

In order to implement traffic enforcement efficiently to keep appropriate distances between cars, the National Police Agency provides each unit with laser devices which can measure the distance between cars.

D. Measures Against Illegal Parking



Using measures under the Road Traffic Act and the Act on Securing Custody Spaces for Vehicles and Related Issues, the police focus enforcement initiatives on vicious, dangerous (impeding emergency vehicles) and annoying parking on arterial roads, around pedestrian crossings and bus stops, etc. The police tow vehicles and use a scotch device (a tire boot) as active measures to control illegal parking.

In 2006, a new legal system against illegal parking was implemented. Under the new system, when a driver does not pay the penalty for the vehicle confirmed as an illegally parked vehicle, the owner of the vehicle is ordered to pay the penalty.

310 police stations entrusted the confirmation affairs (the confirmation of illegally parked vehicles and sticking marks on the vehicles) to 73 judicial persons. 1,800 parking monitors enforce the confirmation affairs under the publicized guideline.

The police also coordinate action with local municipalities, for example, by working to establish local illegal parking ordinances or to build public parking lots.

4. ITS Developed by the Japanese Police

The National Police Agency, as a traffic administrator, is promoting ITS (Intelligent Transport Systems) and the UTMS (Universal Traffic Management Systems) as a main policy. The UTMS are designed to create a "safe, comfortable and environment-friendly motorized society." The UTMS provide traffic information to drivers in real time and actively control traffic flow through two-way communication with each vehicle via infrared beams.

The central role of the UTMS is operated as ITCS (Integrated Traffic Control Systems), while other functions are operated as the following subsystems;

- 1) AMIS (Advanced Mobile Information Systems);
- 2) PTPS (Public Transportation Priority Systems);
- 3) MOCS (Mobile Operation Control Systems);
- 4) HELP (Help System for Emergency Life Saving and Public Safety);
- 5) EPMS (Environment Protection Management Systems);
- 6) DSSS (Driving Safety Support Systems);
- 7) PICS (Pedestrian Information and Communication Systems); and,
- 8) FAST (Fast Emergency Vehicle Preemption Systems).

The UTMS are designed to take the following five measures.

(1) Measures against Traffic Accidents

The UTMS analyze traffic accidents to discover their real causes and disseminate relevant precautions to other motorists by making full use of information technology (IT). In addition, they help dispatch rescue units swiftly to accident scenes, thus leading to the reduction of traffic mortality rates. The UTMS can locate accident sites based on traffic information and give warning to other vehicles. Under the UTMS, accident information can also be automatically transmitted by first party vehicles.

(2) Measures against Traffic Congestion

The UTMS are capable of removing elements that bring about traffic congestion, securing smooth mobility and providing other information concerning traffic conditions. Among other things, they regulate traffic lights depending on traffic situations, provide traffic information to motorists who can use it to adjust travel routes, assure public transportation priority passage at traffic lights, help cargo operators achieve efficient distribution of products, detect illegally parked vehicles and give them warning.

(3) Measures against Traffic Pollution

The UTMS have an environment monitoring system that contributes to the reduction of traffic pollution.

EPMS provides information on traffic pollution and controls traffic signals and limits traffic volume.



(4) Measures for the Elderly and the Disabled

Traffic safety for the elderly is becoming a major concern in recent years. The UTMS create a universally mobile environment, where the elderly and the disabled can maneuver through road traffic with ease and convenience.

(5) Measures for Mobile Convenience

VICS (Vehicle Information and Communication System) is one of

the sophisticated AMIS systems. It was developed to respond to drivers' high-standards and diversified needs for traffic information under ever worsening traffic congestion. It provides direct and real-time traffic information for automobiles equipped with a car-navigator and encourages drivers to choose appropriate routes.

In July 1995, the VICS Center was established to direct VICS operations, which started in Tokyo in April 1996 and in Osaka in December 1996. In February 2003, the VICS Center launched nation-

wide distribution of traffic information via infrared beacons, radio beacons, and FM Multiplex Broadcast. The National Police Agency promotes various policies to support traffic information business by the private sector. The NPA has installed a system that sends on-line, real-time traffic information gathered from about 189,000 vehicle detectors on the roads. By utilizing this system, private companies can provide traffic information to drivers through in-car navigation systems, the internet, cellular phone and so on.

The Integrated Traffic Control Systems

