# FY2023

# Status of Traffic Accidents and

# Current State of Traffic Safety Measure

# FY2024

# Plans Regarding the Traffic Safety Measures

## (White Paper on Traffic Safety in Japan 2024)

# (Outline)

**June, 2024**
**Cabinet Office**

Pursuant to the provisions of Article 13 of the Basic Act on Traffic Safety Measures (Act No. 110 of 1970), this White Paper on Traffic Safety reports on the FY2023 status of traffic accidents and current state of Traffic Safety Measures, and FY2024 Plans Regarding the Traffic Safety Measures that should be implemented.

# About the White Paper on Traffic Safety

**This White Paper on Traffic Safety is an annual report to be submitted to the Diet pursuant to the Basic Act on Traffic Safety Measures. This year's White Paper is the 54th edition.**

Basic Act on Traffic Safety Measures

Article 13: The government must submit a report on the status of traffic accidents, plans pertaining to the policies relating to traffic safety, and the outline of the measures taken in relation to traffic safety to the Diet every year

## White Paper on Traffic Safety

## Special Feature

### Prevention of Traffic Accidents Involving Elderly People



## FY2023 Status of Traffic Accidents and Current State of Traffic Safety Measures



## FY2024 Plans Regarding the Traffic Safety Measures



## Topics

○ Initiatives for the safe use of specified small motorized bicycles ○ Initiatives for barrier-free access
○ Response to the accident involving a large bus ○ Measures in response to the Shiretoko sightseeing boat accident
○ The Fifth Transport Vision ○ Aircraft collision accident at Haneda Airport, etc.

# Special Feature: Prevention of Traffic Accidents Involving Elderly People

The number of fatalities in road traffic accidents in 2023 was 2,678, which was less than one-sixth of the record number of 16,765 in 1970. However, the fact remains that tragic traffic accidents continue to occur and many lives are lost.
The number of people aged 65 or over among traffic accident fatalities has remained high at more than 50%, and fatal traffic accidents caused by elderly drivers have also occurred. Thus, the traffic accident situation remains challenging.
In order to prevent traffic accidents involving elderly people, the government has been conducting various measures based on the 11th Traffic Safety Basic Plan, traffic accident prevention measures formulated by the Traffic Safety Measures Headquarters, etc., and analyses of traffic accident situations.
In this Special Feature an analysis is provided of the situations and characteristics regarding traffic accidents involving elderly pedestrians and elderly drivers, in addition to which diverse measures to prevent traffic accidents involving elderly people jointly conducted by the national government, local governments, related organizations and bodies are covered, in order to help prevent traffic accidents involving elderly people.

## Chapter 1. Status of Traffic Accidents Involving Elderly People

### 1. Status of aging society and fatal traffic accidents

**<Number and percentage of traffic accident fatalities of elderly people>**

* The percentage of people aged 65 or over among traffic accident fatalities is more than 50% (Chart 1).
* Among traffic accident fatalities aged 65 or over, pedestrians and pedal cyclists accounted for more than 60% (Chart 2).

Chart 1. Number and percentage of traffic accident fatalities by age group

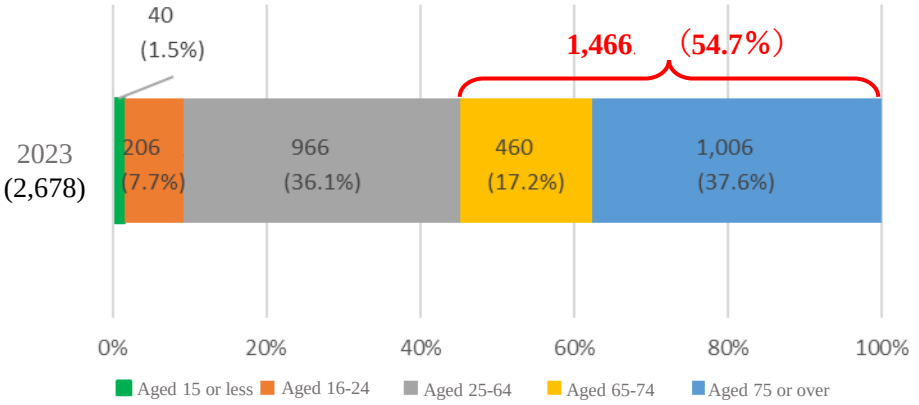
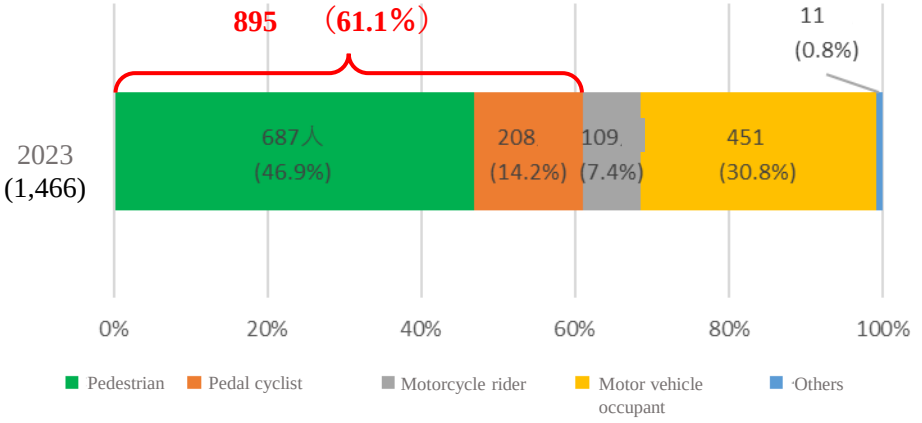



Chart 2. Number and percentage of traffic accident fatalities by road user group (aged 65 or over)



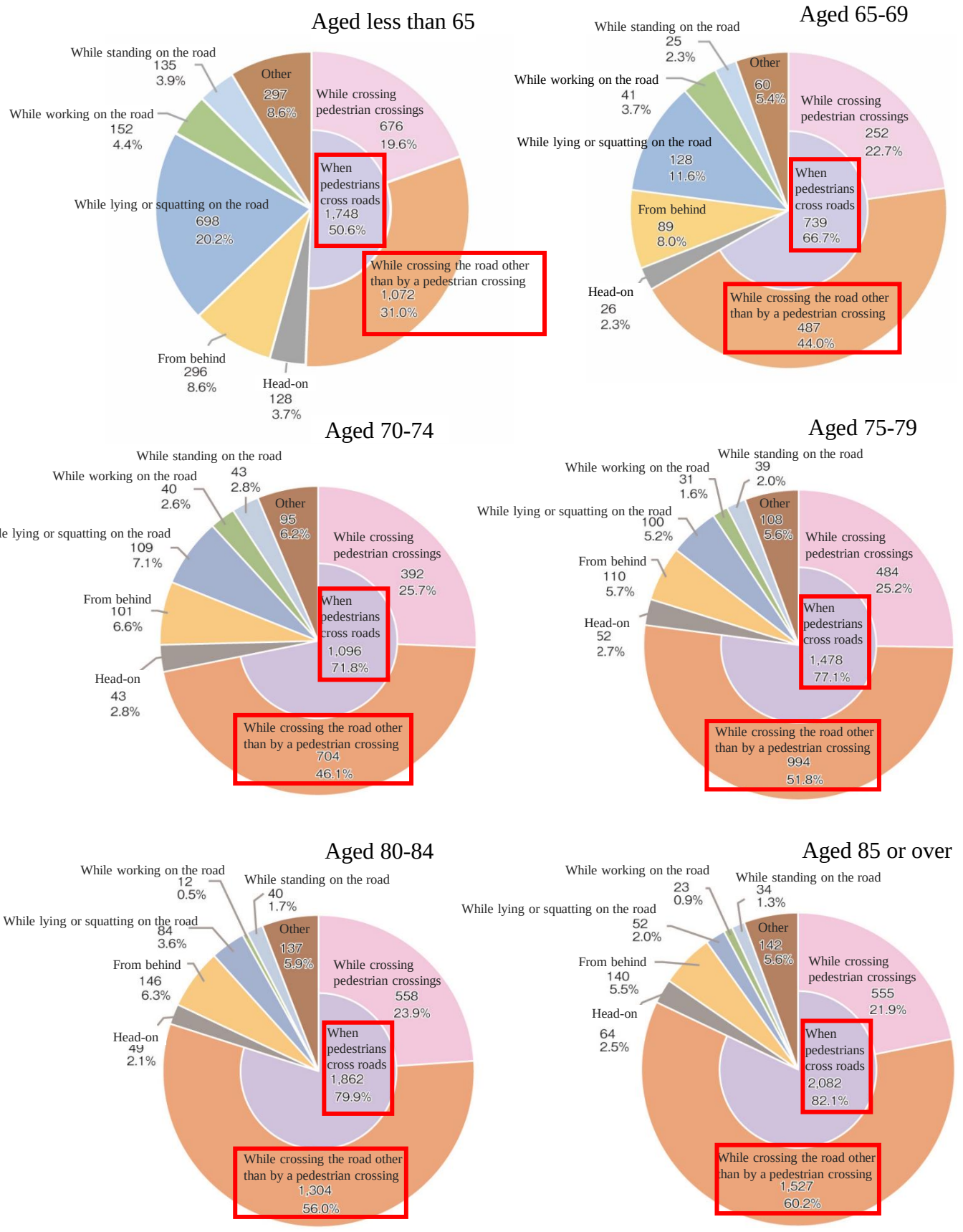
## 2. Status of fatal traffic accidents involving elderly pedestrians, etc.

### (1) Characteristics of fatal traffic accidents involving elderly pedestrians

**<Analysis by type of accident>**

* The percentage of "When pedestrians cross roads" is higher for those aged 65 or over than for those aged less than 65, and increases with age.
* The percentage of "While crossing the road other than by a pedestrian crossing" becomes higher with age, with the highest at approximately 60% for those aged 85 or over.

Chart 3. Number and percentage of pedestrian fatalities (primary and secondary parties) by type of accident (by age group, total for 2013 to 2023)

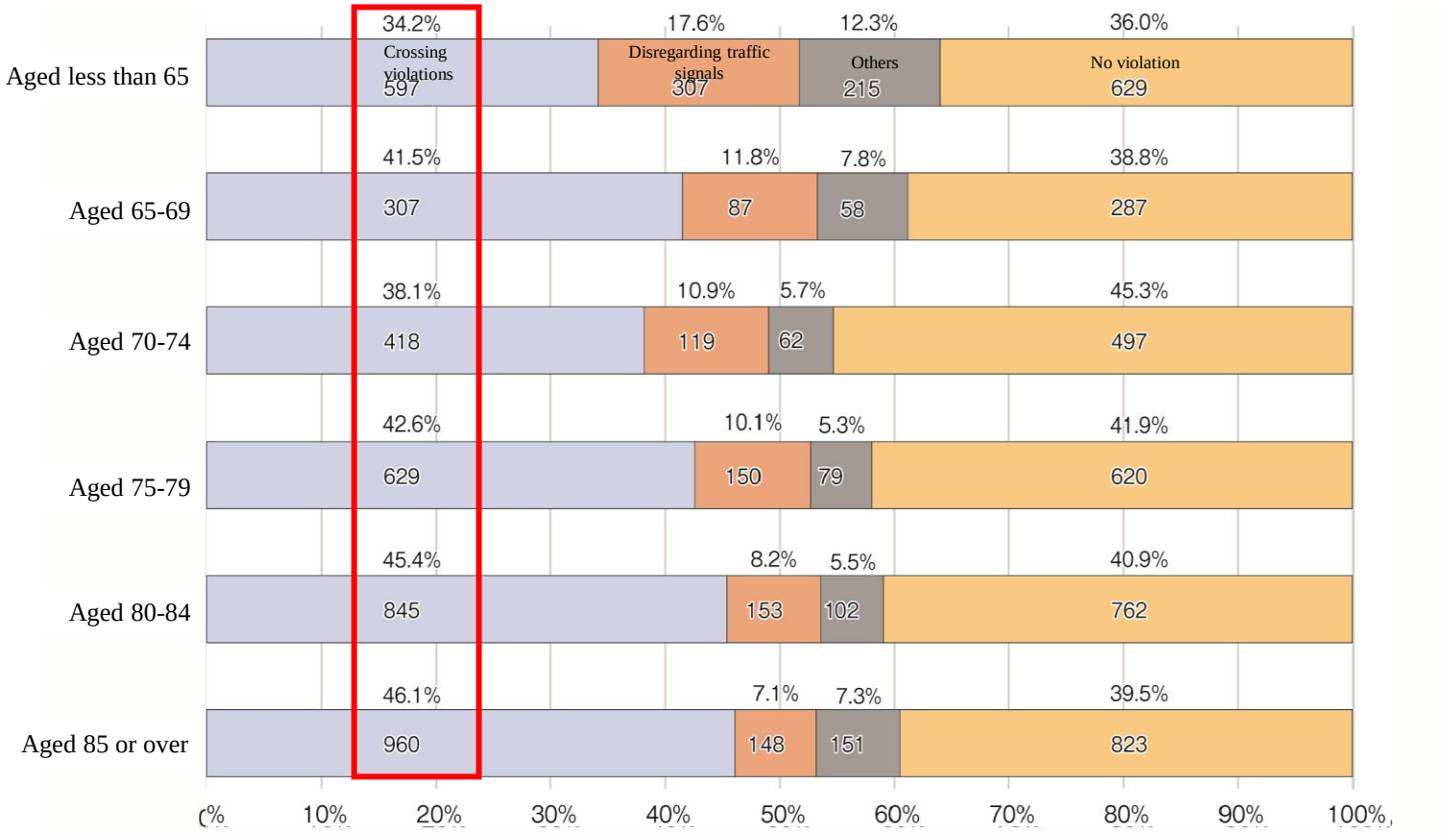



NB: "Primary party" means the party who is most at fault among those first involved in an accident.
"Secondary party" means the party or parties other than the primary party among those first involved in an accident.

**<Analysis of fatal traffic accidents involving pedestrians (when pedestrians cross roads) by type of violation>**

* "Crossing violations" account for a higher percentage in those aged 65 or over than in those aged less than 65, and the percentage tends to increase with age.
* "No violation" accounts for a higher percentage in those aged 65 or over than in those aged less than 65 (Chart 4).

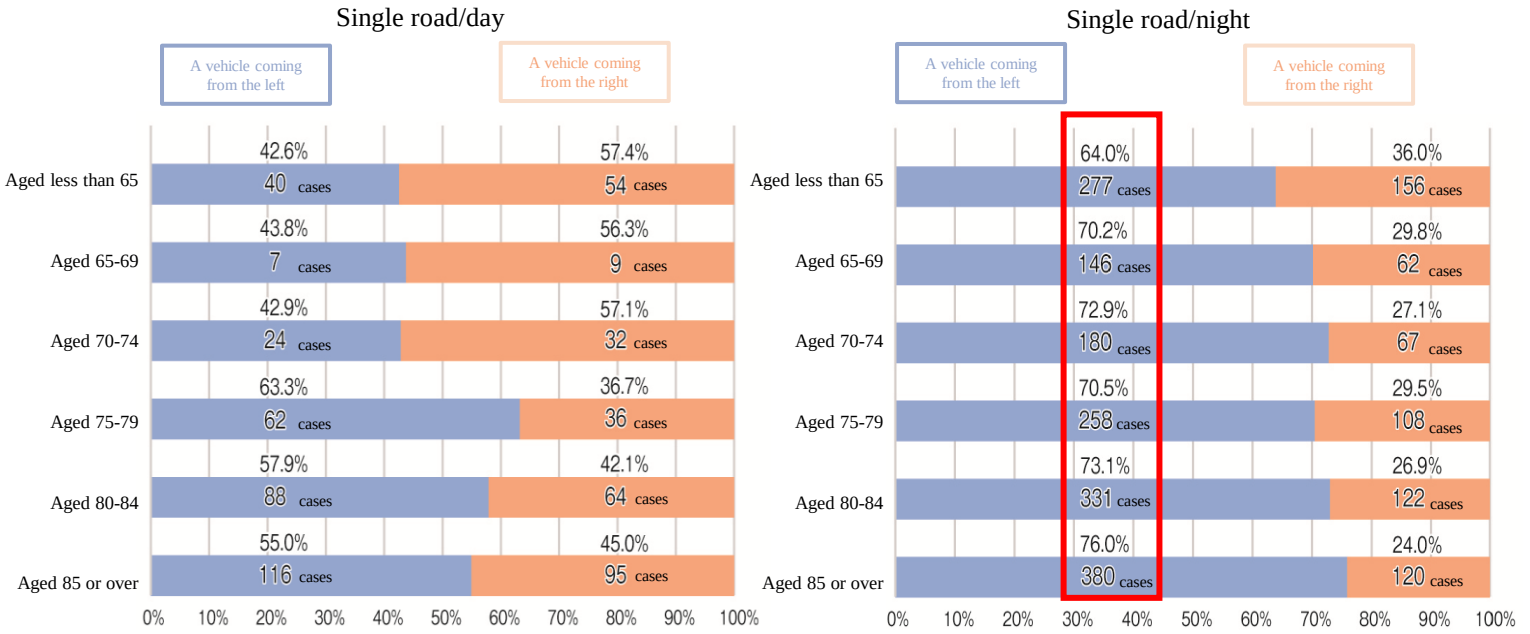
Chart 4. Number and percentage of pedestrian fatalities (when pedestrians cross roads; primary and secondary parties) by type of violation (by age group, total for 2013 to 2023)




**<Analysis of fatal traffic accidents when pedestrians cross roads by day or night and by vehicle direction>**

* There are many fatal collisions involving vehicles coming from the left at night on a single road among both those aged less than 65 and those aged 65 or over.
* The number of fatal collisions with vehicles coming from the left at night increases with age, with the highest in the 85 or over age group (Chart 5).

Chart 5. Comparison of vehicle directions in fatal traffic accidents (when pedestrians cross roads; primary and secondary parties) by day or night (by age group, total for 2013 to 2023)



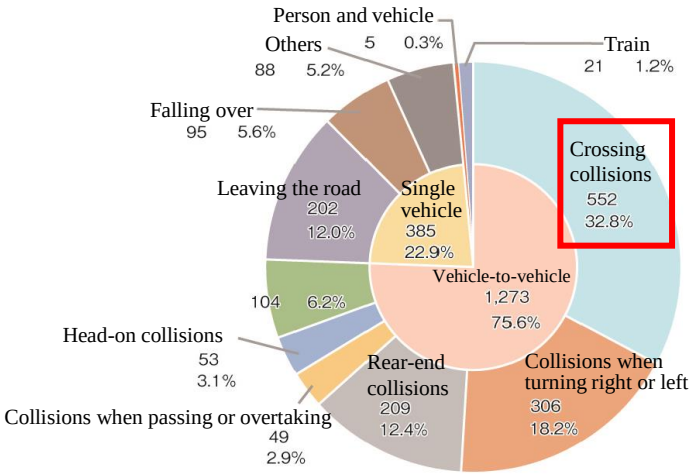
## (2) Characteristics of fatal traffic accidents involving elderly pedal cyclists

**<Analysis by type of accident>**

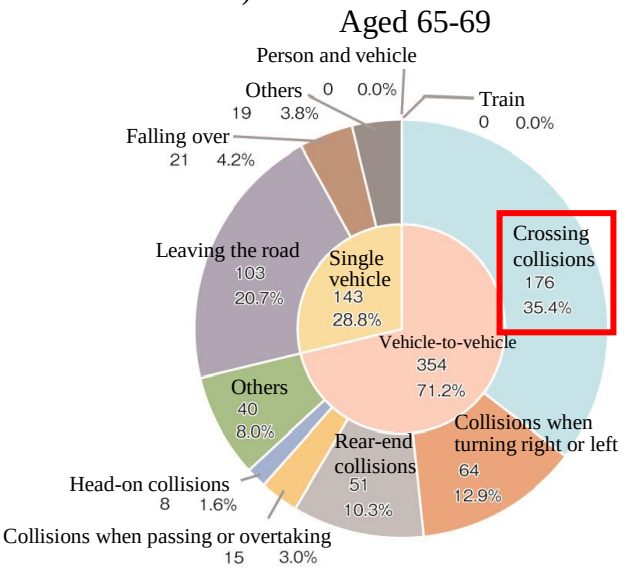
＊ "Crossing collisions" accounts for the highest percentage for both those aged less than 65 and those aged 65 or over. In particular, for those aged 65 or over, the percentage increases with age, with those aged 85 or over accounting for the highest percentage at approximately 50% (Chart 6).

Chart 6. Number and percentage of fatal traffic accidents involving pedal cyclists (primary and secondary parties) by type of accident (by age group, total for 2013 to 2023)

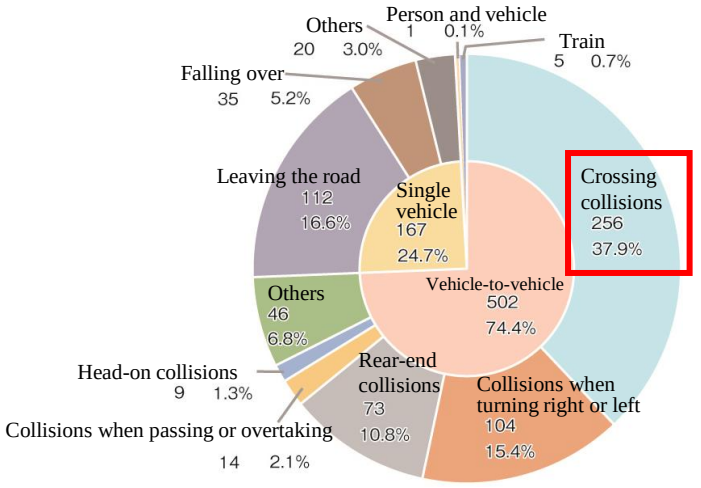
### Aged less than 65



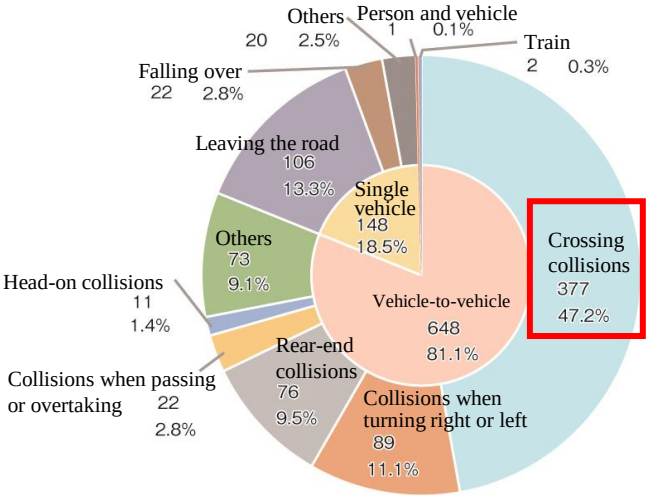

### Aged 65-69



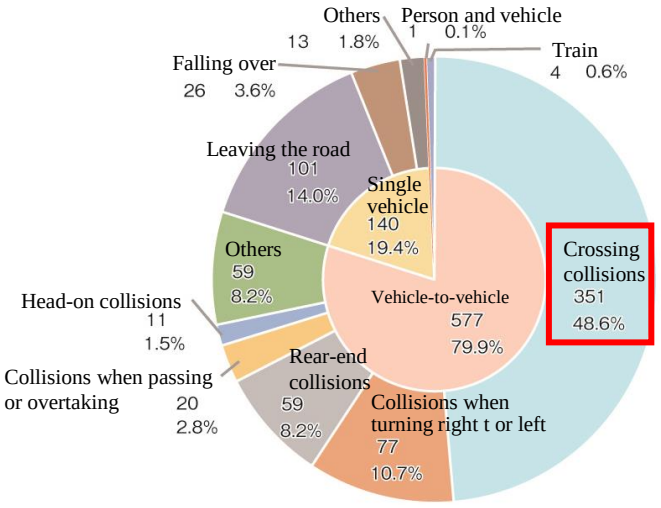

### Aged 70-74



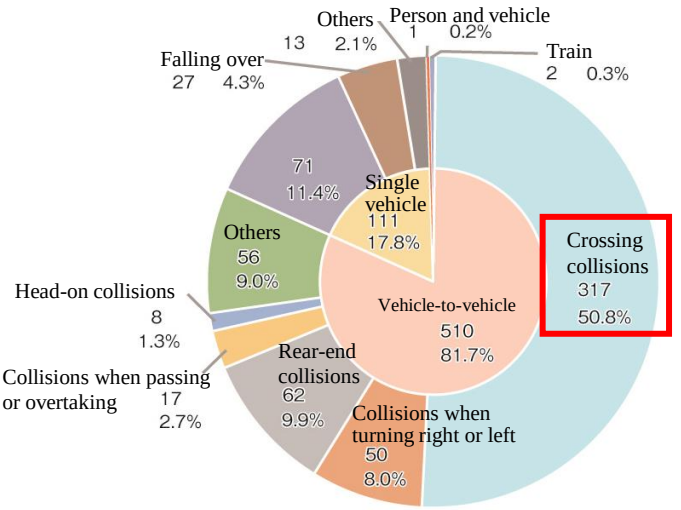

### Aged 75-79




### Aged 80-84




### Aged 85 or over



## 3. Status of fatal traffic accidents caused by elderly drivers

**<Analysis by type of accident>**

* For drivers aged 65 or over, the percentage of "Single vehicle" accidents such as "Driving into objects" and "Leaving the road" increases with age.
* "Crossing collisions" and "Head-on collisions" in "Vehicle-to-vehicle" accidents also account for a high percentage of fatal traffic accidents (Chart 7).

Chart 7. Comparison of fatal traffic accident types (by age group, total for 2013 to 2023)

**<Analysis by human factors>**

＊ For drivers aged 65 or over, fatal accidents caused by "Improper operation" such as "Pedal misapplication" and "Improper steering" account for a higher percentage of fatal traffic accidents with age. In particular, the percentage of fatal accidents caused by "Pedal misapplication" increases significantly compared to drivers aged less than 65, with the highest among those aged 80-84 (Chart 8).

Chart 8. Comparison of fatal traffic accidents by human factor (by age group, total for 2013 to 2023)


NB. Inattention to the road ahead (internal factor): Caused by falling asleep while driving, careless driving (thinking about other things, etc.), etc.
Inattention to the road ahead (external factor): Caused by attempting to pick up an object, looking aside at another car, etc.

## ○ Necessity of measures to prevent traffic accidents involving elderly people

< Elderly pedestrians >

* Although the percentage varies by age group, the high number of crossing violations among elderly pedestrians killed while crossing the road may be one of the reasons for the overall high number of fatal traffic accidents while crossing the road.
* When elderly pedestrians cross the road, they may not be able to check safety sufficiently against vehicles coming from the left or right. Even if they start crossing the road after judging that they can cross safely, they may not be able to walk as they wish due to age-related changes in physical functions, etc., and may collide with vehicles coming from the left or right before they finish crossing the road.

< Elderly pedal cyclists >

* The high number of fatal crossing collisions suggests that elderly pedal cyclists may not adequately come to a stop, etc., when entering intersections, etc., and that even if they come to a stop, etc., they may not adequately check for safety on both sides of the road.
* Even if elderly pedal cyclists check for safety, judge that they can proceed safely and start to proceed, they may not be able to proceed as expected due to age-related changes in physical functions, etc., and crossing collisions may occur before they pass through intersections, etc.

* Effective traffic safety education as well as public relations and awareness-raising activities should be conducted to ensure that (i) pedestrians cross the road in a correct manner and pedal cyclists obey traffic rules, (ii) they are aware of age-related changes in physical functions, etc. and act accordingly, and (iii) they wear reflective gear at night, etc.
* It is necessary to promote the development of a road traffic environment that allows elderly pedestrians and elderly pedal cyclists to pass safely.

< Elderly drivers >

* Although there are individual differences, in general physical and cognitive functions deteriorate with age. These changes in physical and cognitive functions may affect driving behavior, resulting in a higher percentage of single-vehicle fatal traffic accidents, and vehicle-to-vehicle fatal crossing collisions and head-on collisions.
* Such functional changes may also be the cause of the high percentage of fatal traffic accidents due to driving operation itself, such as improper steering and pedal misapplication.

* Therefore it is necessary to (i) strengthen measures aimed at elderly drivers and enhance their education in light of the age-related deterioration of physical and cognitive functions, (ii) develop and promote the wider use of advanced safety technologies that contribute to the prevention of traffic accidents involving elderly drivers, (iii) improve the road traffic environment for safe driving, (iv) support elderly people who feel insecure about driving, and (v) ensure that they have a secure means of transportation without having to drive themselves, etc.

# Chapter 2. Efforts to Prevent Traffic Accidents Involving Elderly People

## 1. Efforts to prevent traffic accidents involving elderly pedestrians, etc.

### (1) Promotion of traffic safety measures on community roads

○ Development of pedestrian-first, safe walking spaces through collaboration between the police and road administrators (Zone 30 Plus)

(Image of Zone 30 Plus)

<Traffic restrictions by the police>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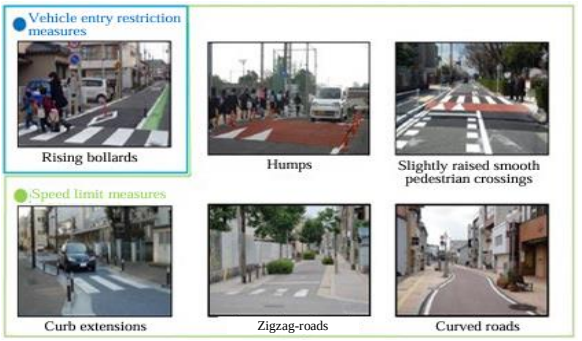
<Installation of physical devices by road administrators>

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<Zone 30 Plus>


Signboard


Road surface indication

○ Development of Barrier-free type traffic signals, etc.

(Audible traffic signals)

(Pedestrian signals with elapsed time display function)

### (2) Development of walking space that contributes to the safety of elderly people

(Examples of measures mainly implemented by road administrators (Ministry of Land, Infrastructure and Transport, prefectural civil engineering divisions, etc.))

(Development of sidewalks with reduced steps, slopes and gradients)


(Before)


(Development of utility pole-free roads) (After)

(Examples of measures mainly implemented by the police)


(Development of standard bicycle lanes)

## (3) Promotion of traffic safety education and public relations and awareness-raising activities

### ○ Securing the safety of pedestrians

In order for pedestrians to be able to understand the effects of changes in age-related physical functions and practice safe traffic behavior based on their understanding, traffic safety classes in cooperation with related organizations, etc. are held and participatory, hands-on, and practical traffic safety education using educational equipment such as simulators, etc., is promoted.
In addition, efforts are being made to provide traffic safety education, etc. to raise drivers' awareness of the need to protect pedestrians, and to inform drivers of their obligations regarding pedestrians' right of way at pedestrian crossings.

(Traffic safety education)

### ○ Safe bicycle riding

The government is promoting effective public relations and awareness-raising activities about the importance of head protection when riding a bicycle, and on traffic rules and manners, including the wearing of bicycle helmets, by utilizing “The five rules for safe bicycle riding,” etc. In addition, in order for pedal cyclists to be able to practice safe traffic behavior based on their understanding, participatory, hands-on, and practical traffic safety education using audiovisual materials, simulators, and other equipment is also promoted.


(“The five rules for safe bicycle riding” leaflet)

## (4) Traffic safety measures from dusk to night

In order to promote the wider use of reflective gear, etc., which is expected to be effective in preventing traffic accidents involving pedestrians, etc., from dusk to night, the government is actively promoting public relations and awareness-raising activities through various media, as well as promoting participatory, hands-on, and practical traffic safety education to deepen understanding of the visibility effects and usage methods of reflective gear, etc. In addition, as a measure to prevent traffic accidents by early detection of pedestrians, etc. from dusk to night, the government is promoting the early turning on of headlights and the use of high beams when there are no oncoming or preceding vehicles, as well as promoting larger, brighter and self-illuminating road signs and brighter road markings.

(Reflective gear for pedestrians)

(Reflective gear for bicycles)


(High luminance road sign)

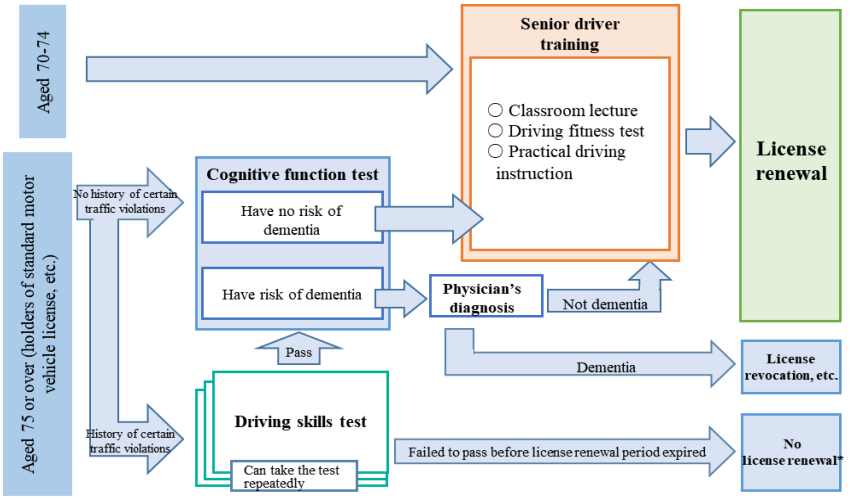
# 2. Efforts to prevent traffic accidents caused by elderly drivers

## (1) Promotion of measures to support safe driving of elderly people

### ○ Current status of education, etc. for elderly drivers

The government introduced driving skill tests for standard motor vehicle license holders aged 75 or over with a history of certain traffic violations.

In addition, for elderly drivers who are concerned about driving, the government also introduced a limited driver's license with certain conditions, such as limiting the type of vehicle that can be driven to safe driving support cars (support cars).




*Even if an elderly driver fails the driving skills test, a driver's license that does not allow the driver to operate a standard motor vehicle may be renewed upon request.

(Flow of driving skills test, cognitive function test and training for elderly drivers at the time of driver's license renewal)


(PR poster regarding limited driver's license for support cars)

### ○ Enhancement and strengthening of safe driving consultation

The Safe Driving Consultation Desk has been established to provide consultation to elderly people who are concerned about driving and their families, etc. The consultation desk offers advice and guidance necessary for continued safe driving and provides information on the voluntary license return system and various support measures for those voluntarily giving up their driving license. As part of these efforts, a nationwide dedicated consultation dial number, #8080 ("sharp harebare"), has been introduced.


(PR poster for safe driving consultation)

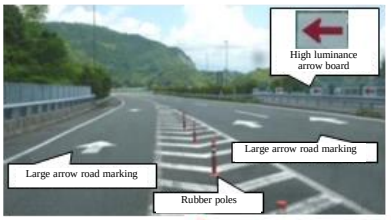
### ○ Promotion and awareness-raising about elderly driver mark

In addition to promoting the display of the elderly driver mark for drivers aged 70 or over, public relations and awareness-raising activities are being carried out for other age groups to raise awareness of the need for protection for vehicles with the elderly driver mark.

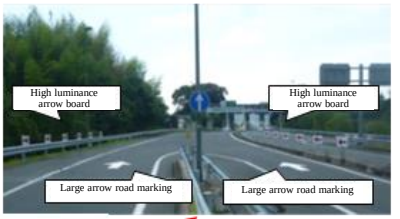
(Elderly driver mark)

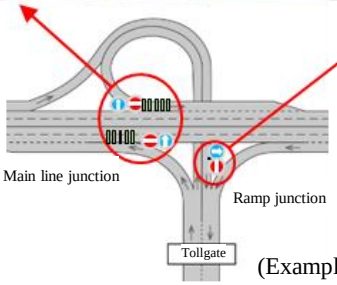
### ○ Promotion of measures against driving in the wrong direction on expressways

・ Main line junction




・ Ramp junction

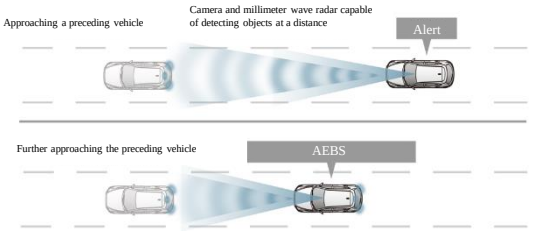



(Example of measures against driving in the wrong direction at junctions)

### ○ Development of standards for the Advanced Emergency Braking Systems (AEBS), etc.

The government has established a safety regulation for vehicles including passenger cars for the installation of Advanced Emergency Braking Systems (AEBS) to detect vehicles and pedestrians, which is being made mandatory in phases from November 2021. In addition to this, from July 2024, it will be mandatory to install AEBS to detect bicycles.



(Image of AEBS)

### ○Promotion of the spread of safe driving support vehicles

As a safety measure for elderly drivers, the government is promoting the wider use of safe driving support cars (support cars), and is distributing posters and flyers, operating a support car portal site, and holding "Support car test-drive events."
Almost all new passenger cars are currently equipped with an AEBS and other advanced safety technologies.

(Flyer about support cars)

## (2) Promotion of measures to support elderly people's daily lives that involve mobility

### ○ Automated driving services based at Michi-no-Eki (roadside stations) , etc. and last-mile automated driving systems (mobile services by automated driving), etc.

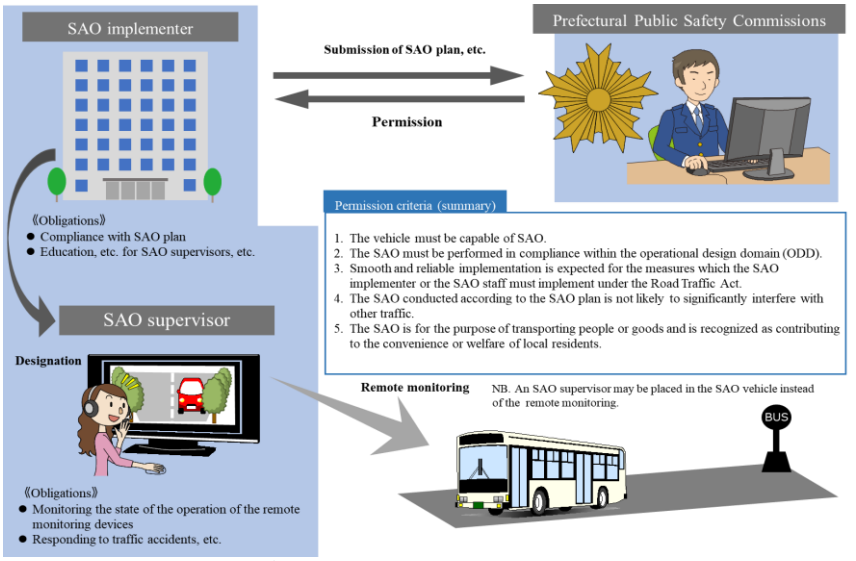
In order to ensure a means of transportation for elderly people in rural areas, etc., field operational tests (FOTs) are being conducted nationwide, and social implementation has begun.


(Automated driving service at Michi-no-Eki "Kamikoani" in Akita Prefecture)


(Automated driving mobility service in Chatan-cho, Okinawa Prefecture)

### ○ Establishment of a permission system for specified automated operation (SAO)

From April 2023, it become possible to operate Level 4 automated driving (automated driving without human intervention) that meets certain permission criteria.



(Image of the SAO Permission Framework)

### ○Research and development of advanced mobility services, including Level 4 automated driving and social implementation project

In order to realize and popularize automated driving mobility services, the government is working to create model cases and share knowledge for the horizontal deployment of services, with the goal of realizing Level 4 automated driving mobility services in limited areas using only remote monitoring.
As a result of these initiatives, in May 2023, Level 4 automated driving service has been launched in Eiheiji-cho, Fukui Prefecture.


(Automated driving mobility service in Eiheiji-cho, Fukui Prefecture)

### ○ "Re-design" of local public transportation

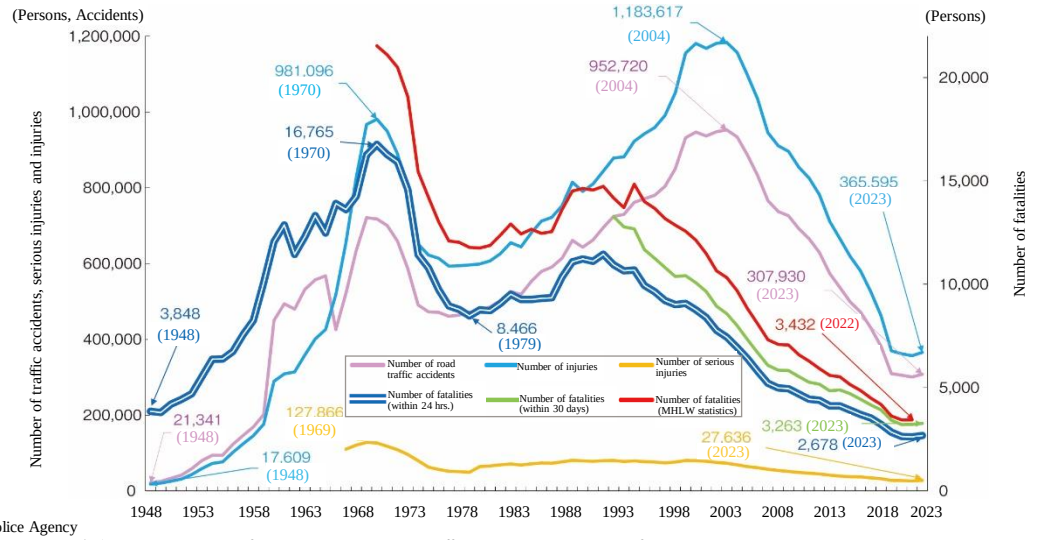
In light of the fact that the situation surrounding local public transportation remains severe, the Act Partially Amending the Act on Revitalization and Rehabilitation of Local Public Transportation (Act No. 18 of 2023) was fully enacted in October 2013. The amended Act includes the creation and expansion of a framework for restructuring local railways, etc. In addition, budgets were allocated for the restructuring of local public transportation, including the development of railway and bus facilities through the Social Infrastructure Improvement Comprehensive Subsidies.
The government will continue to make the most of all policy tools to accelerate the "Re-design" (reconstruction) of local public transport with improved convenience, productivity and sustainability.

# Title 1, Part 1, Chapter 1: Road Traffic Accident Trends

## Long-Term Trends in Road Traffic Accidents

**The number of traffic accident fatalities increased for the first time in eight years since 2023.**

Chart 1-1 Trends in the number of road traffic accidents, fatalities, serious injuries and injuries caused by road traffic accidents




Note
1. Source: National Police Agency
2. "Number of fatalities (within 24 hrs)" means the number of persons who died due to a traffic accident within 24 hours after its occurrence.
3. "Number of fatalities (within 30 days)" means the number of persons who died due to a traffic accident within 30 days after its occurrence (counting the day of the traffic accident as the first day).
4. "Number of fatalities (MHLW statistics)" is prepared by the National Police Agency based on "Vital Statistics" by the Ministry of Health, Labour and Welfare and is the number of fatalities whose cause of death is traffic accident among the fatalities in the year (which excludes anyone who died later than a year after the accidents or due to an after-effect). Data for 1994 and all preceding years indicate the number of automobile fatalities, and data for 1995 and all following years indicate the number of traffic fatalities except those not to be considered due to traffic accidents on roads.
5. "Number of serious injuries" means the number of persons who have suffered injuries in traffic accidents and need medical treatment for one month (30 days) or more.
6. Data on number of road traffic accidents for 1966 and all following years do not include property damage-only accidents.
7. Data on number of fatalities (within 24 hrs), injuries and road traffic accidents for 1971 and all preceding years do not cover Okinawa Prefecture.

**Trends in the number of fatalities, accidents, serious injuries and injuries in traffic accidents**

- The worst traffic accident fatality record was registered in 1970 with 16,765 people.
- The number of traffic accident fatalities fell to 8,466 people in 1979 and started to increase again. Since 1992, however, the number started to decline again.
- The number of both traffic accidents and injuries registered the worst record of 952,720 accidents and 1,183,617 people, respectively in 2004.
- The number of traffic accident fatalities in 2023 (2,678 people within 24 hours) was the first increase in eight years since 2015.
  The number of serious injuries in 2023 was 27,636, which had been on a gradual decrease since 2000 (80,105 people), but increased for the first time in 23 years.
  Both the number of traffic accidents and the number of injuries was the first increase in 19 years since 2004.

## Status of Road Traffic Accidents during 2023

### ● Overall Condition

○ Number of accidents: 307,930 accidents (+7,091, +2.4% over the previous year)
○ Number of casualties: 368,273 people (+9,062, +2.5% over the previous year)
  ○ Number of injuries: 365,595 people (+8,994, +2.5% over the previous year)
  ○ Number of serious injuries: 27,636 people (+1,609, +6.2% over the previous year)
  ○ Number of fatalities (within 24 hours): 2,678 people (+68, +2.6% over the previous year)
  (within 30 days): 3,263 people (+47, +1.5% over the previous year)

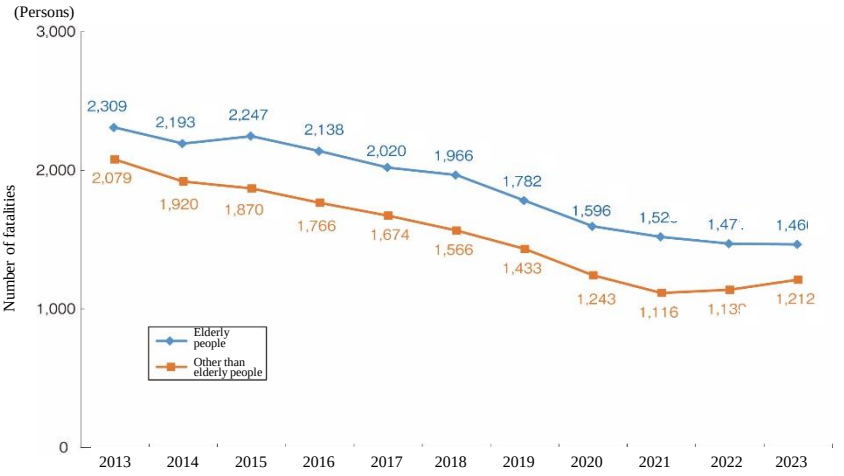
Targets in the 11th Traffic Safety Basic Plan (covering FY2021 to FY2025)
- Reduce the number of fatalities within 24 hours to 2,000 people or less per year by 2025.
- Reduce the number of serious injuries to 22,000 people or less per year by 2025.

*The Basic Act on Traffic Safety Measures was established in 1970 and the Traffic Safety Basic Plan was formulated every five years based on the Act since 1971.

## Number of traffic accident fatalities of elderly people

Although the number of traffic accident fatalities among people aged 65 or over (hereinafter referred to as "elderly people") per 100,000 population has continued to decrease, the number of elderly people among people killed in traffic accidents was 1,466 people, which is still high at 54.7%.

Chart 1-4 Trends in traffic accident fatalities of elderly people and others

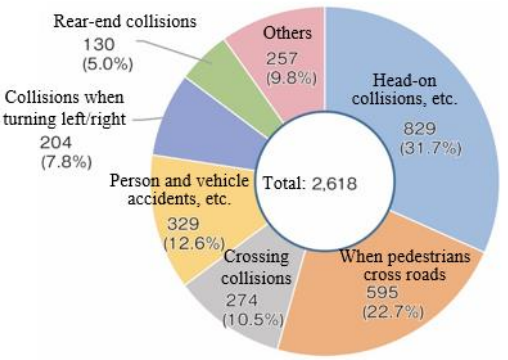



Note
Source: National Police Agency

## Number of fatal traffic accidents by type of accident

Looked by type of fatal traffic accident in 2023 the most common type of accidents was "Head-on collisions, etc."* followed by "When pedestrians cross roads," "Crossing collisions," excluding "Person and vehicle accidents, etc." These three types accounted for about 60% of fatal accidents.

Chart 1-7 Number of fatal traffic accidents by accident type (2023)



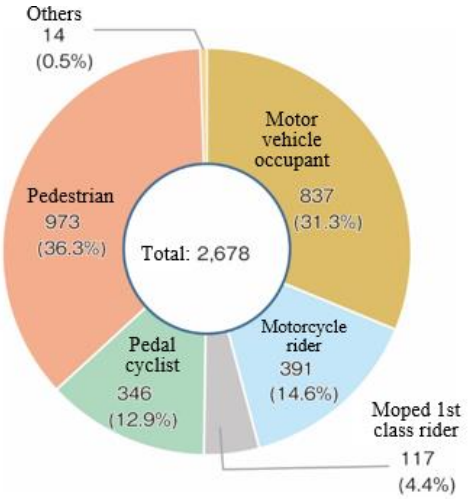

Note
1. Source: National Police Agency
2. "Person and vehicle accidents, etc." means accidents between vehicle and person (hit head-on, hit from behind, hit while lying or squatting on the road, etc.), excluding "When pedestrians cross roads."
3. "Head-on collisions, etc." means head-on collisions, road departure and hitting objects.
4. The figure in the bracket ( ) shows the component ratio.

* Head-on collisions. etc.
Includes accidents of a similar cause such as leaving the road and driving into objects.

## Number of traffic accident fatalities by road user group

The number of traffic accident fatalities is the highest for pedestrians followed by motor vehicle occupants and the sum of both accounts for about 70.0% of the total.

Chart 1-11 Number of traffic accident fatalities by road user group (2023)

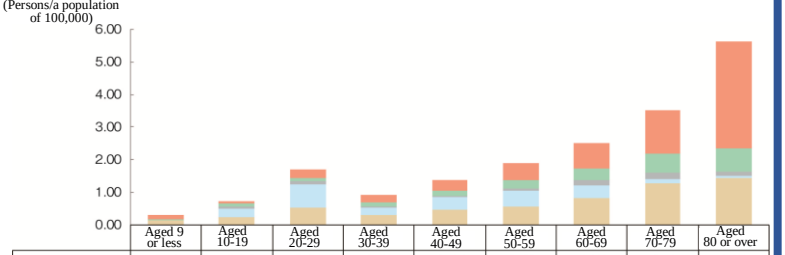



Note
1. Source: National Police Agency
2. The figure in the bracket ( ) shows the component ratio.

## Number of traffic accident fatalities by age group and by road user group

The number of pedestrians killed (per 100,000 population) is high amongst elderly people, and, in particular, that of elderly people aged 80 or over is about 4.2 times higher than that of all age groups (0.78 people).

Chart 1-18 Number of traffic accident fatalities by road user group/age group per a population of 100,000 (2023)




| | Aged 9 or less | Aged 10-19 | Aged 20-29 | Aged 30-39 | Aged 40-49 | Aged 50-59 | Aged 60-69 | Aged 70-79 | Aged 80 or over |
|---|---|---|---|---|---|---|---|---|---|
| Pedestrian | 0.12 | 0.07 | 0.25 | 0.26 | 0.32 | 0.53 | 0.77 | 1.33 | 3.28 |
| Pedal cyclist | 0.03 | 0.09 | 0.11 | 0.11 | 0.14 | 0.25 | 0.34 | 0.60 | 0.70 |
| Moped 1st class rider | 0.00 | 0.06 | 0.09 | 0.04 | 0.05 | 0.06 | 0.16 | 0.20 | 0.14 |
| Motorcycle rider | 0.00 | 0.28 | 0.71 | 0.21 | 0.39 | 0.50 | 0.39 | 0.12 | 0.06 |
| Motor vehicle occupant | 0.14 | 0.23 | 0.53 | 0.31 | 0.46 | 0.56 | 0.83 | 1.28 | 1.44 |

Note
1. Source: National Police Agency
2. The population used for the calculation is based on statistical data "Population Estimate" (as of October 1, 2022) by the Ministry of Internal Affairs and Communications.

# Title 1, Part 1, Chapter 2: Overview of Current Road Traffic Safety Measures

## Improvement of road traffic environment

**◎Development in pedestrian-first walking spaces offering safety and security on community roads**

Zone 30 Plus areas were designated for areas on community roads where traffic safety is to be improved through the appropriate combining of local speed restrictions of 30km/h, speed humps, curb extensions, and other traffic calming devices. In doing so, we are seeking to ensure that the streets are safe for all to walk through.
In addition, for community roads, low speed restrictions were introduced including in the already developed Zone 30 areas (including areas developed as Zone 30 areas).
In the Zone 30 which had been developed by the end of FY2021, the number of traffic accidents with fatalities and serious injuries between the year before the development and the year after development was compared and it was found that the total number of traffic accidents with fatalities and serious injuries and the number of accidents involving pedestrians and bicycles decreased (by 29.5% and by 27.8%, respectively), by which it was confirmed that these measures were effective in preventing traffic accidents and reducing through-traffic speed of vehicles within the Zone.



## Dissemination and reinforcement of traffic safety

**◎Promotion of stepwise and systematic traffic safety education**

We conducted stepwise and systematic traffic safety education to people of all ages from infants to adults in accordance with their mental and physical development and life stages based on the Traffic Safety Education Guidelines (Public Notice of National Public Safety Commission No. 15 of 1998). In particular, we not only enhanced the traffic safety awareness of elderly people but also strengthened education for other generations to protect and consider elderly people through understanding their characteristics in this rapidly aging society. In addition, considering the fact that elementary, junior high and high school students are members of the traffic society and a significant number of them frequently use bicycles, we made efforts to enhance education on the basic road traffic rules for bicycle users, traffic safety awareness and traffic manners.

## Ensuring safe driving

**◎Promotion of measures for elderly drivers**

A total of 3,520,395 elderly people attended the courses (including temporary training courses for elderly people and courses (accredited education) to produce the same effect as the training courses for elderly people) in 2023. In addition, the number of people who took the cognitive assessment in 2023 was 2, 740, 202 (including temporary cognitive assessments and certified assessments to produce the same effects as the cognitive assessment); the number of people who took the driving skill test was 163,835 (including certified tests to produce the same effects as the driving skill test), of which 149,673 people passed the test. The number of elderly drivers is expected to increase in the future. Therefore, in order for the smooth implementation of elderly driver training, etc. we will continue to promote effective initiatives to ensure the requisite implementation system, such as expanding the attendance and testing framework of the elderly driver training through direct implementation by the prefectural police and securing new training institutions.

## Ensuring vehicle safety measures

**◎Promotion of the development and diffusion of advanced safety vehicles (ASV)**

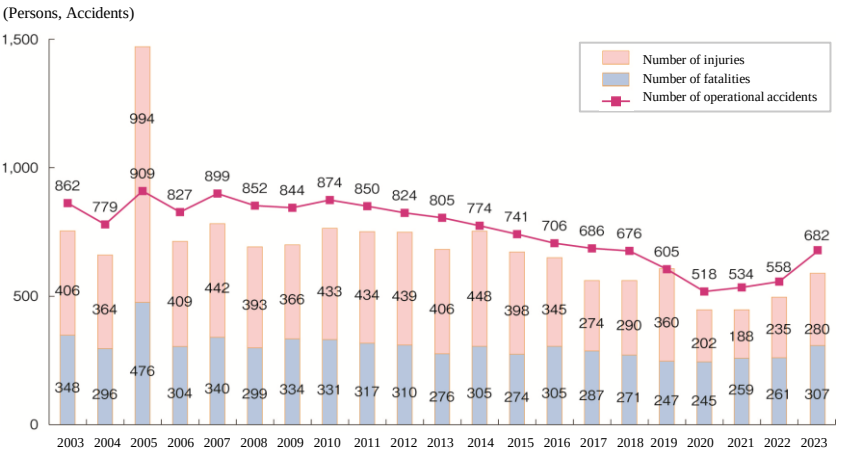
Under the Advanced Safety Vehicle (ASV) Promotion Project, over the five years from FY2021 to FY2025 the Phase 7 Study Group for the Promotion of ASV decided upon the basic theme of “further promotion of ASV towards the optimization of automatic driving.” Through the analyses of the state of accidents, examination was made of what types of accidents would be reduced by the safety technologies such as 1) safety technologies in which the safety operations override clear operational errors resulting from driver’s steering or cognitive mistakes; 2) safety technologies in which crossing collisions at intersections with poor visibility are prevented by vehicle-to-vehicle communication, and 3) safety technologies for communicating with vulnerable road users such as pedestrians that prevent them from becoming traffic accident victims.
Furthermore, as safety measures for buses, trucks and so on, subsidies have been continued for ASV devices such as collision damage mitigation brakes that can detect pedestrians, emergency driving stop systems and automatic collision notification systems. Simultaneously, a measure has been established to add collision damage mitigation brakes that can detect pedestrians to the list of special tax exemptions.

# Title 1, Part 2, Chapter 1: Railway Traffic Accident Trends

The number of operational railway accidents* has been increasing since 2021, while decreasing in the long-term. There were 862 accidents in 2003 and the number fell to 805 in 2013 and 682 in 2023.
The number of fatalities in operational railway accidents was 307 people, of which no passengers were killed. Since the train derailment accident on the JR East Uetsu Main Line in 2005, there have been no passenger fatalities due to operational railway accidents.

* Operational railway accidents
Operational railway accidents include train collision accidents, train derailment accidents, train fire accidents, railway crossing accidents, road impediment accidents, railway accidents causing injury or death and railway accidents causing property damage.
Incidentally, operational accidents regarding streetcars are treated as operational railway accidents.

Chart 1-44 Trends in the number of operational accidents and the number of casualties

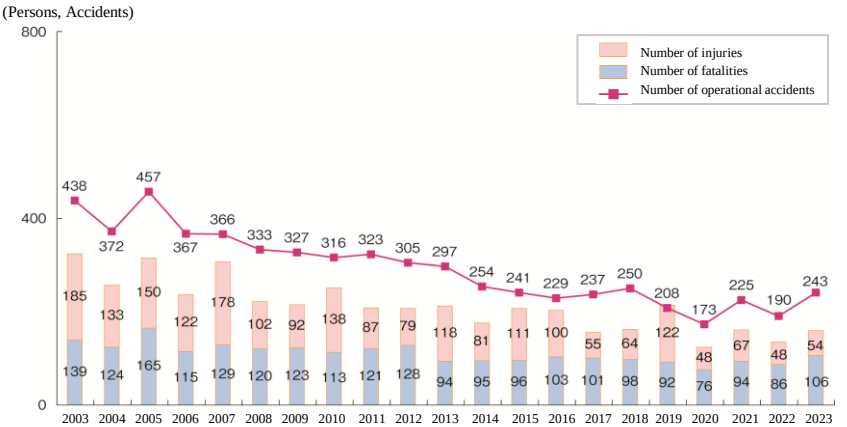



Note
1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities was registered within 24 hours after accidents.

The number of railway crossing accidents* has been in a long-term decline due to the development of safety facilities at railway crossings, etc. There were 438 accidents in 2003 and the number fell to 297 in 2013 and 243 in 2023.

* Railway crossing accidents
Railway crossing accidents include train collision accidents, train derailment accidents and train fire accidents that occur at a railway crossing and the accidents in which a train or rolling stock collide or come into contact with a person or automobile passing through a railway crossing.

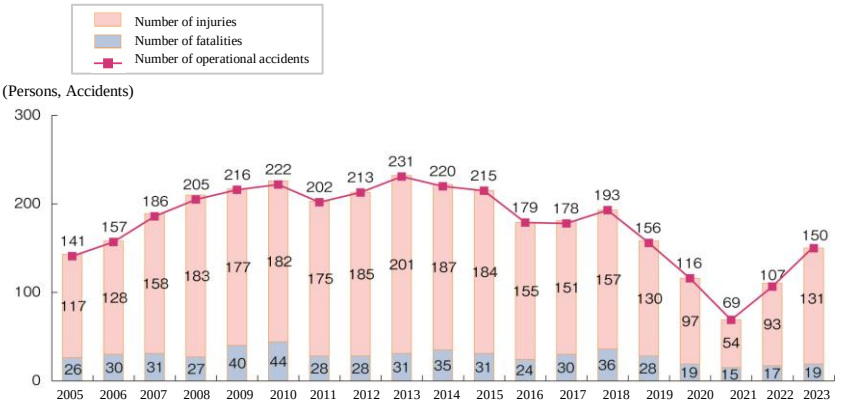
Chart 1-45 Trends in the number of railway crossing accidents and the number of casualties




Note
1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities was registered within 24 hours after accidents.

The number of railway accidents causing injury or death in 2023 was 396, an increase of 23.8% compared to the previous year, while the number of fatalities was 200 people, an increase of 14.3% compared to the previous year. While the number of railway accidents causing injury or death by falling from the platform, or by being brought into contact with a train (platform accidents) has been in a long-term decline, it has been on an upward trend since 2022.
The number of platform accidents caused by intoxicated passengers was 68, accounting for approximately 45.3% of the total platform accidents.

Chart 1-47 Trends in the number of platform accidents and the number of casualties




Note
1. Source: Ministry of Land, Infrastructure, Transport and Tourism
2. The number of fatalities was registered within 24 hours after accidents.

# Title 1, Part 2, Chapter 2: Overview of Current Railway Traffic Safety Measures

## Improvement of railway environment

**◎Strengthening measures against torrential rain at railway facilities**

Torrential rain measures have been promoted to deal with the torrential rain damage occurring in recent years with increased frequency and ferocity. These measures include preventing railway bridges over rivers from being washed away, defending against landslides from slopes near railway lines, and preventing flooding at station entrances, tunnel portals, etc.

**◎Promotion of measures to improve safety at station platforms**

In order to improve the safety at station platforms, we are promoting both hardware and software measures to prevent people from falling from station platforms, such as the advancement of the platform door installation schedule and guidance by station staff. With regard to platform doors in line with the Basic Plan on Transport Policy (approved by the Cabinet on May 28, 2021) and the Basic Policy on Promotion of Smooth Transportation, etc. (Public Notice of the National Public Safety Commission, Ministry of Internal Affairs and Communications, Ministry of Education, Culture, Sports, Science and Technology, and Ministry of Land, Infrastructure, Transport and Tourism No.1 of 2020), we are aiming to install platform doors on the 3,000 platforms of highest priority by FY2025, of which 800 platforms are in railway stations used by an average of 100,000 or more people per day.

As of the end of FY2022, platform doors had been installed at 2,484 platforms across all railway stations, of which 493 are in railway stations used by an average of 100,000 or more people per day. In addition, at stations without platform doors, the Interim Report on Safety Measures for Visually Impaired People on Railway Platforms Using New Technologies was compiled and published in July 2021, and examinations are still underway with regard to measures to prevent visually impaired people from falling from a station platform using IT and sensing technology.

## Dissemination of knowledge about the safety of railway traffic

In addition to conducting campaigns to prevent accidents at railway crossings using posters and others, dissemination of knowledge and awareness-raising on the manner to safely cross railway crossings and on the prevention of railway accidents were conducted for schools, residents along the railway tracks and road transport operators among others.

Furthermore, the railway operators in the Tokyo metropolitan area have come together positively work on PR activities for the “zero platform accidents” campaign to raise awareness about preventing accidents involving intoxicated passengers, and have tried to spread correct knowledge about railroad safety.

## Ensuring the safe operation of railways

**◎Improvement of meteorological information**

Measures such as the development of a weather monitoring system were taken to prevent accidents and mitigate damage by accurately monitoring natural phenomena that affect railway traffic and issuing and communicating forecasts and warnings in a timely and appropriate manner, and to enhance the content and effective use of such information. Earthquake Early Warning is provided to railroad operators so that they can use it to prevent the damage of rolling stock falling over by reducing the speed of or halting trains when an earthquake strikes.

**◎Appropriate response in cases of large-scale accident occurrence**

In order to cope with emergency situations such as a large accident or a disaster, procedures were taken to check and validate the emergency contact system at night and on a holiday, which enables the establishment of contact with relevant persons in the government and railway operators in a quick and appropriate manner.

In addition, railway operators were instructed to provide information appropriately to railway users including foreign nationals and establish systems to quickly restore services in case of accidents including transportation failure with a view to reducing social impact in major cities and trunk railway lines.

Regarding the protection of railways against tsunami, response guidelines for keeping railway passengers safe in times of tsunami based on the key concept of evacuation from the largest possible tsunami ever, such as one that could be caused by Nankai Trough earthquakes (that is, the prompt evacuation is the most effective and most important response, for example), have been worked out, along with specific examples of such evacuation, to encourage the railway operators to drive their respective approaches.

## Measures for traffic safety at railway crossings

**◎Current status of measures for prevention of accidents at railway crossings**

In FY2023, we designated an additional 408 railway crossings to be improved based on the Act on Promotion of Railway Crossings (Act No. 395, 1961). Regarding the designated railway crossings and the ones regarding which there are issues, we held meetings to improve regional railway crossings as necessary, and road administrators and railway operators agreed to promote further measures for railway crossings in accordance with local conditions.

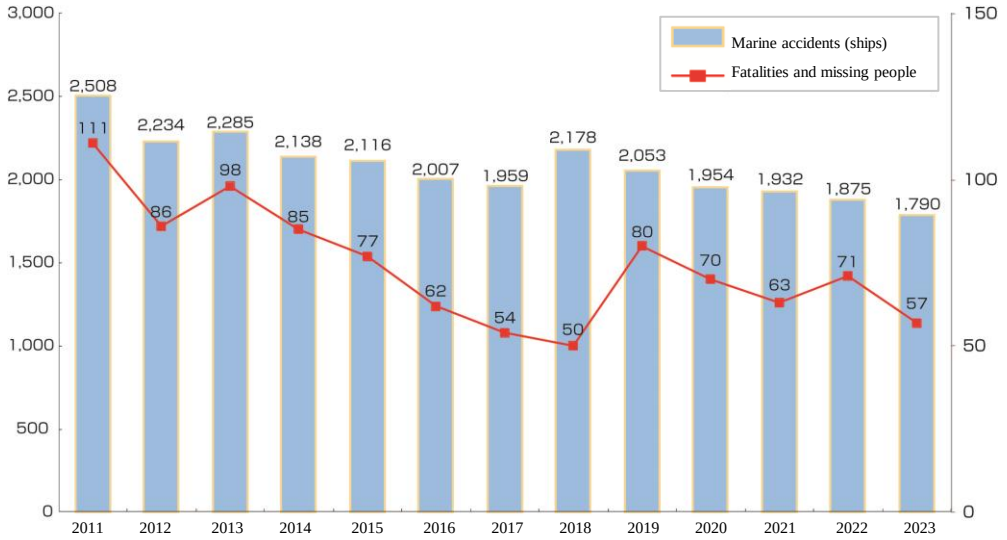
The number of railway crossings which were improved in FY2022 (including those designated in the past and those voluntarily improved by road administrators and railway operators) was 25 (grade separation), 243 (structural improvement) and 17 (improvement in railway crossing security facilities). Moreover, streamlining of railway crossings were performed in conjunction with grade separation project, etc. In addition, barrier-free measures at roadway crossings were promoted.

# Title 2, Chapter 1: Maritime Accident Trends

## Current status of maritime accidents

When we look at the changes in the number of ship accidents that were subject to the Traffic Safety Basic Plan in the seas around Japan, there were 2,256 ship accidents as an average during the 9th Traffic Safety Basic Plan (FY2011 to FY2015). However, the number of ship accidents was 1,790 in 2023, a decrease of about 20%.
The number of fatalities and missing people in ship accidents was 91 people as an annual average during the 9th Traffic Safety Basic Plan. However, there were 57 people in 2023, a decrease of about 40%. Furthermore, there was not a single major maritime accident in congested waters during 2023.

Chart 2-1 Trends in the number of ships in maritime accidents and fatalities and missing people caused by them




Note
1. Source: Japan Coast Guard
2. Fatalities and missing people include crew on board who lost their lives while going adrift because of illness and others.

## Maritime accidents and rescues during 2023

(1) Among the number of fatalities and missing people due to ship accidents in 2023, the proportion accounted for by cargo ships was 46.7% and by pleasure boats* was 22.2%. In terms of the number of those who died or went missing due to falling into the sea from ships, 61.3% were caused by fishing vessels and 14.5% by pleasure boats.

(2) The number of maritime accidents of small ships in 2023 was 1,385, a decrease by 90 ships compared to the previous year. The number of fatalities and missing people as a result of these accidents was 22 people, a decrease by 8 people compared to the previous year.

(3) The 11th Traffic Safety Basic Plan stipulated a target of reducing the number of fatalities and missing people due to maritime accidents and increasing rescue rates* to at least 95%. As a result of the Japan Coast Guard's improvement and strengthening of its rescue and assistance system, and efforts to collaborate and cooperate with private sector rescue organizations, the rescue rate in 2023 was 96.6%, achieving the target rescue rate.

(4) Of the 7,472 people aboard ships in maritime accidents during 2023, excluding the 4,156 people who saved themselves, 3,271 of the remaining 3,316 were rescued, which accounted for 98.6% of the total.

(5) Of the 2,449 people aboard pleasures boats etc. involved in maritime accidents during 2023, excluding the 773 who saved themselves, 1,663 of the remaining 1,676 were rescued, which accounted for 99.2% of the total.

*Pleasure boats:
A collective term for yachts and motorboats to be used for sports or recreation.
*Rescue rates:
The proportion of the rescued among those aboard ships requiring rescue in maritime accidents and those falling into the sea (excluding those who saved themselves)

# Title 2, Chapter 2: Overview of Current Maritime Traffic Safety Measures

## Improvement of maritime traffic environment

**◎Development of aids to navigation**

In order to prevent destruction and/or extinction of aids to navigation caused by natural disasters, such as earthquakes and typhoons, and ensure maritime traffic safety in disaster-stricken-areas even in times of disasters, we promoted measures to strengthen the disaster-resistance of aids to navigation on the basis of the Fundamental Plan for National Resilience.

## Dissemination of knowledge regarding maritime transport safety

**◎Raising awareness of the prevention of maritime accidents**

To prevent maritime accidents, it is important for each of us to raise our awareness of maritime accident prevention.
In parallel, efforts have been made to diffuse and enhance the concept of maritime accident prevention and encourage the acquisition of, and enhancing the knowledge of maritime accident prevention in conjunction with the relevant agencies. These efforts included encouraging the whole nation, as well as maritime personnel concerned, to ensure thorough adherence to the practice of self-rescue measures, such as acting in compliance with relevant laws and regulations and wearing life-jackets at all times, by taking advantage of all possible opportunities, such as maritime accident prevention training sessions and on-board guidance.
In particular, during the period from July 16 to 31, 2023, we conducted the “Campaign for Zero Sea Accidents” across Japan with the participation of the government and people as an effort focused on “Prevention of marine accidents for small boats,” “thorough watch-keeping and promotion of inter-ship communication,” “securing measures for self-protection such as wearing a life-jacket at all times,” and “securing safety in congested waters.”

## Ensuring safe operation of boats and ships

**◎Comprehensive safety and security measures for passenger ships**

Following the Shiretoko sightseeing boat accident in April 2022, the “Comprehensive safety and security measures for passenger ships” compiled by the Shiretoko Sightseeing Boat Accident Countermeasures Study Committee were promptly implemented, starting with those that could be implemented, and follow-up actions on progress was carried out. In addition, in accordance with the Act Partially Amending the Maritime Transportation Act and Other Legislation (No.24, 2023), which is intended to strengthen the safety management systems of operators and improve the qualifications of vessel crew, the relevant laws were amended and the relevant ministerial ordinances were prepared for the implementation of the Act.

**◎Thoroughness in measures to prevent reoccurrence of accidents**

In the event that ships are involved in accidents, the operating company is encouraged to take appropriate measures to prevent its reoccurrence according to the cause of the accident through audits etc. by the Safety Management and Seafarers Labour Inspector. In addition, efforts to be thorough in preventing reoccurrence were made particularly with regard to operating companies that have undergone administrative disposition, etc. through continuous and exhaustive follow-ups until improvements have been confirmed. In addition, with the objective of improving operating companies’ awareness of “transport safety” and securing safer sea transport, the state of implementation of the Safety Management and Seafarers Labour Inspector’s on-the-spot inspections and examples of administrative disposition, etc. are made public pursuant to the Marine Transportation Act (No. 187 of 1949) and the Coastal Shipping Act (No. 151 of 1952).

## Enhancing safety measures for small boats

**◎Safety measures for pleasure boats**

The Ministry of Land, Infrastructure, Transport and Tourism (MLIT) called for the implementation of regular inspections and maintenance by maintenance operators, etc. using leaflets at all opportunities, such as maritime accident prevention seminars and on-board guidance. In addition, MLIT, in coordination with the Japan Craft Inspection Organization, which conducts inspections of small vessels, made known the need to undergo ship inspection at appropriate intervals to people concerned.
Furthermore, through patrol activities and awareness education activities regarding rules to be observed, MLIT, in cooperation with related organizations, cracked down upon violations of these rules and distributed leaflets.
In addition, the Japan Coast Guard (JCG) used pamphlets and other materials to raise awareness about compliance with maritime traffic rules and early access to safety information such as weather and marine conditions as well as navigation warnings via the internet and smartphones.
The police ensured maritime traffic safety, not only by patrolling sea areas focused on harbors, other ship congestion areas, bathing beaches with many swimmers, water areas where water sports are actively practiced, etc., but also by providing safety guidance to people related to marine leisure sports in cooperation with related organizations and groups.

# Title 3, Chapter 1: Aircraft Accident Trends

## Aircraft accidents in recent years

The number of aircraft accidents in Japan was 16 in 2023, in which one person were was killed and four injured.
In recent years, only a few aircraft accidents of large airplane have occurred per year, most of which are caused by air turbulence, and most of the aircraft accidents are that of small airplane.

Table 3-1 Numbers of aircraft accidents and casualties

| Type / Year | Number of accidents | | | | | | | | Number of casualties | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Large airplane | Small airplane | Ultralight aircraft | Helicopter | Gyro plane | Glider | Airship | Total | Fatality | Injury |
| 2019 | 5 | 1 | 2 | 2 | 0 | 3 | 0 | 13 | 1 | 12 |
| 2020 | 4 | 1 | 4 | 3 | 1 | 0 | 0 | 13 | 2 | 16 |
| 2021 | 1 | 2 | 2 | 3 | 0 | 3 | 0 | 11 | 3 | 10 |
| 2022 | 7 | 4 | 4 | 3 | 0 | 2 | 0 | 20 | 9 | 13 |
| 2023 | 4 | 5 | 0 | 5 | 0 | 2 | 0 | 16 | 1 | 4 |

Note:
1. Source: Ministry of Land, Infrastructure, Transport and Tourism.
2. Data as of the end of December each year
3. Includes accidents involving Japanese aircraft that occurred outside of Japan.
4. Includes accidents involving foreign aircraft that occurred in Japan.
5. Accidents/casualties regarding such as natural deaths or deaths caused by violence are not included.
6. The number includes those who died within 30 days after the accident and missing persons.
7. A large airplane is an airplane with a maximum takeoff weight of over 5.7 tons and a small airplane with that equal to or less than 5.7 tons.

## Incidents related to air traffic safety during 2023

### Safety issues involving air carriers

There were six cases of accidents and serious incidents* which air carriers are obliged to report to Government in 2023.

Furthermore, aircraft accident involving passenger fatalities of specified domestic air carriers (domestic air carriers using aircraft with seats over 100 or the maximum takeoff weight exceeding 50,000 kg for air transport services) has not occurred since the crash of Japan Airlines Flight 123 at the mountain Osutaka in 1985.

* Serious incident:
An incident which did not result in an accident, but could have resulted in an accident.

# Title 3, Chapter 2: Overview of Current Air Traffic Safety Measures

## Further promotion of State Safety Programme

**◎Safety promotion in line with the State Safety Programme (SSP)**

The safety objectives of civil aviation and measures that should be taken to achieve them were established as a State Safety Programme (SSP) pursuant to Annex 19 of the Convention on International Civil Aviation, and have been implemented since 2014.

In May 2023, based on the trends relating to the SSP of the International Civil Aviation Organization (ICAO), statistical methodology has been introduced to evaluate the degree of progress towards safety objectives, and Japan made reforms to improve the efficacy of the SSP.

**◎Strengthening Safety Management System (SMS) in service providers**

Guidance was provided to improve the quality of SMS, which is a mechanism for risk management related to safety by promoting safety performance indicators and safety performance targets directly linked to the measures to improve safety for service providers such as Japanese air carrier.

Specifically, for service providers etc. Utilizing the Capabilities of the Private Sector (No.67, 2013) who have limited experience with SMS measures, guidance, supervision and advice etc. were provided by maintaining close coordination so that the setting of safety performance indicators and safety performance targets can be implemented properly.

## Ensuring safe operation of aircraft

**◎Implementation of Transportation Safety Management Evaluation**

Through the implementation of the “Transportation Safety Management System” since October 2006, operators have made integrated in-house efforts to build and improve their safety management systems, and the government implemented initiatives to check and evaluate these systems at 10 companies in FY2023. In addition, utilizing the “Disaster Prevention Management Guidelines for Transport Operators” formulated and published in July 2020, evaluations regarding disaster prevention management within the management evaluation of transport operators were implemented.

**◎Improving measures to prevent the performance of duties under the influence of alcohol**

In response to a series of inappropriate events involving airmen drinking alcohol that occurred from October 2018, stringent regulations for alcohol intake were established between January to July 2019. In FY2023, we provided guidance and supervision through audits and other measures to ensure that these regulations are properly observed as in previous years, and also promoted the dissemination and enlightenment of knowledge that contributes to the daily health management of pilots (including appropriate education on alcohol intake) as well as the proper operation of medical examinations (including knowledge about diseases and medicines that affect aviation operations) through the implementation of lecture meetings for the personnel in charge of health management at airlines. Furthermore, in light of the fact that inappropriate cases of alcohol testing, alcohol detection cases and false reports of alcohol consumption by cabin crew members have come to light over two fiscal years since FY2021, instructions and supervision have been continued in order to enhance their alcohol testing systems, adequately conduct alcohol-related education (including effect measurements), and ascertain organizational drinking culture.

## Ensuring aircraft safety

**◎Establishment/updates of technical standards for safety of aircraft and its components**

To further promote safety of aircrafts and its components, we have been developing technical standards for safety of aircraft and its components, in light of latest technologies and international standard formulation.

**◎Proper certification/inspection of aircraft**

We have been implementing appropriate and smooth certification of compliance with safety and environmental standards for aircraft in close cooperation with the aviation authorities in the U.S. and Europe, etc.

In addition, in order to properly conduct aircraft inspections as well as direction and supervision of manufacturers and maintenance operators, etc., training is conducted to enhance the quality of airworthiness engineer and aeronautical engineer - aircraft design.

## Development of air traffic environment

**◎Promotion of runway incursion countermeasures**

Following an aircraft collision accident at Haneda Airport on January 2, 2024, an interim report will be compiled by summer 2024, based on discussions at the Haneda Airport Aircraft Collision Prevention Measures Review Committee established on January 19 of the same year, and safety measures for runway incursions will be implemented. In addition, further safety measures will eventually be taken based on the accident investigation report by the Japan Transport Safety Board (JTSB).

# Topics

| Road transport |
| --- |
| Initiatives for the safe use of specified small motorizsed bicycles. |
| Implementation of measures based on the results of joint inspections on school routes. |
| Initiatives relating to barrier-free access. |
| Efforts by volunteers for traffic safety |
| Holding of the 2023 Traffic Safety Forum |
| Response to the accident involving a large bus |
| Holding of “Symposium for supporting children who lost their families in traffic accidents” |
| **Railway transport** |
| On the Joshin Dentetsu railway crossing accident |
| On the “zero platform accidents” campaign |
| **Maritime transport** |
| Measures in response to the Shiretoko sightseeing boat accident |
| Safety measures for pleasure boats |
| On the Fifth Transport Vision |
| **Air transport** |
| Aircraft collision accident at Haneda Airport |
| The update of requirements for beyond visual line of sight operations over non-populated areas (Level 3 flight) to establish Level 3.5 flight toward facilitation and acceleration of Unmanned Aircraft Systems (UAS) package delivery service commercialization |
| Rulemaking activities for Advanced Air Mobility (AAM) in Japan |