Measures to Prevent Head-on Collision on Expressways

The Ministry of Land, Infrastructure, Transport and Tourism is conducting verification of safety measures by installing wire ropes in place of rubber poles as emergency measures to prevent head-on collision in temporary two-lane sections which are prone to serious accidents.

About 300 head-on collision accidents occur every year in temporary two-lane sections most of which are i separated by rubber poles due to a vehicle crossing into the opposite lane. These head-on collision accidents are likely to become serious.



Accident caused by a vehicle crossing into the opposite lane Others Total number of 12% 88% accidents (2,977) [334] [2,643] Number of casualty 33% 67% accidents (222) [73] [149] Number of fatality 33% [12] [6] accidents (18) [Number of accidents (2015) in temporary two lanes (toll road)]



[Fatal accident rate]

In order to prevent accidents caused by a vehicle crossing into the opposite lane in temporary two-lane sections, i the MLIT has installed wire ropes instead of rubber poles as an emergency measures, and verify the effect.

• High impact mitigation performance





[Characteristics of wire ropes]

[Section where wire ropes are installed as a trial] No fatal accident occurred in the sections where wire ropes were installed as a trial (as of the end of Dec 2017)



[Example for the prevention of accidents caused by a vehicle crossing into the opposite lane]

i

Revision of the maximum speed regulation on expressways

In response to the "Recommendations on the way forward for crack down and speed regulations to contribute to traffic accident prevention" wrapped up at the meeting for the way forward for crack down and speed regulations to contribute to traffic accident prevention held in December 2013, a variety of measures were taken including analysis of traffic accidents occurred on high standard expressways, people's consciousness survey, investigation of cases of other countries, etc. Then, in March 2016, the "Recommendations on the revision of speed regulations on high standard expressways" were compiled at the Investigative Committee on the revision of speed regulations on high standard expressways.

In the recommendations, it was noted that it was possible to raise the speed limit in excess of 100 kilometers per hour in sections in which a certain level of conditions regarding the traffic accident occurrence situation and prevailing speed, etc. are satisfied on high standard expressways with a structure adapted to a speed of 120 kilometers per hour.

Based on this, a trial run to raise the speed limit to 110 kilometers per hour was started in the section from the Shin Shizuoka Interchange to the Mori Kakegawa Interchange of the Shin Tomei Expressway on November 1, 2017, and in the section from the Hanamaki Minami Interchange to the Morioka Minami Interchange of the Tohoku Expressway on December 1 of the same year.

After examining the results of this trial, we will review the pros and cons of raising the speed limit in other routes and sections, and of the introduction of the speed limit of 120 kilometers per hours in these trial run sections.

Recommendations on the revision of speed regulations on high standard expressways (overview)

1. Pros and cons on the revision of speed regulations on high standard expressways

- I The casualty accident rate (average of about 5.2 cases per 100 million vehicle kilometers) in a free-flow traffic (traffic state in which the driver can determine freely the traveling speed with a low traffic volume) with a structure adapted to a speed of 120km/h and a prevailing speed of 100 to 120km/h is lower than that on standard expressways by about 40 percent. Therefore, it is possible to maintain the safety levels of expressways as whole if an appropriate prevailing speed is kept in sections with a structure adapted to a speed of 120km/h, even if the speed limit is raised.
- According to people's consciousness survey, about 87 % of drivers accepted the raising of the speed limit on roads on which travelling at a speed of 120kg/h is structurally allowed (including depending on road conditions). (Provided, however, that it is necessary to note that about 50% of beginner drivers feel uneasy about a change in prevailing speed and about 60% of them worry about a difference in speed between vehicles.)
- Generally speaking, from the above, it is considered possible to raise the regulation speed to a certain extent in routes and sections with a structure adapted to a speed of 120km/h

2. Sections in which the regulation speed is raised

Sections with a structure adapted to a speed of 120km/h

- I Sections with few accidents in a free-flow traffic (traffic state in which the driver can determine freely the traveling speed with a low traffic volume) *Percentage of accidents not directly caused by an excess of speed and number of fatal accidents and serious injury accidents must be taken into consideration.
- Sections in which the prevailing speed is 100km/h or more.
- *In the case where portions with the prevailing speed of 100km/h or less are included in a high percentage, the reasons therefor must be considered.
- I Sections with a low occurrence of congestion and the free flow state exceeds a certain percentage
- Sections in which continuous speed regulation can be ensured for a certain distance (the regulation speed is not changed frequently) (in principle, about 20km)

. Measures taken to ensure safety for raising the regulation speed

- I Measures against misrecognition of the regulation speed (effective provision of information on the regulation speed)
- I Measures against failure to keep an inter-vehicle distance according to an increase in speed (alerting of the need to keep an inter-vehicle distance by electronic bulletin board etc., strengthening of crackdown on failure to keep the distance, etc.)
- I Measures against an increase in speed difference between vehicles (thorough application of rules for overtaking, calling attention to the rear right side, etc.)
- I Measures against an increase in speed of drivers with excessive speed (stricter crackdown enforcement, etc.)
- I Measures against rear-end collision accidents caused by drivers at the end of congestion (utilization of a control vehicle for guidance, etc.)

4. Revision of regulations in the future

(1) Trial introduction and implementation of monitoring

The regulation speed will be raised in a trial manner in routes and sections with a certain level of safety in both up and down ways (an accident with an average free traffic flow is lower by about 30% than that in standard expressways in light of the target of the 10th Fundamental Traffic Safety Program). A stepwise raising will be considered, for example, in the Shin Tomei Expressway (Gotemba JCT - Hamamatsu Inasa JCT), Tohoku Expressway (Hanamaki Minami IC - Morioka Minami IC), etc.

(2) Revision of the regulation speed across Japan

We will review the revision of the speed regulation in routes and sections of high standard expressways other than those in the item (1) that satisfy conditions by examining the trial results in consideration of accident occurrence situation, etc.



Enforcement of the Bicycle Use Promotion Act

Bicycles are environmentally-friendly transportation means and serve for mobility and transportation during disasters, public health promotion, traffic congestion mitigation, etc. Therefore, it is becoming more important to enhance measures to promote the use of bicycles in Japan where environment, transportation, health promotion, etc. are important issues.

For this reason, the Bicycle Use Promotion Act (Act No. 113 of 2016) was enacted on May 1, 2017. In order to comprehensively and systematically promote the use of bicycles, the Bicycle Utilization Promotion Headquarters was established within the Ministry of Land, Infrastructure, Transport and Tourism with its minister as the chief thereof.

With the basic understanding that the use promotion of bicycles provides public benefits as the basic philosophy of the law, it is stipulated that, not only the role played by bicycles in the traffic system is expanded, but also this must be performed while ensuring traffic safety. In addition, the law prescribes 15 items as constituting the basic policy, including the development of exclusive bicycle roads, vehicular lanes for bicycles, which must be studied and implemented intensively (Table 1).

The Bicycle Utilization Promotion Headquarters plan to formulate a bicycle utilization promotion plan by summer 2018, which collectively includes targets and measures with respect to the promotion of the use of bicycles in conformity with this basic policy under the law.



Table 1 – Summary of the Bicycle Use Promotion Act

Traffic Accident Prevention Measures for Pupils and Students

Although the number of pupils and students killed and injured in traffic accidents has been decreasing, still a number of them continue to be killed or injured. In the circumstances, it is extremely important for the society as a whole to protect the irreplaceable life responsible for the next generation. Therefore, to ensure safety of pupils and students, relevant organizations and groups continue to promote a variety of measures including education and enlightenment on traffic safety, development of traffic environment, etc.





Looking at the characteristics of the number of pupils and students killed and injured in traffic accidents by road user group, the number of first grade elementary school students killed and injured while walking is the highest and the number of fatalities is eight times higher than that of the number of sixth grade elementary school students. In addition, the number of casualties of sixth grade elementary school students and first grade high school students has doubled, and the number of casualties of third grade junior-high school students and first grade high school students increased nearly by three times while riding on a bicycle. All in all, the number of fatalities and casualties of first grade high school students is the highest.





2. Summary of measures for the prevention of traffic accidents

Summary of measures for the prevention of traffic accidents of elementary school students while walking

- Adult people must show an example of compliance with traffic rules and must be considerate of children.
 In order to teach children how to prevent traffic accidents, adults must show at all times an example of compliance with traffic rules.
 - When a child is about to cross the road, drivers and people around help him/her cross the road safely.
 - Drivers and pedestrians alike must be particularly considerate of children.

Educate children "how to cross the road"

Especially, the following must be taught to first and second grade elementary school students.

- If there is an intersection nearby with a pedestrian crossing or traffic light, they
 must go there to cross the road.
- Before crossing the road, they must stop at the traffic lights even if the traffic light is showing green to look left and right and make sure that cars are stopped.
- They must look right and left while crossing.
 - Ø Notes on education
 - New first graders must be taught repeatedly even from April onward.
 - Dangerous intersections etc. must be taught in children perspective.
 - The fact that sometimes children cannot be seen from vehicles (particularly, lorries) must be taught.
- Implementation of joint inspection of school roads, etc.
 - A joint inspection on community roads including school roads, school zones, and zone 30 must be performed by related organizations and parents.

Summary of measures for the prevention of traffic accidents of junior high school students and high school students while riding on a bicycle

- Education on the "compliance of traffic rules"
- Bicycles are "vehicles." Therefore, bicycle users must use the roadway. The use of the sidewalk is an exception. The exception applies when it is recognized that it is inevitable for ensuring safe transit of bicycles in view of the situation of the roadway and traffic. Bicycles must travel on the left side of the roadway.
- When it is inevitable to use the sidewalk, bicycle users must give priority to pedestrians by taking care of "traveling on the side near to the roadway at a speed capable of stopping at once," "stopping so as not to interfere with the transit of pedestrians," etc.
- Bicycle users must check safety by "observing traffic lights," "stopping at stop signs," "decreasing the speed when entering an intersection," "looking at the curved mirror," etc.
- "Use of smartphone," "use of headphone," "putting up an umbrella," "double riding," etc. that make the driving unstable and cause the rider to be inattentive to the traffic situation around.
- Bicycle users must turn on the lights at night and early in the morning or at dusk.
- Wearing a helmet
 - Since most of fatality accidents by bicycle are caused by head injuries, it is necessary to make known the need of wearing a helmet (especially high school students).
- The need for wearing a helmet must be stressed not only to users themselves, but also to families and schools.
- Purchase of damage liability insurance to give relief to the opponent party.
 - In accidents between a bicycle and a pedestrian, the bicycle becomes the primary party in many cases. Therefore, to be prepared just in case an accident should occur, it is necessary to make known the need of buying a damage liability insurance to give relief to the opponent party.
 - The need for buying a damage liability insurance to give relief to the opponent party must be stressed by families and schools.



Awareness-raising activity for safe use of bicycles



Teach children "how to cross the road"

Measures for the prevention of accidents of foreign tourists visiting Japan

Changes in the utilization of rental cars by foreign tourists visiting Japan and the number of accidents.

With an increased number of foreign tourists visiting Japan, the number of foreign people using rental cars has increased by about four times in five years between 2011 and 2015.

In addition, while the number of traffic accidents by rental car drivers (primary party) has been in a decreasing trend, the number of traffic accidents by foreign drivers (foreign nationals with an international driving license or with a foreign driving license) has been increasing rapidly.

In the circumstances, we are promoting a variety of measures in cooperation with related organizations with the aim to prevent accidents by foreign tourists visiting Japan who use rental cars.







Note

1. Based on data from MLIT

2. Estimated number of foreign travelers leaving Japan using regular international flights

	2013	2014	2015	2016	2017
Number of rental car accidents	6,534	6,366	6,275	6,150	6,218
By foreign nationals with an international driving license or with a foreign driving license	53	68	106	134	188

Note: Data from the National Police Agency

Measures to Prevent Rental Car Accidents of Foreign Tourists Visiting Japan

In order for foreigners visiting Japan to safely drive cars, it is important for them to understand the traffic rules and traffic situation of our country, such as the difference between the right-hand traffic and left-hand traffic, etc. The National Police Agency collaborated with the All Japan Rent-A-Car Association in the preparation of leaflets in foreign languages (English, Korean, Chinese (Simplified / Traditional)) to have foreigners understand Japanese traffic rules, signs, etc.

In addition, the All Japan Rent-A-Car Association is engaged in the preparation of stickers aimed to inform peripheral drivers that a foreign is driving the car.



Provision of information on traffic rules in Japan through pamphlets

[Sticker]

Pinpoint Measures to Prevent Car Rental Accidents of Foreign Tourists Visiting Japan

The Ministry of Land, Infrastructure, Transport and Tourism, in cooperation with car rental operators, police and tourism departments, is taking pinpoint measures to prevent car rental accidents of increasing foreign tourists visiting Japan by identifying places where accidents are likely to be caused specifically by foreigners with the use of sudden braking data of ETC 2.0.



Efforts by Volunteers for Traffic Safety

Traffic safety enlightenment activities in Iwate Prefecture

The Mothers Association for Traffic Safety of Kindaichi in Nitohe City, Iwate Prefecture has been engaged in activities to eradicate drink driving for over 30 years in collaboration with community people. Also, they visited all households in the community in 9 years to call for the prevention of traffic accidents.

In addition, they held a fashion show to showcase clothes remade using reflective materials in order to convey their effects and importance of wearing reflective materials in an easy-to-understand manner.

After the Great East Japan Earthquake, they have been conducting activities to give hand-made bags and gloves using reflective materials with wishes for reconstruction of the affected areas.





Fashion show of remade clothes

Presentation of hand-made bags, etc.

Activities of the "Special Committee for Traffic Safety Measures of Alumni Association of Kanazawa Institute of Technology" in Ishikawa Prefecture

The Special Committee for Traffic Safety Measures of Alumni Association of Kanazawa Institute of Technology located in Nonoichi City, Ishikawa Prefecture holds a traffic safety course for car-commuting students and issues car-commuting permits to those who have attended the course.

The Committee, in cooperation with local police and related groups, engages in efforts, such as calling attention to bicycle users at intersections near the university on the 15th of every month as a part of the campaign "Bicycle User Manner Improvement" and conducting the "Early Morning Route Manner Improvement Campaign" aimed to call for safe driving to drivers and bicycle users during Summer's National Traffic Safety Movement.

The efforts for the prevention of traffic accidents by the university and the community are passed down continuously from generation to generation despite a change in committee members due to graduation.







Bicycle User Manner Improvement campaign

"Traffic Safety for all people in communities in Mito" in Ibaraki Prefecture

Based on the fact that the number of traffic accident casualties while walking of 7-year old children is the highest nationwide (FY2015 survey results of the Institute for Traffic Accident Research and Data Analysis), the Cabinet Office and the Mito Executive Committee composed of associations of local residents and elementary schools, in cooperation with private cooperation groups, held the "Traffic Safety for all people in communities in Mito" for about 300 elementary school second graders in Mito City, Ibaraki Prefecture.

The children had a variety of hands-on experience that cannot be experienced in daily life, such as wearing high visibility safety clothes with reflective materials to experience the effects produced thereby inside a dark ten, a simulated experiences of a collision accident with a seatbelt convincer, guidance through demonstration using a truck on the difference between track followed by front and back inner wheels when turning and the blind area, etc. They will continue to conduct activities aimed at enhancing traffic safety awareness in the whole of the city.



Effect of high visibility safety clothes and the way they look



Guidance using a truck on the difference between track followed by front and back inner wheels when turning and the blind area

"Traffic Safety Classroom in Shunan" in Yamaguchi Prefecture

In Yamaguchi Prefecture, serious traffic accidents involving elderly people have been on the rise with the progress of aging. In the circumstances, the "Traffic Safety Classroom in Shunan" was held centered on crossing guards who play a central role in traffic safety in communities.

The executive committee composed of the Cabinet Office, Shunan City, Yamaguchi Prefecture, Police and the liaison council of crossing guards did not only conduct hands-on course in which participants noted decreased physical ability using equipment such as a walking environment simulator, a bicycle simulator, an agility measuring device, etc., but also reaffirmed the tragedy caused by traffic accidents and the importance of observing traffic rules, by riding on the "Safety Support Car S" and through "scared straight" education.



Riding on a "Safety Support Car S"

Scared Straight

Traffic Safety Forum

- In order to raise awareness of traffic safety, the Cabinet Office holds "Traffic Safety Forum" in which lectures are delivered and a panel discussion is held on traffic safety measures in communities by inviting persons familiar with traffic conditions and experts working for traffic safety. In FY2017, the forum was held on October 25 at the Funabashi Citizen Cultural Hall in co-sponsor ship with Chiba Prefecture and Funabashi City with the theme of "Traffic Safety in Aging Society ~ Let's not meet with an accident and let's not cause an accident" with a participation of a total of about 430 people.
- At the forum, experts from various backgrounds gave opinions and recommendations on the way forward of safety education to prevent traffic accidents of elderly people, efforts to prevent traffic accidents, etc.
- Keynote speech and contents of recommendations from the panel discussion





Keynote speech

Mr. Kazumi Renge, Professor of Faculty of Psychology and President of Tezukayama University

Mr. Kazumi Renge delivered a keynote speech entitled "The driver must correct bad aspects according to driving diagnostics, while cyclists and pedestrians must cross the road correctly" and said the following among other things. Elderly drivers are characterized by over self-confidence, large difference among individuals, declining cognitive function, etc. An educational program designed to identify the weaknesses of each individual can produce effect even temporarily. Therefore, it is advisable that people in their 50s to 60s be given opportunities to receive retraining at driving schools, etc. and correct their bad habits in awareness thereof according to driving diagnostics. In addition, there is a large difference among individuals. In particular, people without driving license, compared with those with license, tend to behave poorly by overlooking risks around themselves. Elderly people are asked to "cross the road correctly" without pressing themselves so as not to meet with an accident.

Panel Discussion

Various experts familiar with traffic safety measures for elderly people were invited and, with Mr. Kazumi Renge serving as coordinator, useful discussion was held. The panelists reported as follows regarding the current situation of measures for the prevention of traffic accidents of elderly people, the way forward of effective traffic safety education, etc.









Mr. Yuji Tsuchiya,

Officer, Traffic General Affairs Section, Traffic Department, Chiba Prefectural Police Headquarters

"Three-Light Campaign. Promoting the development of environment to facilitate voluntary surrender of the driving license."

In light of the fact that more than half of traffic fatalities in Chiba Prefecture are elderly people, and that the percentage of traffic accidents caused by elderly people has been increasing year by year, we are not only promoting the "Three-Light Campaign" consisting of 1) early lighting, 2) use of reflective material, and 3) watching out for pedestrians coming from the right side of the road, but also are promoting efforts to develop an environment to facilitate undecided elderly people to voluntarily surrender their driving license.

Mr. Tomoyuki Inagaki

Assistant Professor, Department of Transportation Systems Engineering, Faculty of Science and Engineering, Nihon University

"Safety measures based on traffic behavior of the user are necessary"

Each person is originally very unique. When our sensory function, body function and cognitive function decrease with age, our individual differences become larger. As a result, it is not possible to regard all elderly people as the same in order to find solutions adapted to each individual. It is necessary to think about establishing a system to focus on each individual and promote measures and awareness raising by considering the relationships between each individual's characteristics and traffic behavior.

Mr. Nobuhiko Takahashi

Chairman of the Safety Division, Safety and Environmental Technology Committee, Japan Automobile Manufacturers Association

"Let's use "Safety Support Car," a car equipped with preventive safety technology."

Japan Automobile Manufacturers Association has investigated the characteristics of elderly drivers by using devices such as driving simulators for developing automobiles. In recent years, automobiles equipped with a collision damage mitigation braking (automatic braking), unintended acceleration prevention system, etc., as prevention safety technology, are sold by auto manufacturers. Since the names of such products are different from manufacturer to manufacturer, when purchasing a new car, the buyer is recommended to refer to "Safety Support Car (Sapocar)."

Mr. Tomoya Satozaki, Baseball commentator, Special Advisor of Chiba Lotte Marines

"Traffic safety together with your family", "by doing what's expected as expected" My three-year old son tries to fasten the seatbelt in his child seat as soon as he gets on the car. Such a sight reminds me that I have to drive carefully, and I do not think that elderly people would feel bad about being told to wear seatbelts by their children or grandchildren. In addition, it is important for us to do what's expected as expected, such that we cross the pedestrian crossing when we cross the road. I feel pleased to live my daily life in such a manner.

http://www8.cao.go.jp/koutu/keihatsu/forum/h29/result.html



In order to undertake traffic safety measures, prefectures (and ordinance designated cities) establish ordinances covering traffic safety measures in general and bicycle safety measures in accordance with objectives. Here, we will describe the ordinances on traffic safety measures (including revisions (except minor ones)) newly enacted in 2017.

Chiba Prefecture "Ordinance on the Promotion of Safe and Appropriate Use of Bicycles in Chiba Prefecture"

- Effective date: April 1, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, purchase of bicycle damage insurance, etc.
 - Implementation of traffic safety education (by prefecture, schools, and households) (compulsory for the prefecture, and obligatory to make to the best efforts but not compulsory for others)
 - Obligation to make the best efforts for children (high school students or younger) and elderly people to wear a helmet

Tokyo Metropolis "Ordinance on the Promotion of Safe and Appropriate Use of Bicycles in Tokyo Metropolis" (revised)

- Revision effective date: February 1, 2017
- Main revision content
 - Establishment of the provision to oblige bicycle retailers to provide education when selling bicycles and oblige bicycle lenders to make the best efforts to provide education when lending bicycles
 - Establishment of the provision to oblige operators using bicycles to make the best efforts to appoint persons to promote safe use of bicycles
 - Establishment of the provision to oblige parents to make the best efforts to take measures for safe use of bicycle by children
 - Establishment of the provision to oblige families to make the best efforts to advise elderly people to make safe use of bicycle

Kyoto Prefecture "Ordinance on the Promotion of Safe Use of Bicycles in Kyoto Prefecture" (revised)

- Revision effective date: October 1, 2017
- Main revision content
 - Establishment of the provision to oblige parents to make the best efforts to provide traffic safety education (enforced on July 7, 2017)
 - Mandatory obligation for operators and bicycle lenders to buy a bicycle damage compensation insurance (enforced on October 1, 2017)
 - Establishment of the provision to oblige bicycle users and their parents to buy a bicycle damage compensation insurance and to make the best efforts to promote purchase thereof (enforced on April 1, 2018)

Fukuoka Prefecture "Ordinance on the Promotion of Safe and Appropriate Use of Bicycles in Fukuoka Prefecture"

- Effective date: April 1, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, wearing of a helmet by children and elderly people
 - Implementation of traffic safety education (by prefecture, schools, and households) (compulsory for the prefecture, and obligatory to make to the best efforts but not compulsory for others)
 - Obligation for bicycle users to make the best efforts to buy a bicycle damage compensation insurance (enforced on October 1, 2017)
 - Obligation for bicycle retailers to provide information (enforced on October 1, 2017)

Kagoshima Prefecture "Ordinance on Safe and Appropriate Use of Bicycles for Citizens of Kagoshima Prefecture"

- Effective date: March 24, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, wearing of a helmet
 - Implementation of traffic safety education (schools) and enlightenment (by prefecture, schools, and households, communities, etc.) (compulsory for the prefecture, and obligatory to make to the best efforts but not compulsory for others)
 - Obligation for parents to force their children to wear a helmet (enforced on October 1, 2017)
 - Obligation for bicycle users to buy a bicycle damage compensation insurance (enforced on October 1, 2017)

Chiba City "Ordinance on Urban Development Using Bicycles in Chiba City"

- Effective date: July 1, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, wearing of a helmet, purchase of a bicycle damage compensation insurance
 - Implementation of traffic safety education (city, schools and households (compulsory for the city, and obligatory to make to the best efforts but not compulsory for others)
 - Promotion of urban development using bicycles

Sagamihara City "Ordinance on Safe and Comfortable Use of Bicycles in Sagamihara City"

- Effective date: December 25, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, wearing of a helmet
 - Implementation of traffic safety education (city, schools and households (compulsory for the city, and obligatory to make to the best efforts but not compulsory for others)
 - Obligation for bicycle users to buy a bicycle damage compensation insurance (enforced on July 1, 2018)

Shizuoka City "Ordinance on Ensuring Safe Use of Bicycles by Citizens of Shizuoka City"

Effective date: January 1, 2017

- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, inspection and maintenance, purchase of a bicycle damage compensation insurance
 - Implementation of traffic safety education (city, schools and households (compulsory for the city, and obligatory to make to the best efforts but not compulsory for others)
 - Implementation of education and enlightenment on safe use of bicycles by deploying bicycle traffic safety instructors

Nagoya City "Ordinance on the Promotion of Safe and Appropriate Use of Bicycles in Nagoya City"

- Effective date: April 1, 2017
- Main content
 - Promotion of safe and appropriate use of bicycles through compliance by bicycle users, and inspection and maintenance.
 - Implementation of traffic safety education (city, schools and households (compulsory for the city, and obligatory to make to the best efforts but not compulsory for others)
 - Obligation for elderly people to make the best efforts to wear a helmet.
 - Obligation for bicycle users to buy a bicycle damage compensation insurance (enforced on October 1, 2017)

Kyoto City "Ordinance on Safe and Secure Bicycles in Kyoto City" (revised)

- Revision effective date: October 1, 2017
- Main revision content
 - Mandatory obligation for operators and bicycle lenders to buy a bicycle damage compensation insurance
- Establishment of the provision to oblige bicycle users and their parents to buy a bicycle damage compensation insurance and to make the best efforts to promote purchase thereof (enforced on April 1, 2018)

Newly Established Driving License for Semi-Medium Sized Motor Vehicles

Due to changes in circumstances surrounding cargo vehicles in recent years, it happened so frequently that, cargo vehicles with a maximum loading capacity of 2 tons which are used in high frequency for collection and distribution were attached with accessory equipment such as refrigerating equipment, etc., and their total weight exceeded 5 tons. A driver's license for medium-size motor vehicle was required to drive such vehicles. On the other hand, only persons older than 20 years were allowed to acquire a driver's license for medium-size motor vehicle, and young people immediately graduating from high school were not qualified for driving such vehicles. It was said that this problem had an influence on the lack of drivers.

In view of the situation, the Act to partially revise the Road Traffic Act (Act No. 40 of 2015) to establish a new license for semi-medium-sized motor vehicle which allows persons older than 18 years without a driver's license to acquire the license and drive motor vehicles with a total weight of 7.5 tons or less was enacted in the 189th Diet in June, 2015 and enforced on March 12, 2017.

We conducted publicity/awareness raising activities using government official bulletins, posters, and leaflets to widely publicize the new system to the public before the enforcement of the new semi-medium-sized motor license system. Particularly, in order to make sure that the semi-medium-sized motor license system is well known by new high school graduating students who wish to engage in a profession in which they will be required to drive a truck, we conducted publicity/awareness raising activities to high schools across the country through each prefectural board of education, etc.

License which can be acquired from 18 years onwards New establishment of the license for semi-medium-sized motor vehicle New establishment of the license for semi-medium-sized motor vehicle

The license for semi-medium-sized motor vehicle allows a license holder to drive motor vehicles with a total weight of 7.5 tons or less (a maximum load weight of 4.5 tons or less) (including ordinary motor vehicles). The license for ordinary motor vehicle allows a license holder to drive a motor vehicle with a total weight of 5.5 tons or less (a maximum load weight of 2 tons or less).

Eligibility requirements and number of days required for training for license for semi-medium-sized motor vehicle

The license for semi-medium-sized motor vehicle can be acquired by a person older than **18** years without the license for ordinary motor vehicle. A minimum of 17 days are required for training at driving schools. *A minimum of 15 days are required for the license for ordinary motor vehicle.



3. System applicable to new car drivers with the license for semi-medium-sized motor vehicle

A person who has acquired the license for semi-medium-sized motor vehicle for the first time **must carry** the sticker for new car drivers for one year when driving a semi-medium-sized motor vehicle.

Drivers already in possession of the license for ordinary motor vehicle

They can continue to drive a motor vehicle with a total weight of 5 tons or less, and if they pass the test for lifting partial restrictions (7), they will be able to drive a motor vehicle with a total vehicle weight of 5 tons to 7.5 tons.

"The test includes training with a minimum of 4 hours at designated driving schools or a skill examination at the Driver and Vehicle Licensing Center



Measures for the Prevention of Traffic Accidents of Elderly Drivers

Following the repeated traffic accidents resulting in fatality caused by elderly drivers, a conference of relevant ministers was held on November 15, 2016, and the Prime Minister instructed to take possible measures immediately on the following three points and tackle the problem in close inter-ministerial collaboration.

- Make all the efforts to ensure the smooth enforcement of the revised Road Traffic Act, which has strengthened measures relevant to dementia
- Develop a system to support the life of elderly people by the society as a whole including ensuring transportation means for elderly people who feel uneasy about driving a car
- Explore additional measures necessary by examining advice by experts

In response to this instruction, in November 2016, the government established a "working team for the prevention of traffic accidents caused by elderly drivers", composed of Director-Generals of the related ministries and agencies under the Traffic Policy Headquarters, and discussed policy measures in order to promote exploring further measures by the relevant government organizations to reduce traffic accidents by elderly drivers and take measures promptly based on the results. Based on this, the working team completed an overall report in June 2017, and the Traffic Policy Headquarters decided to promote urgently and strongly the reported policies on July 7. The government as a whole has thus undertaken a range of relevant measures.

Towards the Prevention of Traffic Accidents of Elderly Drivers (Overview)	Working team for the prevention of traffic accidents of elderly drivers
1. Smooth enforcement of the revised Road Traffic Act	Legend: Already started i Planned to be implemented
Strengthen collaboration between police and medical association to secure doctor's diagnostic system - A doctors have been secured (as of the end of May, 2017) Strengthen collaboration between police and welfare department of local governments for the early diagn dementia.	bout 4,800 cooperating osis and response to
2. Development of a system to support the life of elderly people by the society as a v ensuring transportation means for elderly people	vhole including
 Promote the use of public transportation - Demonstration experiment of taxi sharing service (to be started Introduce the transportation for payment by private cars and make smooth use thereof – Expansion of vel modes and rationalization of procedures (to be started within FY2017) Strengthen collaboration between nursing care services and transportation services – Diffusion and expansion of the nursing care insurance system (to be started promptly) 	within FY2017) hicles used and operation nsion of transportation
3. Further measures based on the characteristics of elderly drivers	
 (1) Future measures following recommendations and advice by experts. Conduct fundamental review of driving aptitude consultation ~ Promotion of voluntary surrender of driving limplemented promptly) Conduct further review of the driving license system "Introduction of actual vehicle test for elderly driving driving risk" (to be reviewed promptly). 	iver's license (to be ers older than 80 years with
(2) Awareness raising of "Safety Driving Support Vehicle" (Sapocar S) Formulate and publish the concept Expand awareness raising in a joint effort by the public and private sectors – Development of PR activ	vities and expansion of
 Promote the diffusion of advanced safety technologies through formulation of safety standards and ex (review already underway) 	xpansion of car assessment
 (3) Further promotion of measures against wrong-way traveling on expressways Experiments of private sector technologies to warn and guide vehicles traveling in a wrong way (start 	ed in July 2017)
[Numerical target] To reduce the number of accidents caused by elderly drivers older than 80 years resulting in fatalities to 200 or less by 2020 (to 250 or less by 2017)	* The average numbers: about 270/year (2014 – 2016) and about 250/year (2012-2013)
Progress status of the efforts] On April 26, 2018, the fifth meeting of the working team was held to follow up the progress s	tatus of the efforts in ligh

On April 26, 2018, the fifth meeting of the working team was held to follow up the progress status of the efforts in light of the decision of the Traffic Safety Headquarters. As a result of promoting a variety of measures through concerted efforts, the number of accidents of elderly drivers older than 80 years was 242 within 2017 and the target so far of less than 250 within 2017) of the Headquarters was achieved. The progress status of the main efforts in FY2017 is the following:

1. Smooth enforcement of the revised Road Traffic Act

The revised Road Traffic Act that includes measures for elderly drivers was enforced on March 12, 2017. The revised Act is being smoothly implemented through appropriate application of temporary cognitive function test, doctor's diagnosis, implementation of sophisticated training courses for elderly people, etc.

- A collaboration system with about 5,700 doctors has been secured as of the end of 2017 through request to related organizations including the Medical Association.
- Some prefectural police operate a system to provide information to the welfare departments of local governments to enable elderly people who were judged as the people who may have dementia by a cognitive function test (category 1) to consult on issues related to life support, etc., in response to their request, while some other police are holding discussion with the welfare departments of local governments towards building the same system.
- 2. Development of a system to support the life of elderly people by the society as a whole including ensuring transportation means for elderly people
 - In order to promote the use of public transportation, we conducted demonstration experiments of taxi and ride-sharing services to offer the service at a discount using a car distribution application between January and March, 2018.
 - In order to rationalize and improve efficiency in procedures to contribute to the use of fee-based transportation services by private cars, we made guidelines on its reviewing process. In addition, we facilitated the use of private cars for the fee-based transportation services by municipalities by allowing the use of privately-owned cars and shared taxi.
 - Regarding the transportation support service implemented based on the long-term care insurance system, we clarified the applicable person and range of subsidies, and performed diffusion and expansion of the service by providing information on potential models so as to contribute to the preparation of the 7th Insured Long-Term Care Service Plans. In addition, to promote collaborative efforts between the welfare field and traffic field, we urged local governments to be well-informed to that end.



- 3. Further measures based on the characteristics of elderly drivers
 - (1) Future measures following the experts' proposals.
 - We expanded the role of the driving aptitude consultation service in prefectural police to enhance and strengthen consultation on driving aptitude with a view to providing advice and guidance required for continuing safe driving and promoting voluntary surrender of driver's license. In addition, we promoted fine-grained measures in accordance with the characteristics of elderly drivers, including promotion of deployment of professional medical staff, information sharing and building of a cooperative system between welfare departments of local governments, including community general support centers, etc.
 - We are studying a further revision of the driving license system in accordance with the characteristics of elder people, such as the introduction of actual vehicle test for elderly drivers older than 80 years with high driving risk, introduction of the license limited to the use of a "Safety Driving Support Vehicle (Sapocar S)," among other measures.

- (2) Awareness raising of "Safety Driving Support Vehicle" (Sapocar S)
 - We did not only develop actively PR activities for "Safety Driving Support Vehicle" (Sapocar S) in a joint effort by the public and private sectors, but also expanded opportunities for hands-on experience of advanced safety technologies.
 - Regarding the collision damage mitigation braking system, we did not only review the formulation of international standards at the world forum for harmonization of vehicle regulations of the United Nations Economic Commission for Europe, but also created the governmental performance accreditation system prior to the formulation of the standards. In addition, we studied the



*Statistics by age were not taken in 1998.

acceleration prevention system in Car Assessment within FY2018.
 We introduced the ASV discount (discount by 9% of the insurance of cars equipped with a collision damage mitigation braking system). In addition, we prompted each of the insurance companies to provide appropriate information to customers.

possibility of starting the assessment of the unintended

- (3) Further promotion of measures against wrong-way traveling on expressways
 - We will start the actual vehicle test since July 2017 to verify the effect of wrong-way traveling prevention technologies using 27 new technologies proposed by private sector companies and aim their practical application since FY2018.



(Year)



Efforts for Traffic Safety using Drive Recorders

1. Efforts on automobile transportation operators

A drive recorder is a useful device for automobile transportation operators to collect data on "accidents, daily near misses and close calls, scenes of complaint by users", etc., to analyze the background or reasons thereof, to formulate safe measures and to use for driver education.



For this reason, the Ministry of Land, Infrastructure, Transport and Tourism is promoting the diffusion thereof by subsidizing part of the expenses required for automobile transportation operators to introduce the drive recorder. As far as charter bus operators are concerned, as part of the measures taken in the wake of the Karuizawa ski bus accident, they are obliged to equip buses with a drive recorder sequentially in the following manner and provide

guidance and supervision to their drivers using images recorded.

In addition, we have prepared the "Manual for guidance and supervision using images of drive recorders" as a guide book for guidance and supervision of drivers.

<Reference URL (Manual for guidance and supervision)>

http://www.mlit.go.jp/jidosha/anzen/03manual/data/drive-rec_manual.pdf

1. (1)	Content other than guid As from December 1, 20 practical training, withou	ance and supervision us 016, the charter bus ope ut the use of the drive rea	ing the drive recorder rators are obligated to provide gr corder.	uidance and supervision, such as
2. (] /	Guidance and supervisi As from December 1, 20 of buses equipped with hat for practical training	on using the drive record 017, the charter bus ope a drive recorder using th g of new drivers will be e	der rators are obligated to provide gr e record of the drive recorder. (1 xtended accordingly.)	uidance and supervision to drivers The time for education other than
3. (•) • / • / • /	Dbligation to install a dr As from December 1, 2 As from December 1, 2 Vehicles equipped with certain requirements are	ive recorder 017, new vehicles must t 019, existing vehicles mu a drive recorder as of De e met.	be equipped with a drive recorde ust also be equipped with a drive acember 1, 2017 may continue to	r. recorder. o use it until November 30, 2024, if
Provis super relate	sion of guidance and vision other than those d to the drive recorder	Obligation to install a drive recorder on new vehicles	Obligation to install a drive recorder on existing vehicles	End of a grace period for existing drive recorders
	28.12	29.12	31.12	36.11
	1	Obligation to pr	rovide guidance and supervision usi	ng records of drive recorders
		L	J	
	Vehicle (* Whe	is not equipped with a drive recon in vehicles are equipped with a drive	der are not subject to guidance and supervis ive recorder, drivers are subject to guidance	ion. and supervision.)
Gui	dance and sup and effective	ervision to cha dates for obliga	rter bus drivers usir atory installation of	ng the drive recorder a drive recorder

2. Utilization of the drive recorder in the course for elderly drivers at the time of the renewal of the driver's license

According to the revised Road Traffic Act enforced in March 2017, elderly drivers are obliged to attend the course reserved for them at the time of the renewal of their driver's license, and images of their driving conditions recorded by the drive recorder are used in the course.

Drivers who are determined to belong to the first category (possibility of dementia) and the second category (possibility of a decrease in cognitive function) as a result of the cognitive function test are provided with a guidance on safety driving while checking their actual driving conditions recorded by the drive recorder.



Measures taken in the wake of the Karuizawa Ski Bus accident

All of a sudden, a total of 13 young lives with a bright future before them were lost in the ski bus accident occurred in Karuizawa on January 15, 2016. With the firm determination not to repeat such a tragic accident, we compiled the "Comprehensive measures to realize a safe and secure operation of charter bus" and they have been steadily implemented.



Overview of the comprehensive measures to realize a safe and secure operation of charter bus

We continue to promote the recurrence prevention measures consisting of 85 items.

Comprehensive measures		Main items implemented
 Strengthening of compliance of charter bus operators and operation administrators. 	27/27 items have been already undertaken	 Enhance contents for guidance and supervision for mew drivers Oblige operators to record and store images by the drive recorder Strengthen qualification requirements for operation administrators Increase the required number of operation administrators Oblige drivers to take a roll call at night and in a long distance operation. Oblige operators to equip auxiliary seats with seat belts. Increase seminars and training for maintenance managers
(2) Early correction of violations of laws and regulations, exclusion of unqualified drivers, etc.	21/21 items have been already undertaken	 Conduct audits of correction status within 30 days after giving instructions to correct violations of laws and regulations Suspend operations of operators that do not correct violations of laws for multiple times and revoke their business permit Increase in amount of penalty regarding transportation safety – Increase in percentage of vehicles suspended to use Introduction of revocation of business permit (revocation at once) taking into account malignancy, severity of accident, etc. Strengthening of administrative disciplinary actions against operation administrators Implementation of business permit renewal system, investment plan for safety, obligation to prepare estimates of business income and expenditure Increase of penalties against those who violate safe transportation order. Expansion of disqualification criteria for business permit, operation administrator qualification, maintenance manager qualification
(3) Improvement in effectiveness of audit	10/10 items have been already undertaken	 Revision of the governmental audit work through intensification of audit subjects Intensification of audit by using normalization organizations
(4) Strengthening of relationship with tour operators, users, etc.	20/20 items have been already undertaken	 Establishment of a reporting system to prevent a price under the limit Establishment of an independent committee on fees, etc. by the tourist industry and charter bus industry together Compulsory reporting of safety information to the government Establishment of new provisions for land operators
(5) Promotion of accident prevention through safety measures in terms of software	15/15 items have been already undertaken	 Promotion of R&D on Emergency Driving Stop System Display of status of ASV on the vehicle Strengthening of vehicle body Support for introduction of a digital operation recorder

In FY2017, we implemented mainly the following measures.

- Introduction of the business permit renewal system for charter bus
- We started to introduce the business permit renewal system for charter bus following the Road Transportation Act revised in 2016.

Introduction of the business permit renewal system for charter bus Introduction of the business permit renewal system for Obligation to prepare a "Safety Investment Plan", etc charter bus (revised in December 2016 and enforced in April 2017) (revised in December 2016 and enforced in April 2017) We will introduce the system to renew the business permit of a charter bus operator every 5 years to eliminate unqualified operators. i Oblige operators to prepare a "Safety Investment Plan" and "Estimates of Income and Expenditure" at the time of application for a new permit i and permit renewal Estimates of Income and Expenditure Safety Investment Plan to build an appropriate system based on appropriate unit prices Plan Plan on vehicles newly introduced and maintenance thereof *Based on the guidelines for preventive maintenance About the driver, operation : administrator, maintenance manage (Attachment 1) About vehicles to be acquired and existing vehicles (Attachment 2) Others for ensuring safety (Attachment 3) Other plan on matters required for ensuri g safet Introduction of drive recorder application for safety approved mark, etc the case where no p al is m In the case where no permit renewal is induce set In the case where the estimates of income and expenditure are based on unit prices below the required unit prices regarding personnel expenses, vehicle maintenance expenses, etc In the case where the estimates of income and expenditure are in the red for 5 years in a row according to the plan (other business income is included in the income.) In the case where the financial conditions of the applicant are insolvent for the latest fiscal year for a new permit. In the case where the financial conditions of the operator are insolvent for the latest fiscal year and the income and expenditure is in the red for the latest three fiscal years in a row for permit renewal. the following cases other than the above (related to Safety Investment Plan and Estimates of Income and Expenditure), no permit is granted: In the case where the percentage of correct answers in the test on laws and regulations is below 90% (operators with one star or more in the safety performance evaluation) accreditation system for charter bus operators are exempt from the test). In the case where operators have received administrative sanctions every year continuously in the period between the last permit grant and application for renewal. In the case where operators received an administrative sanction in the period between the last permit grant and application for renewal, and have not received a transport safety management evaluation by a certified operator before the application for renewal. Starting of a round visit for inspection to charter bus operators by a normalization organization , Designation of normalization organizations in 10 blocks across Japan by June 2017 Ø Ø Starting of a round visit for inspection to charter bus operators by the normalization organization established in each block from August of the same year Increase in the required number of operation administrators of charter bus operators Based on the Rules of the Passenger Vehicle Transportation revised in 2016, the number of operation Ø administrators required in each office was increased from December 2017 Ø In the past, an operation administrator was required for each 30 vehicles, but now, an operation administrator is required for each 20 vehicles (one operation administrator for each 30 vehicles in the case where there are

- 100 vehicles or more) and a minimum of 2 operation administrator are required.
- Obligation of charter bus operators to record and store images by the drive recorder
 - Based on the public notice formulated in 2016, charter bus operators are obliged to record and store images by the drive recorder and provide guidance and supervision using the records from December 2017.

Start of the registration system of land operators •••

Ø Based on the Travel Agency Act revised in 2017, the system to register land operators (travel service providers) was started in January 2018.

Current status and issues

- There occurred an event in which safety performance decreased due to that a travel agent (so-called land operator) by i leaving all travel arrangements to someone else.
- In a part of travel itineraries of foreign tourists visiting Japan, they are taken around to souvenir shops and solicitation of i purchase of expensive products is made based on commission (kick back) payment. This situation must be corrected.

Overview of the revisions

- Create the registration system of travel agents (Article 23)
- Oblige the appointment of a travel service supervisor or a travel agent supervisor (*) (*Qualification is acquired through , training and effect measurement (Article 28(1)).
- **f** Oblige the supervisor to attend regular training (Article 28(6)).
 n Oblige issuance of a written document (Article 30).
- Describe clearly prohibitions such as selling at a price under the limit (ordinance) (Articles 31 and 32)
- T Development of disciplinary actions and penalties, such as business improvement order, registration revocation, etc.

	Travel agent supervisor	Obligation to issue a written document
i	More than one supervisor for each sales office needs to be appointed.	In order to help the party understand correctly the content of the contract and guarantee travel safety systematically, both the travel agent and the service provider are obliged to issue a
i	The supervisor conducts management and supervision of maters required for ensuring clarity of transaction conditions, reliability for provision of services for the travel and fair transaction, travel safety and travelers' convenience.	written document. <matters be="" described="" document="" in="" the="" to="" written=""> Matters stipulated in the ordinance of the MLIT, including the "content of services related to the ravel to be provided to the traveler" (Ex.)</matters>
i	The supervisor receives regular training (every 5 years).	Content of services related to the travel Name of the travel agent supervisor, etc.

The government and charter bus operators will continue to promote a variety of measures to fully ensure safe and secure charter bus operation.

Strengthening and expansion of the Transport Safety Management System after 10 years of establishment

I. Background

The Transportation Safety Management System is a system whereby transportation operators are obliged to appoint safety management managers and establish safety control provisions and build a safety management system under the leadership of the top management in a unified effort by employees, and whereby the Ministry of Land, Infrastructure, Transport and Tourism checks the status of the efforts of transportation operators and provides advice as necessary ("Transport Safety Management Assessment"), and was introduced in October 2006 based on the lessons of the JR Fukuchiyama Line train derailment accident.

The Ministry of Land, Infrastructure, Transport and Tourism has conducted a total of 7,500 assessments or more on transport safety management across Japan from the establishment of the system, and there have been an improvement in safety awareness and a steady progress in system enhancement (for example, while the number of casualty accidents of truck operators decreased by about 10% relative to the total number of operators, that of the operators subject to the transportation safety management system decreased by about 30%, and thus, the resulting effect is notable.)

On the other hand, in consideration of the necessity to further develop efforts in the field of automobile transportation, the necessity to urge operators in the middle of the efforts to take further measures and the necessity for the government to strengthen the system for more effective assessment after 10 years of the system establishment, consultation was made to the Transportation Council and we got a report on the way forward of the system in July 2017.

2. Efforts based on the report of the Transportation Council

Based on the report of the Transportation Council stated above, we are conducting the following efforts to further strengthen and expand the transportation safety management system (See Chart 1 for the overview of the report).

Chart 1 – Overview of the Report of the Transportation Council

Way Forward of the Trar (Report of the Transpor	nsport Management System rtation Council (July 2017)		
Content of Deliberations			
 <u>Necessity to further develop efforts in the field of mo</u> <u>Necessity to promote efforts for further implementation</u> <u>Necessity to strengthen the system of the governme</u> 	tor transport ion of response to operators in the middle of their efforts. Int for implementing effective evaluation, etc.		
1. Measures in the field of motor transport			
(1) Intensive measures for safety improvement of charter bus operators	(2) Measures to promote efforts in the field of motor transport		
 We will check the safety management system of all charter bus operators in the next five years. In the case where a charter bus operator receives an administrative sanction, the evaluation of the transport safety management shall be required for the renewal of business permit. 	 Expansion of the application range of truck operators and taxi operators (operators with 300 vehicles or more → operators with 200 vehicles or more) Provision of various incentives to operators with the obligation to make the best efforts. 		
2. Measures common to all fields	(4) Strengthen the system of the government		
(3) Measures to promote further efforts by transport operators	Strengthen human resources development of the government staff to		
 Promote recognition by the top management and response by the organization as a whole regarding changes in business environment and social environment (ageing staff, new risks, such as terrorism, infectious diseases, etc.). Create a safety supervision manager meeting. Create the Ministry of Land, Infrastructure, Transport and Tourism award. Promote measures to facilitate efforts by small and medium-size operators 	 (5) Application of information communication technologies to the transport safety management field. Review the use of information communication technologies, such as big data analysis, technological development of IOT and AI. 		

- 1. Measures taken in the automobile transportation field
- In response to the increased demand for ensuring safety by charter bus operators in the wake of the Kazuiawa ski bus accident occurred in January, 2016, we conducted intensive transport safety management assessment on charter bus operators and will finish checking the transport safety management system of all charter bus operators by FY2021.
- We increased the application range of the transport safety management system to truck operators and taxi operators from holding a total of 300 vehicles more to holding a total of 200 vehicles or more (the ministerial ordinance with partially revised related rules was enforced on April 1, 2018).
- 2. Common measures for all transport modes

Response to current issues

In order to raise awareness of top executives and to promote response by organization as a whole of current issues, such as the progress in aging due to shortage of human

resources, deterioration of transportation facilities, natural disasters, terrorism, infectious diseases, etc., the "Guidelines on the procedures for safety management by transport operators" were revised in July, 2017.

In addition, administrative officers, experts and operators discussed about how to respond to current issues and what are expected from the government and stakeholders to solve problems in the "Symposium 2017 on Transport Safety" held in October, 2017.



Establishment of the safety management supervisor meeting

In order to deepen exchanges of safety management supervisors and safety management departments of transportation operators with those of other companies or beyond the framework of transportation modes, they established the safety management supervisor meeting (safety management supervisor forum) to aim at the creation of "horizontal connection". The first meeting was held in October, 2017 and a total of 109 safety management supervisors took part in the meeting.





Establishment of the Minister of Land, Infrastructure, Transport and Tourism award system

In order to strongly support efforts to build, fix and revise and improve continuously by transport operators, the Minister of Land, Infrastructure, Transport and Tourism award system was established. In the first Minister of Land, Infrastructure, Transport and Tourism award ceremony held in October 2017, the "Committee diffusion and awareness raising for of transportation safety management" that contributed to the diffusion and awareness raising of transportation safety management of small and medium-size operators was awarded.



Measures against the use of mobile phone, etc. while driving (Including measures against "texting and looking at smartphone" while driving)

In recent years, the number of traffic accidents has been decreasing and the number of traffic fatality accidents in 2017 was 3,694 people, which is the lowest number since the statistics were started in 1948. However, the number of traffic accidents caused by the use of mobile phone, etc., while driving has been increasing in recent years. The number of accidents was 1,885 in 2017, registering a decrease compared to the previous year. However, the number of traffic accidents caused by the use of smartphone for looking at images was 1,012, which is an increase of about 1.8 times compared to 2012, five years ago.



Japanese Government Internet TV (from the website of the Cabinet Office)

In addition, according to the "public opinion poll on the use of mobile phone, etc., while driving" held in August 2017 with the aim to understand

people's awareness of the use of mobile phone, etc., while driving, many people referred to game playing, transmission and reception of messages through mail and communication applications, watching videos and TV, as actions particularly dangerous in the use of mobile phone while driving. According to the results of the survey, it became evident that many people felt it dangerous to look at and operate the screen of the mobile phone, etc., including smartphone.

Since it is an extremely dangerous action resulting in serious traffic accidents to use mobile phone while driving as noted by many people in the public opinion poll, we will not only continue to promote awareness raising to drivers in cooperation with related organizations and groups, but also promote enforcement on the use of mobile phone, etc.

Changes in the number of traffic accidents by status of use of mobile phone, etc. by drivers of a moped bike or larger vehicles (primary party) (since 2012)



			2012	2013	2014	2015	2016	2017
Number of	With	Use for call	214	202	179	175	159	137
traffic	accident	Use for looking at images	575	643	690	846	927	1,012
accidents	factor	Use of handsfree device	47	40	32	52	47	75
		Other action	822	802	739	877	866	661
		Sub-total	1,658	1,687	1,640	1,950	1,999	1,885
		Not applicable	628,675	594,605	542,192	507,529	472,184	444,520
	Inv	estigation not possible	392	366	447	571	593	683
		Total	630,725	596,658	544,279	510,050	474,776	447,088

Note

1. "Mobile phone, etc." means a mobile phone, a car phone, and other radio communication devices.

2. "Use for call" means using a mobile phone, etc. for information communication by voice.

"Use for looking at images" means that the driver gazes at the image display part of a mobile phone, etc. or operates buttons for the purpose.
 "Use of a handsfree device" means that the driver operates or talks on a mobile phone, etc. in combination with a handsfree device (including taxi radio).

5. "Other action" means actions related to a mobile phone, etc., other than the above.

Measures against "Reckless Driving"

A tragic traffic fatality accident caused by malicious and dangerous behavior such as "reckless driving" occurred on the Tomei Expressway in Kanagawa Prefecture in June, 2017. Many similar events across Japan have been also reported and there are growing calls for the government to take a strict stance against similar malicious and dangerous driving. In order to reduce malicious and dangerous driving, such as "reckless driving", we do not only conduct strict investigations by making use of all kinds of laws and regulations, including Road Traffic Act, crime of dangerous driving enforcement actively on failure to keep an inter-vehicle distance, violation of the prohibition of direction change, violation of the prohibition of sudden braking, etc., to prevent reckless driving.

In addition, when charges for crimes of violence, etc. are applied to a "reckless driving", etc., or when assault, injury, intimidation, damage to property, etc. resulting from the "reckless driving" is caused, even if no penalty is charged according to the score system, if it is recognized that the driving is highly likely to pose a traffic risk on the road, we will actively impose administrative penalty on the driving license.

Furthermore, we do not only describe at the driver's license renewal course that malicious and dangerous acts such as "reckless driving" are highly dangerous, that such actions are prohibited and that these violations are cracked down, but also we urge each driver to be conscious of their own driving habits according to the diagnosis and guidance about the driving aptitude test implemented at the driver's license renewal course, and provide safety guidance based on the result of the driving aptitude test.

Besides, we are conducting awareness raising activities for the prevention of "reckless driving" in collaboration with relevant organizations and groups.



Leaflet for awareness raising



Awareness raising activities on the street

Holding of "Symposium for Supporting Children who lost their Families in Traffic Accidents"

The 10th Fundamental Traffic Safety Program features "Victim Support" as one of the pillars of traffic safety measures to promote support for victims of traffic accidents and their families and bereaved families (hereinafter referred to as "traffic accident victims").

The National Police Agency has been implementing the "Traffic Accident Victims Support Services" aimed to develop conditions to enable traffic accident victims to recover from their sorrow and hardships and take steps for recovery as well as to protect their rights and interests (hereinafter referred to as the "Support Services" (the duties were transferred from the Cabinet Office to the National Police Agency on April 1, 2016). In order to widely transmit information on support for children who lost families in traffic accidents, the Support Services hold "Symposium for Supporting Children who lost their Families in Traffic Accidents" in which the general public can participate.

In FY2017, in addition to keynote speeches by experts and speeches by bereaved families, a panel discussion was held with the participation of bereaved families who had lost their families in traffic accidents in their childhood.



Keynote speech by Mr. Masahiro Nishida, director of the Ashinaga Ikueikai Tohoku Office
Speech by Ms. Eriko Nakasone, director of the Niigata Traffic Victim Support Center



Mr. Nishida delivered a speech entitled "Supporting children who experienced bereavement" in which he talked about a variety of topics, such as the history of support for bereaved children, what he learned from his own experience of losing his father in a traffic accident, abnormal conditions generated in children who were hurt mentally by losing their families all of a sudden, what he bears in mind while he engages in a variety of support for children, and how to address support for children. In addition, he stressed the fact that although traffic accidents and various other matters become matters of the past with time, their effect continue to be present in a variety of forms, and because of this, it is important to get involved in a delicate manner and provide a fine-grained support.

On the other hand, Ms. Nakasone delivered a speech entitled "Losing the beloved family all of a sudden" as a bereaved mother who lost her child who was a second grader of elementary school at the time, in which she talked about various topics, including the accident conditions, hatred towards the offender and feeling of remorse towards the accident, response of related people after the accident, the fact that she got hurt at innocent words, regret of not having been able to come face to face with the bereaved sisters and brothers as mother and changes in family relationship, light penalties against traffic accidents and the system of the nation, disappointment at the society, and the process leading to a civil action thereafter. In addition, she talked about the value of the support she got from people around and recovery through the self-help group as well as the importance of cooperation with related organization surrounding victims and their families.

Panel Discussion – Losing a family in the childhood				
Coordinator:	Mr. Ikumi Inoue – Secretary for the National Liaison Council for Bereaved			
	Families and Related People to Demand for Strict Penalties Against Offenders			
	of Drunk-Driving and Hit and Run Accidents			
	Mr. Masahiro Nishida, director of the Ashinaga Ikueikai Tohoku Office			
Panelists:	3 bereaved persons who lost their families in their childhood			

Three persons who lost their families in traffic accidents in their childhood talked about their experience at the time when they lost beloved families and occurrences that helped them. Then, in light of what was told, a panel discussion was held with Mr. Inoue and Mr. Nishida serving as coordinators.

Story of a woman who lost her family in a traffic accident in her childhood

My father was killed when I was 2 years old. When I became old enough to understand what's going on around, my father was not in my household. When I became adolescent, I was troubled by the absence of my father and had a clash of opinions with my families. However, since I knew that we had to help with each other, I was desperate to live every day. What I learned from the death of my father are "the value of our lives" and "the importance of the family". It is thanks to my family that I have been able to live strongly. In addition, earnest support from people around helped me a lot.

My father was killed at the age of 29 years old, but I am sure that he wanted to live longer. When I come to think of this, I cannot forgive traffic accidents. You should not destroy the future of anybody in a traffic accident that robs us of our precious lives in an instant. You should be grateful for the presence of people around you by not taking it for granted. Take more care of yourself for your own good. I will be grateful if my talk helps you change your attitude toward traffic accidents and loved ones.

Story of a woman who lost her family in a traffic accident in her childhood

There was nobody around me who had lost their parent in a traffic accident. I met children who had lost their parent for the first time in a meeting of NASVA (National Agency for Automotive Safety & Victims' Aid). I was very happy when I could talk about the details of the accident without thinking about anything. It was helpful to know that everybody had the same sorrow of having lost their parent and I was not alone.

The mental damage of losing a parent is greater than you imagine. Unexpectedly, I remember my father and I weep sometimes at his sight. I feel relieved when I talk to somebody about it. It is not that I wish to be comforted, but it is just that I need to be listened to quietly.

I will be happy if the number of groups that support us by understanding such feelings, such as NASVA and Kotsuiji Ikueikai will increase. I cannot help being grateful for their various support, including helping me study abroad, providing opportunity for a travel with my families, etc. I wish that such support will be expanded.

Story of a man who lost his family in a traffic accident in his childhood

My brother was 16 years old. Immediately before finishing to cross the pedestrian lane near our house, he was hit in a non-braking state by a dangerous-driving car driven by the offender. Our life completely changed immediately after the accident. In addition, since our house was too near to the place of the accident, we found ourselves emotionally devastated and unstable and we cannot go back home.

I am not convinced with the suspended sentence at all.

I think it is important to be able to promptly ask a victim support organization for cooperation, receive counseling, and meet with bereaved family members through the victim support organization as soon as possible. I wish that the government will inform bereaved families who meet with a tragic event like us all of a sudden of the right knowledge for actions to take.

Measures for the Prevention of Fall Accidents at Station Platforms

~ A follow-up overview of the interim report (December 2016) of the "Review meeting for the improvement in safety performance at station platforms" ~

We are promoting measures for the prevention of fall accidents at station platforms based on the interim report (December 2016) of the "Review meeting for the improvement in safety performance at station platforms" in terms of both hardware and software.

- Key points of the follow-up* report (as of the holding of the 7th review meeting in July 2017)
 - U The installation of platform doors at a total of 882 stations will be completed by FY2020 and the target of 800 stations in the Basic Plan on Transportation Policy is expected to be realized ahead of the schedule. In particular, platform doors will be installed at all stations that satisfy the installation conditions of stations with daily users of 100,000 people or more.
 - U The installation of studded paving blocks with inner lines at stations with daily users of 10,000 people or more will be mostly completed by FY2018.
 - U Expansion of efforts in terms of software, such as training in which visually-impaired people participate, greeting campaigns for passengers, etc.

Measures for the prevention of fall accidents in the "Interim Report"

[Installation of platform doors]

- U Prioritized installation at stations with daily users of 100,000 people or more which account for about the half of fall accidents.
 - A) In the case where installation conditions such that the position of the train doors is constant are satisfied, platform doors will be installed by FY2020 in principle.
 - B) In the case where installation conditions are not satisfied, new platform doors or new trains will be studied.
 - i If new type of platform doors are used, they will be installed or they will start to be installed in about five vears. [Conventional platform door]
 - ii If new trains are introduced, platform doors will be installed promptly after the introduction.
 - iii If it is difficult to install platform doors because the position of the train doors does not coincide with the position of the platform doors, etc., measures in terms of software, including guidance by the station staff, will be implemented intensively.
- U Installation at stations with daily users of 100,000 people or less will be developed in consideration of the status of the stations.

[Promotion of new types of platform doors]

U We will <u>actively promote</u> the diffusion of new types of platform doors (platform fence with lifting ropes) to eliminate the conventional problem for introduction (non-coincidence between the position of the train door and the position of the platform door), in consideration of users' opinions.

Platform fence with a large opening

 \rightarrow We will achieve the target of 800 stations in FY2020 provided in the Basic Plan on Transportation Policy (decided in February 2015) ahead of the schedule as much as possible.



Platform fence with lifting ropes

[Promotion of the installation of studded paving blocks with inner lines]

u They will be installed by FY2018 at stations with daily users of 10,000 people or more which account for about 90% of all fall accidents.



Smart platform door ®



*A follow-up was made at the 7th "Review meeting for the improvement in safety performance at station platforms" (July 25, 2017)



[Measures in terms of software]

- U Strengthen guidance by the station staff and improve their ability to deal with people.
- U Promote greeting campaigns for passengers, guidance, etc.

Status of measures for the prevention of fall accidents

[Platform doors]

u Railroad stations as a whole (installation completed at 686 stations (as of the end of FY2016))

Further installation will be completed at 196 stations by FY2020.

With the completion of installation work at a total of 882 stations, the target of 800 stations provided in the Basic Plan on Transportation Policy is expected to be realized ahead of the schedule.

- U Stations with daily users of 100,000 people or more (176 stations out of a total of 260 stations (of which the installation work has been completed at 84 stations (as of the end of FY2016)) are the subject).
 - The installation work will be completed by FY2020 at all 46 stations that satisfy the installation conditions. Further, the platform doors will be installed at 18 stations by introducing new types of platform doors or by renewing the trains.
 - Further installation work will be performed at 51 stations from FY2021 onwards through the installation of new types of platform doors, renewing of the trains as well as renovation of the stations (a total of 199 stations were completed with the installation work).



[Studded paving blocks with inner lines]

U 391 stations with daily users of 10,000 or more of a total of 394 stations excluding those already installed (or planned to be installed) will be installed by FY2018 (estimated to be completed).

[Measures in terms of software]

- U The number of training efforts in which visually-impaired people participate has been doubled.
- \cup In addition of greeting and watching campaigns for passengers organized by the government, campaigns organized by railroad operators are being implemented.
- U Training of guide dogs and cooperation with the training by the stations have increased significantly.



Role playing related to the provision of guidance to handicapped people in a hospitality contest (Tokyu)

Note: Based on data from the MLIT



Example of efforts by a railroad operator



Training in cooperation with a group of handicapped people (Seibu)



Volunteer activity for persons requiring assistance in cooperation with a university (Tokyo Metro)

Safety Measures for Small Ships

We are currently engaged in the following efforts in a joint cooperation between related organizations of the government and related groups of the private sector in order to prevent maritime accidents of small ships, such as fishing boats and pleasure boats, which account for about 80% of all maritime accidents.

1. Holding of symposium on water safety and safe navigation

The "Symposium on water safety and safe navigation - Japan Boating & Water Safety Summit 2017- (JBWSS)" was held under the co-sponsorship of JBWSS Liaison Committee, MLIT Maritime Bureau and Japan Coast Guard.

A total of 34 institutions, organizations and companies participated in the symposium, in which, the Japan Coast Guard delivered a lecture on "Current status of maritime accidents and measures for their prevention", while a nongovernment organization explained about the actual status of drowning figures on the beach. Thus, the public and private sectors shared information with each other on efforts on safety education on the waterside and efforts on the prevention of maritime accidents as well as on the current problems (Chart 1).



Chart 1 - Symposium on water safety and safe navigation (June 11, 2017)

2. Safety measures for each water activity

There is a situation where a license to operate small boats is not required for water activities such as SUP (Stand Up Paddle Board), mini boats, etc. and these tools can be easily purchased through internet. In the circumstances, the number of cases is increasing where people go to the sea without gaining sufficient knowledge and information on the weather of the sea and safety and meet with maritime accidents.

For this reason, as a part of activities to prevent accidents caused by these water activities, we held a public meeting with the aim to formulate common items for accident prevention by water activity, such as equipment recommended by related public institutions and private organizations and knowledge.

In future, we will prevent accidents by appropriately providing information agreed and formulated at the public meeting to users (Charts 2 to 5).



measures for small boats

(Examples of water activities)

3. Participation in the International Boating& Water Safety Summit

The Japan Coast Guard participated in the International Boating & Water Safety Summit which is a public and private network conference of the United States focused on training and education for safe navigation of small boats. In the summit, in addition to activity report by the United States Coast Guard, an exhibition of rescue training activities by the private sector was held, in which the Japan Coast Guard collected information on efforts and trends of each country (Charts 6 and 7).



Greetings by the Japan Coast Guard for participation

Chart 7 Exhibition of a rescue training

Establishment of the Recommended Sea Lane off the West Coast of the Izu Oshima Island

It is highly probable that serious marine accidents occur in the coastal waters of the Pacific Ocean connecting the Tokyo Bay, Ise Bay and Seto Inland Sea (semi-area with heavy marine traffic) in which there is a high ship traffic density due to complicated intersections. Therefore, we have implemented a variety of efforts to improve safety performance of ship traffic.

1. Review on the sea off the west coast of the Izu Oshima Island

In September, 2013, there occurred a marine accident in the sea off the west coast of the Izu Oshima Island in which a domestic cargo ship and an ocean-going cargo ship collided and 6 crew of the domestic cargo ship were killed. This marine accident gave us opportunity to conduct a basic survey of navigation environment and study streamlining measures using AIS virtual navigation aids with the sea off the west coast of the Izu Oshima Island as a model sea area. In order to study streamlining measures of ship traffic, the Japan Coast Guard conducted a joint research together with the National Institute of Maritime, Port and Aviation Technology and National Maritime Research Institute. In this research, the joint team analyzed the status of sea traffic, including actual state of navigation, actual state of fishing operations by fishing boats, occurrence status of past marine accidents based on AIS data, etc., and evaluated safety and economical effects through simulations in which a recommended sea lane was set, by making use of the past survey for ensuring navigation safety in semi-area with heavy marine traffic conducted by the Japan Association of Maritime Safety between FY2009 and FY2012 with a subsidy from the Japan Foundation.

In addition, the Japan Association of Maritime Safety concluded that the collision risk would be reduced by setting the recommended sea lane in the "Investigation and research committee for taking safety measures in the sea off the west coast of the Izu Oshima Island.

2. Setting of the recommended sea lane

Approval by the International Maritime Organization (IMO) is required for setting the recommended sea lane. Therefore, we submitted the proposal document on the recommended sea lane to the IMO in November 2016 for the first time for Japan. This proposal was adopted at the meeting of the Maritime Safety Committee of the IMO held in June, 2017 and it was decided that the application of the recommended sea lane would be commenced on January 1, 2018.

3. Future efforts

We will analyze AIS data on the actual state of navigation after setting the recommended sea lane. With its effort, we will enhance workability of streamlining measures by informing the recommended sea lane to ship crew and ship agents to promote their understanding.

Position chart of the recommended sea lane in the sea off the west coast of the Izu Oshima

Revised Civil Aeronautics Act on Unmanned Aerial Vehicles and Review of Future System

Status of permission and approval

The revised Civil Aeronautics Act that defines the airspace allowed for unmanned aerial vehicles and basic rules such as flying methods was enforced in December 2015, and a total of 18,857 permissions and approvals were granted in 2017. A large majority of the permissions and approvals per item were related to the flight above Densely Inhabited Districts (DID) and flight in which a certain distance (30 meters) between a person and a property cannot be maintained. The purposes of the flights are aerial photography, surveying, infrastructure inspection, response to accidents and disasters, etc., in decreasing order. In addition, more than 95% of people who were granted permission or approval had taken out insurance.

*Period: January 1 – December 31, 2017 *Permission or approval is required sometimes for a plurality of items per flight

Status of insurance purchase

*Period: January 1 – December 31, 2017 *Permiod: January 1 – December 31, 2017

New Institutional Design

A public and private committee composed of relevant ministries and agencies, users, etc. was set up in December 2015 to vigorously discuss various issues related to ensuring of safety, promotion of use, development of technology, etc. The "course of action for the institutional design towards further securing safety of small unmanned aerial vehicles" was wrapped up in July 2016. Based on this course of action, an interim report was compiled on measures to avoid a collision between an aircraft and an unmanned aerial vehicle, a collision between unmanned aerial vehicles, etc. We will continue to review and develop the system.

Interim Report of the Review Meeting for Ensuring Safety and Harmonization between Aircrafts and Unmanned Aerial Vehicles (overview)

Basic stance for collision prevention

- Ø We will prevent an aircraft and an unmanned aerial vehicle or unmanned aerial vehicles from approaching to each other in advance by allowing related people to share flight information with each other.
- We will formulate new flight rules and prevent collision by forcing them to abide by the flight rules by preempting the situation where approaching is inevitable.
 We will engage in R & D in a joint effort between the public and private sectors and in an international cooperation for practical application of collision avoidance technologies and operating control systems.
- P The basic rules adopted on this occasion will be incorporated in the guidelines for safe flights of unmanned aerial vehicles and will constitute the requirements for permission and approval for their flights.

Measures to prevent collision between an aircraft and an unmanned aerial vehicle

<Information sharing before a flight>

Using satellite communication, we will enable related people to share flight information of helicopter ambulances in the hands of private operators, and oblige those who operate an unmanned aerial vehicle to check the information.

<Rules before the flight>

In the case where an aircraft in flight has been detected, no unmanned aerial vehicle will be allowed to be flown.

<Rules during the flight>

In the case where an aircraft in flight has been detected, an evasive action such as landing the unmanned aerial vehicle in a safe place must be taken immediately.

Measures to prevent collision between unmanned aerial vehicles

<Information sharing before a flight>

We will build newly a system whereby to allow related people to share flight information of unmanned aerial vehicles, and oblige those who operate an unmanned aerial vehicle to share and check the information.

<Rules before the flight>

In the case where other unmanned aerial vehicles in flight have been detected, adjustment of the route, altitude, flight time, etc., must be made with related people.

<Rules during the flight>

In the case where other unmanned aerial vehicles in flight have been detected, an evasive action such as landing the unmanned aerial vehicle in a safe place must be taken immediately, and adjustment of the route, altitude, flight time, etc., must be made with related people.

Others

<Visibility improvement of the aerial vehicle>

In addition to acquiring weather information before a flight, no unmanned aerial vehicle will be allowed to be flown in clouds and fogs where sufficient visibility cannot be ensured.

<Strengthening regulations around airports>

We will review the use of the geofence function, application of stricter rules for prevention approaching to and collision with aircrafts, and strengthening of awareness raising.

<Awareness raising of the significance and role of flight information>

We will promote awareness raising of the significance, role and appropriate use of flight information to those who operate unmanned aerial vehicles on the website, etc.