

Topic IV: Initiatives Aimed at Traffic Safety for the Elderly

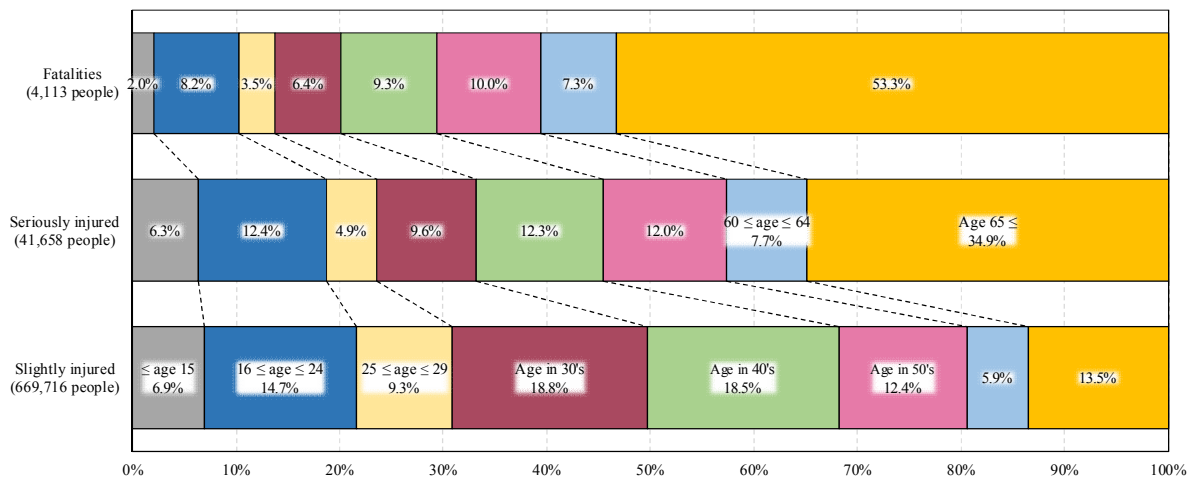
(1) Situation of Traffic Accidents Involving the Elderly

The number of elderly fatalities in traffic accidents in 2014 was 2,193, which accounts for more than half of overall fatalities in traffic accidents. The number of elderly fatalities broken down by accident circumstances suggests that nearly half of all elderly fatalities occurred while walking. In addition, traffic accident fatalities and injuries broken down by age group and by severity of injury suggests that the elderly account for 13.5% of the slightly injured persons, 34.9% of the seriously injured persons and 53.3% of the fatalities. Thus, the percentage of the elderly increases as the extent of injury becomes severe.

cooperating with related agencies and other organizations to implement measures such as individual guidance through home visits and enlightenment activities at facilities such as hospitals and care centers, and also to promote safety education in which the elderly can learn through participation, hands-on experience and practice by actively using walking simulators, cycling simulators and other equipment. Looking at the statistics of elderly fatalities in 2014 by time-zone, the fatalities of elderly pedestrians tend to be higher than those of non-elderly pedestrians particularly between the hours of 5:00 pm and 8:00 pm. In light of this, the police are conducting safety activities to protect and guide the elderly at twilight, and to encourage them to wear bright clothes for visibility, in addition to promoting the widespread use of items that incorporate reflective materials.

(2) Measures to Prevent Accidents

Chart IV-1 Casualties broken down by age group (component rate) (2014)



Involving Elderly Pedestrians and Elderly Cyclists

Of the elderly fatalities in 2014, about 60% occurred while walking or riding a bicycle and about 80% of the elderly in that 60% did not have a driver's license. Accordingly, with the aim of providing opportunities for traffic safety education to be given to the elderly who are not licensed to drive, the police are

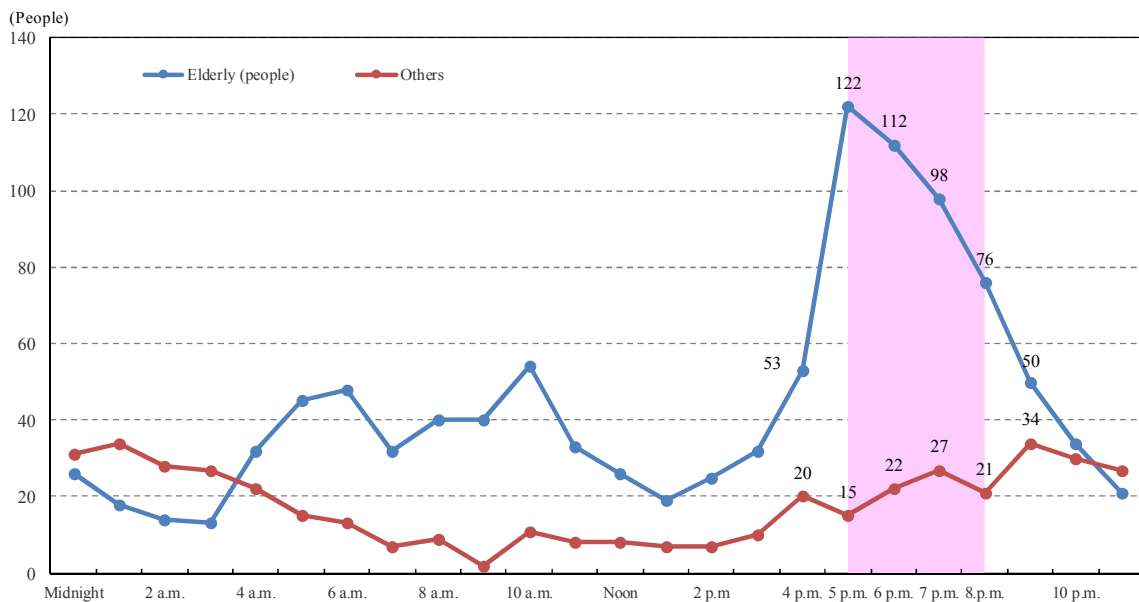


Traffic safety instruction given to the elderly through home visits

The police are working to ensure the safety of elderly pedestrians and cyclists by promoting safety measures on community roads such as the establishment of 30km/hr. zones, installing barrier-free traffic lights, and developing dedicated cycling spaces in cooperation with road administrators. Also, measures including increasing the luminance and size of road signs, converting traffic lights to LEDs, launching the exclusive parking zone system for elderly and other drivers¹⁰, the development of a traffic environment where elderly drivers can drive safely and securely is promoted. In addition, considering the growing importance of public transportation as a means of mobility for the elderly, the police are enhancing cooperation with other agencies and

(3) Ensuring the Safety of the Elderly by Improving the Traffic Environment

Chart IV-2 Elderly pedestrian fatalities broken down by time of day (2014)



	Midnight - 2 a.m.	2-4 a.m.	4-6 a.m.	6-8 a.m.	8-10 a.m.	10 a.m.- Noon	Noon- 2 p.m.	2-4 p.m.	4-6 p.m.	6-8 p.m.	8-10 p.m.	10 p.m. - midnight	Total
Elderly (people)	44	27	77	80	80	87	45	57	175	210	126	55	1,063
Other than elderly (people)	65	55	37	20	11	19	15	17	35	49	55	57	435

Note: The numbers of fatalities are timed per hour in the graph and two hours in the table.

¹⁰: Under this system, specific drivers such as the elderly, handicapped persons and pregnant women driving ordinary vehicles that display a certain emblem issued by Prefectural Public Safety Commissions (PPSC) are allowed to park or stop at spaces designated by road signs.

organizations toward energizing and revitalizing local public transportation.

(4) The Enhancement of Measures for Elderly Drivers

Drivers who are 70 years old or older as of the date their license expires are required to take a training course for the elderly when they renew their license. The course provides lectures related to safe driving, practical guidance to ensure the safe driving of automobiles and other vehicles and guidance based on the results of a test using a driving aptitude testing apparatus¹¹, through which participants are helped to become aware of the changes in their physical abilities and are given concrete instruction for safe driving based on the test results. In 2014, 2,298,006 persons took this course.

Also, drivers who will be turning 75 years old or older before their license is to expire are required to take a pre-training course test (a cognitive functioning test) up to 6 months before their license is due to be renewed. This test is aimed at having elderly drivers become aware of the status of their memory and judgment and at supporting them in continuing to drive safely. After the test, a training course is provided based on the test results. In 2014, 1,438,040 elderly persons took the pre-training course test (cognitive functioning test).



In-vehicle instruction in the training course for the elderly

Column: Amendment of the Road Traffic Act as a Measure for the Prevention of Traffic Accidents Involving Elderly Drivers

The trend of numbers of traffic accidents and fatal traffic accidents caused by drivers aged 75 or over has been increasing. Since the number of licensed drivers aged 75 or over has been increasing in step with demographic aging, the number of traffic accidents caused by elderly drivers is expected to further increase. Accordingly, with the aim of addressing the urgent issue of promoting measures for preventing traffic accidents involving elderly drivers, the Act on the Partial Amendment of the Road Traffic Act was enacted at the 189th Diet session in June 2015. The Act addresses the following:

- 1 the introduction of an extra cognitive functioning test for drivers aged 75 or over who have committed certain traffic violations**
- 2 the introduction of an extra training course for the elderly whose cognitive function is judged to have declined enough to affect their ability to drive automobiles and other vehicles, based on the results of an extra cognitive functioning test**
- 3 the review of the system to make it possible to order those who are judged to have the potential to suffer dementia by a cognitive functioning test to take a special aptitude test (diagnosis by a specialized doctor) or to submit a medical certificate prepared by a doctor regardless of their history of violations.**

¹¹: This apparatus consists of a dynamic visual acuity testing instrument, a night-time vision testing instrument and a visual field testing instrument. It is designed to examine the speed and accuracy of responses to visual stimuli.

In conjunction with this amendment, the training courses for drivers aged 70 to 74 and for drivers aged 75 and over whose cognitive function is judged not to have declined based on the results of a cognitive functioning test will be rationalized, while

those for drivers aged 75 and over whose cognitive function is judged to have potential for having declined or suffering dementia by a cognitive functioning test will be improved.

Chart IV-3 New measures for elderly drivers

