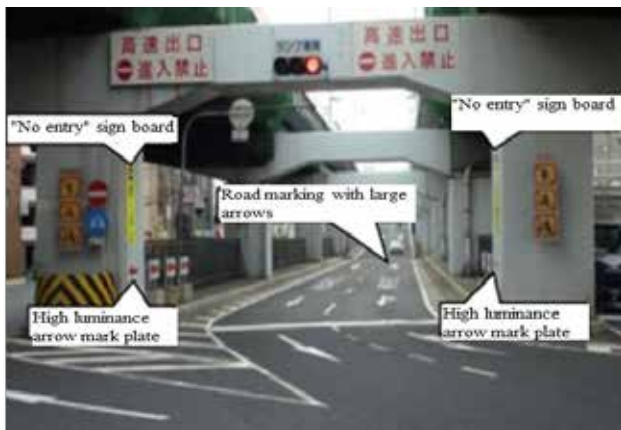
[Merging into main lane]



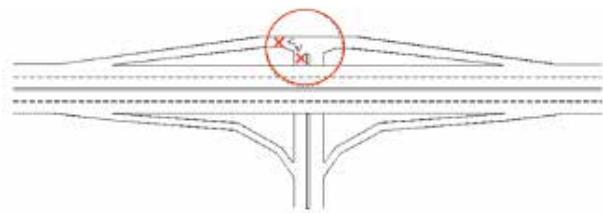
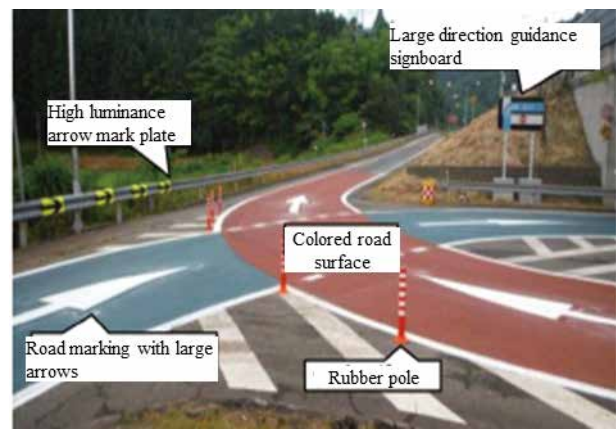
(2) Merging point/entrance at SA/ PA



(3) Expressway exit merging into General road



(4) Flat Y-shaped intersection



Topic

Efforts regarding community bus and demand taxi

With the declining population and the declining birthrate and aging society, it becomes difficult to maintain regional transport. As a means of securing feet for the regional transport, the introduction of community buses (Buses planned and operated proactively by local authorities in order to eliminate inconvenience region and transportation blank areas) and on-demand transportation (Depending on the user's demand, a bus or a shared taxi to detour or to pick-up from and drop flexibly to user's desired route) is being promoted.

The Ministry of Land, Infrastructure, Transport and Tourism is implementing assistance for on-demand transportation operation and the introduction of trunk buses, non-step buses and welfare taxis, etc. by "Regional Public Transportation Maintenance Improvement Project". In FY 2015, demand taxis have been introduced in 1,260 municipalities and community buses in 362 municipalities.



Community Bus



Shared Taxi

I. Efforts for ensuring public transport

In depopulated areas and areas incompatible with public transport services such as buses and taxis, private-use onerous transportation system is being used to secure the feet for local residents ensuring fully secure safety and stability.

J. Efforts in region by regional management organization

Regional management organizations, which are mainly organized by people living in the area, implement sustainable efforts to resolve regional problems in order to protect the life and livelihood in the region. There are more than 1600 organizations in 1/4 municipalities nationwide.

These organizations are engaged in a wide range of activities to support the lives of elderly people, such as interacting with elderly people, voice calling / watching, outing support, meal delivery support, shopping assistance.

(2) Efforts taken after the ministerial council on measures for the prevention of traffic accidents by elderly drivers

Based on a succession fatal traffic accidents caused by elderly drivers, a ministerial council was held on November 15, 2016.

In the conference, in order to prevent such miserable accidents, Mr. Abe instructed to take action immediately and instructed the government to tackle measures together about the 3 following points.

- Smooth enforcement of the revised Road Traffic Act enacted in March 2017 which strengthened countermeasures against dementia
- Advancing the development of a system to support the lives of the elderly people in the entire society, such as securing means of travel for elderly people who feel uneasy about driving cars
- Promote the examination for the necessity of further measures while listening to expert's opinions.

In response to this, in order to promote consideration of further measures at the relevant administrative authorities concerning prevention of traffic accidents by elderly drivers and to take immediate measures on the basis of the results, "Working team for preventive measures against traffic accidents by elderly drivers" with the members of director general of the relevant ministries and agencies was established on November 24, 2016 under the guidance of Traffic Countermeasures Headquarters. Moreover, it was decided that the team would put the whole things together by June 2017, report to the Traffic Countermeasures Headquarters, continue to consider the topics that need further examination, and hold working teams at an appropriate time.

<List of Working Team>

(Chairman) Director General for Policies on Cohesive Society, Cabinet office

Director General for Traffic Bureau, National Police Agency

Deputy Director General Minister's Secretariat regional force, Ministry of Internal Affairs and Communications

Director General of Health and Welfare Bureau for the Elderly, Ministry of Health, Labor and Welfare

Director General for Manufacturing Industries, Ministry of Economy, Trade and Industry

Director General for Policy, Ministry of Land, Infrastructure, Transport and Tourism

A Smooth implementation of Revised Road Traffic Act

Efforts are made to secure the diagnosis system by doctors^{vi} in cooperation with the affiliates such as medical associations to implement a temporary aptitude test and the order to submit medical certificate in which significant increase is anticipated. Along with that, the measures for improving accuracy and reliability of the medical certificate, such as making a model in style of medical certificate by the physician in charge and creation of guidelines in which medical certificate, are promoted.

Moreover, prefectural police strengthen the cooperation with the prefectural medical association by appointing a person in charge of communication and a contact person.

Further, regarding the training courses, such as ones for elderly people, based on the fact that training courses for the people for whom it is judged in the cognitive function test that there is no risk of impairment of cognitive function and for the people younger than 75 years have been streamlined, these training courses are implemented effectively. Along with that, the implementation system can be enhanced by taking efforts such as implementation of training courses at police facilities.

B Maintenance of the system supporting the life of the elderly people in whole society

The Ministry of Land, Infrastructure, Transport and Tourism holds "Investigation commission for the security of the means of transportation of the elderly people" consisting of the representatives of the affiliates of welfare transportation and transportation business and the scholars having knowledge about the local traffic and the characteristics of the transfer of elderly people from March, 2017, as it will be a problem in future among the aging population, if the elderly people who feel unsafe to drive a car continue to maintain the quality of life without having to depend on private cars. For the maintenance of environment in which the elderly people can move at ease, its measures are studied widely and interim guidelines are summarized by June, 2017 and it has been decided to continue the required study.

C Examinations for the necessity of further measures while listening to the opinions of experts to prevent the accidents in which characteristics of elderly people are involved

- (i) Holding the expert meeting relevant to the preventive measures against traffic accidents by elderly drivers

Based on the establishment "Working team for preventive measures against traffic accidents by elderly drivers", National Police Agency held "An expert meeting relevant to the preventive measures against traffic accidents by elderly drivers" consisting of the experts of administrative law, sociology, automotive engineering and traffic psychology, and the representatives of the affiliates of medical and welfare on January 16, 2017. While analyzing the accident relevant to the elderly driver in detail and listening to the opinions of the experts, the required measures to prevent the accidents in which characteristics of elderly drivers are involved are being studied widely and suggestions regarding the direction of investigation were summarized by June 2017, and along with that, it has been decided to continue the required study.

- (ii) Request for development of "Program for preventive measures for traffic accidents by elderly drivers" to the car manufacturers

^{vi} As of at the end of March, 2017, the number of doctors who cooperate for diagnosis and accept to be introduced to the people who required diagnosis, has been increased to 4,011.

In response to the traffic accident by elderly drivers in succession, the Ministry of Land, Infrastructure, Transport and Tourism requested the domestic passenger car manufacturers to develop "Program for preventive measures for traffic accidents by elderly drivers". As a result, manufacturers have developed the programs by the end of February, 2017. Based on this, it has been decided that promotion of research and development, function improvement and installation and expansion, public awareness with respect to dealers are summarized for the advanced safety technology such as automatic brake and acceleration control device when there is mistaken pedal stepping.

According to this effort, a standard or optional device will be selected for automatic brake and acceleration control device when there is mistaken pedal stepping, in almost all the vehicle types (New passenger cars) till 2020. Moreover, for the automatic brake in this case, the perspective was that the most of the pedestrians could be detectable.

(iii) Holding a meeting of vice ministers of the concerned government ministries and agencies for spreading awareness about "Safe driving support cars"

Ministry of Land, Infrastructure, Transport and Tourism, Ministry of Economy, Trade and Industry, Financial Services Agency and National Police Agency held "A meeting of vice ministers of the concerned government ministries and agencies for spreading awareness about "Safe driving support cars"" on January 25, 2017 in order to promote public awareness about cars equipped with an advanced safety technology to support the driving safety of the elderly driver (Safe driving support car) in view of the occurrence of the fatal traffic accident by the elderly driver. In the meeting, a discussion about concept and immediate awareness raising measures of safe driving support car, environment development for further promotion of advanced safety technology was carried out and interim guidelines were summarized in March, 2017.

In the interim guidelines, the concept of "Safe driving support car" (ver. 1.0) has been discussed based on the accidents situation caused by the elderly drivers. The nickname of the car has been decided to be "Safety support car S (Support car S)". In addition to working on public awareness by both the public and private sectors, it has been decided to study the development of standards of the advanced safety technology which has been reached to a level where the enhancement of car assessment and constant safety effect are expected.

Further, in addition to the measures of new cars, it has been decided to promote the safety device while ensuring the safety of retrofit safety device which can be installed in the existing car.

(iv) Further promotion of measures for vehicles going in reverse direction on expressways

In order to reduce wrong-way driving on expressways, the Ministry of Land, Infrastructure, Transport and Tourism has invited and selected promising technologies that can detect, warn and guide the vehicles in wrong-way driving from the private enterprise and will examine them on the actual roads, aiming at a practical use of them from FY2018.

D Action in the national traffic safety campaign

In the national traffic safety campaign held in spring of 2017, “Prevention of traffic accidents of children and elderly people ~ Do not meet with accident ~ Do not cause accident” was the base of the campaign. For elderly people and their families, efforts were taken to spread awareness about the overview of revised Road Traffic Act, the supporting measures for the system for returning the driver’s license voluntarily and for the people returning it.



(First day of National Traffic Safety Campaign in 2017 (April 6), Kato, Minister of State for Special Missions also had called for traffic safety.)

Topic

Public awareness on “Safe driving support car” (Support car S)

Ministry of Land, Infrastructure, Transport and Tourism, Ministry of Economy, Trade and Industry, Financial Services Agency and National Police Agency have decided to spread awareness about the cars equipped with the advanced safety technology such as automatic brakes supporting the safe driving for the elderly drivers ("Safe driving support car") based on the occurrence of the fatal traffic accident caused by the elderly drivers. A “Meeting of vice ministers of the concerned government ministries and agencies for spreading awareness about safe driving support cars” was held in January 2017. The environmental considerations for further promotion of advanced safety technology were studied and interim guidelines were summarized in March, 2017.

In the interim guidelines, in view of the actual accident situations caused by elderly driver, the concept of "Safe driving support car" (ver. 1.0) is defined as the car equipped with the automatic brakes and acceleration control device in case of wrong pedal stepping and the car is nicknamed as "Safety support car - S (Support car S)".

In addition, the advanced safety technology such as automatic braking contributes in preventing traffic accidents and damage mitigation in case of all the drivers without limiting to the elderly drivers. As a result, all the cars equipped with automatic brakes are nicknamed as "Safety support car (Support car)" and are assumed to be working for spreading awareness in public. In future, "Rate of installation of automatic brakes in new passenger cars will be more than 90% up to 2020" awareness rate target is set and various initiatives will be taken in private and public sectors.

Safety Support car S

Support car S (ver. 1.0)

Recommended for Elderly Drivers

| Name | Mounting Device |
|---------|---|
| Wide | Automatic brakes (for pedestrians), Acceleration control device in case of wrong pedal stepping ^{ø1} Lane departure warning ^{ø2} , Advancing light ^{ø3} |
| Basic + | Automatic brakes (for vehicles), Acceleration control device in case of wrong pedal stepping ^{ø1} |
| Basic | Low-speed automatic brakes (for vehicles) ^{ø4} , Acceleration control device in case of wrong pedal stepping ^{ø1} |

ø1 Except manual cars.

ø2 Also possible in case of lane keeping support system.

ø3 It is called automatic switching type headlight, automatic anti-glare type headlight or variable light distribution headlamp.

ø4 Operating speed range is 30km or less per hour.

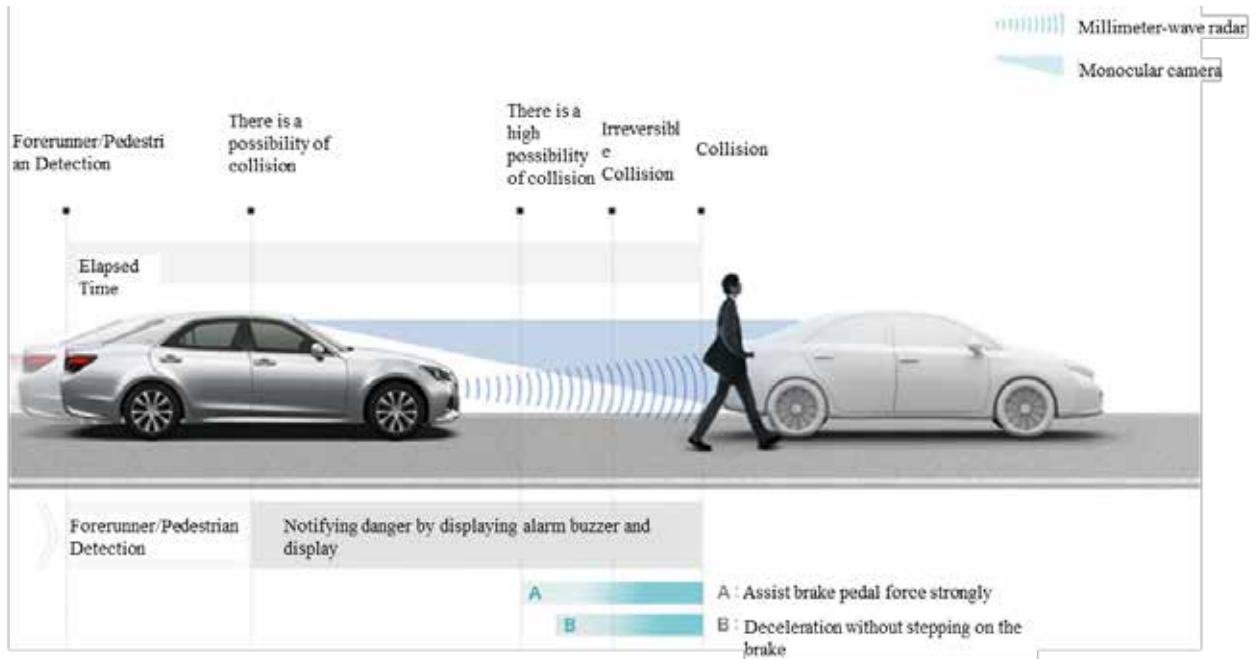
ø5 In future, depending on the advancement of technology and purpose, the expansion of target device of support car – S will be considered.

ø6 In addition to this, technologies which are effective for preventing accidents caused by elderly drivers can also be added as functions of support car – S based on the individual judgment of the company and can be used for spreading awareness.

Since automatic brake contributes to preventing traffic accidents caused by all the drivers without limiting only to the elderly drivers, the cars equipped with it are nicknamed as ‘Safety support car’ (Abbreviation: Support car), and are targeted for spreading awareness for the drivers in general.

Specifically, FY 2017 and FY 2018 are assumed to be significant periods and awareness raising activities are being promoted in private and public sectors. Along with that, it has been decided to promote the awareness for safe driving support car by working on the examination of the plan of the safety standard since the enhancement of car assessment which adds to the advanced safety technology effective for prevention of accidents caused by the elderly drivers play a leading role in international standardization from the advanced safety technology which has reached expected level for a constant effect of safety such as automatic brakes.

Example of automatic braking



Example of acceleration control device at the time of wrong pedal stepping



Low-speed collision reduction brake function (In case of Forward/backward)

Low-speed acceleration control function (In case of Forward/backward)